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JANUARY, 1948

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CONTENTS

VOL. II.

JANUARY, 1948

No. 1

EDITORIAL

Letter to the Editor: "The Navy League"	5
Editorial	10

ARTICLES

To Australia's Antarctica	By John Clerk	12
Williamstown Naval Dockyard	By Reuben Renzo	14
Colombo—An Impression	By One of the Wives	22
The "M and W" Beacon	By R. S. Porteous	25
T.S.S. "Canberra" Says Farewell	By Norman Allen	27

PERSONALITIES

The Minister for the Navy	20
Captain (S.) E. H. Leitch, R.A.N.	29
Captain J. C. Morrow, D.S.O., A.D.C., R.A.N.	41
Warrant Officer M. G. Harper, R.A.N.R.(S)	52

OVERSEAS NEWS.

Maritime News of the World	33
----------------------------	----

SPECIAL FEATURES

Seas, Ships and Sailors	Norton	19
H.M.A.S. "Nestor"	By John Bartock	35

FICTION

Where There's Smoke . . .	By A. E. Morrison	53
---------------------------	-------------------	----

HUMOUR

Navy Mixtura	45
--------------	----

NAVAL OCCASIONS

What the Navy is Doing—At Sea and Ashore—		
Squadron Dispositions		36
General		37
Personal		39
Petty Officers' Club Notes from F.N.D.		41
Navy Spotlight		30

BOOK REVIEWS

"British Coastal, 1939-1945"	42
"Best Stories of the Navy"	44

GENERAL

"The Navy" for Next Month	3
Passing Out Ceremony at R.A.N. College	15
Nautical Quiz	46
Naval Appointments, etc.	50

ASSOCIATIONS, CLUBS.

Ex-Naval Men's Association of Australia	47
The Navy League	9
Cruising Yacht Club of Australia	49

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LETTERS TO THE EDITORS

THE "AGNES MUIR."

Sir,

When reading Basil Lubbock's book "The Colonial Clippers," I noticed on page 353 that a wooden vessel named "Agnes Muir" of the Patrick Henderson Albion Line operated in the New Zealand Emigrant Trade. There is a hulk named "Agnes Muir" in the Yarra, but if I remember rightly she is iron or steel. Can any reader state whether she is the vessel referred to above?

Furthermore, the ship "City of Adelaide" is mentioned on page 178 of the same book. There is an old hulk lying off Magnetic Island in Cleveland Bay, Townsville, which I understand was named "City of Adelaide." Can anyone tell me if she is the same vessel? An Allied aircraft crashed into her mainmast during the 1939-45 war.

Yours, etc.,

Norman Allen,
15 Southernhay Street,
Regent, Vic.

If any reader can supply information that may answer Mr. Allen's questions, we should be very glad to hear from him.

Editor, "The Navy."

CONGRATULATIONS AND CRITICISM.

Sir,

I read your Journal with much interest. It is just what is wanted in Australia, and I hope it proves a success. I find your section "What the R.A.N. Is Doing" very much behind the times, though, and lacking in details of movements of H.M.A. Ships in Melbourne. And what about ships in reserve at Geelong? "Wagga," "Burdekin," etc., and G.P.V. 962? "Barwon," etc., at Williamstown. Again, where is "Platypus," "Koala," "Kookaburra," etc? Some of us like to know where all our old ships are

and what they are doing. Again, what about giving some personal history of some of the Warrants and Commissioned Warrants who have risen from the ranks?

Yours, etc.,

A. J. Wilson,
St. Vincent Place,
Albert Park, Vic.

Thank you for your letter and your good wishes. Your criticism of "What the R.A.N. Is Doing" has some justification. At the same time, we are working under certain difficulties in compiling that section. The greatest of these is the fact that we have to work approximately one month ahead of publication date. But we are endeavouring to make the section as up-to-date as possible. There is another fact to bear in mind, and that is that we are dealing with vessels in commission or in more or less active reserve. Your suggestion regarding ships in reserve has induced us to think of the possibility of running a special article on these in the near future, so that, as you remark, ex-members of ships' companies will know what has happened to their old ships. Your suggestion in regard to Warrants and Commissioned Warrants is a good one also, and we will see what we can do in that direction.

Editor, "The Navy."

MERCHANT SHIP LOSSES ON AUSTRALIAN COAST.

Sir,

It was with great pleasure that I discovered a copy of your publication recently at Robertson's Book Shop, Forrest Place, Perth, W.A. I have ordered "The Navy" and also requested back numbers from January, 1947. Please do accept my good wishes for "The Navy's" success, it is with regret that I have not previously seen a copy.

Continued on page 7.

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LETTERS TO THE EDITORS

Continued from page 8.

Will you please if possible advise me if you have published or know of a publication covering merchant vessels lost on the Australian coast from 1914 to date. As an ex-seafaring officer of both World Wars I have thoroughly enjoyed reading "The Navy" and will look forward with great pleasure for your publication each month. I am endeavouring to interest others in the journal.

Yours, etc.,

Ivan Bird,
40 Mount Street,
Perth, W.A.

Thank you for your letter and for your good wishes and efforts on behalf of "The Navy." It is naturally gratifying to us to know that you are getting pleasure from the magazine. We have not ourselves published, nor do we at present know of any publication covering Merchant Vessels lost on the Australian coast since 1914. We are, however, making enquiries, and will advise you by letter as to any information we are able to obtain which may be helpful to you.

Editor, "The Navy."

T.S.S. "THEMISTOCLES."

Sir,

Following on the article "Themistocles—Last of a Famous Line" which appeared in the November, 1947, issue of "The Navy," the following newspaper report which was published in a Melbourne newspaper during the last week in November is of interest. It reads:

"SOLD: To the British Iron and Steel Corporation Ltd., London, for £29,000, to be broken up at Dalmeir by Arnott Young and Company, Glasgow, TSS Themistocles, two decks and

awning deck, third deck in No. 3 hold, 11,231 tons gross, built and engined by Harland and Wolff, Belfast, in 1911, owned by Shaw Savill and Albion Company."

This "Death Notice" appeared in the columns of the British shipping magazine "Fairplay." Incidentally, the "Themistocles," sold for breaking up sixteen years later than her younger sister "Demosthenes," realised nearly £20,000 more. The "Demosthenes," sold in October, 1931, when twenty years of age, for breaking up "in anticipation that tariffs will create a better market for British scrap metal," realised £9,520.

Yours, etc.,

"Knew Them Both,"

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Vol. 11.

January, 1946.

No. 1

FAITH AND A WARNING

SPEAKING at Messrs. Vickers-Armstrong's Yard at Barrow-in-Furness, on the occasion of the launching by Lady Morshead of the Orient liner "Orcaades" in October last, the Chairman of the Orient Steam Navigation Co. Ltd. Mr. I. C. Geddes, said: "I returned a few weeks ago from a visit to Australia. It is a great and virile country, destined to be even greater as its population grows and its industries expand. Your group of Companies"—he was addressing Messrs. Vickers-Armstrong—"has a stake there also and it is not inappropriate to the text of this speech to mention my impressions of Australia. Today, she is producing, from her own iron, steel cheaper than can be produced in England. Today, Australia is producing, from her own wool, cloth which equals in quality all but our highest grades, at prices which stand comparison with our own. Today, Australia is producing, from her own vineyards, white wines which compare not unfavourably with the non-vintage wines of France and Germany. It is true that in Australia as in England the legacy of unrest left by the turmoil of war protrudes itself but, whatever the immediate importance of this may be, it is the more distant future of Australia we should regard, and that is full of promise. She will expand and our two companies will, I hope, expand with her, and that expansion will come through two agencies—large schemes for the conservation of water and a flow of migrants in the greatest number Australia can absorb."

Earlier in his speech, Mr. Geddes had pointed out that the two ships built by Vickers-Armstrong for the Orient Company—the "Orcaades" and a sister ship—would cost more than £6 millions for an aggregate of 60,000 gross tons, "ton for ton an increase not far short of 2½ times pre-war costs.

These two new ships alone will have to earn, in addition to their running costs, something in the neighbourhood of £600,000 a year to cover interest and depreciation. This is a terrifying thought and every man whose livelihood depends on the twin industries of shipowning and shipbuilding should realise the implication of this steep rise in cost."

Mr. Geddes continued: "We have, with your skilled help, by fresh orientation of ideas in the design of this new ship and her sister, endeavoured to ease this problem by building bigger and faster ships with increased capacity for passengers. Each vessel will make four round voyages a year instead of three... While we reduce our risk by making fewer ships do more service, the financial hazard of building even these two ships is so great and so obvious that I should lack frankness if I did not say quite clearly, to shipbuilders in general as well as to our kind hosts today, that in the present conditions of uncertain timing for delivery and frighteningly high costs. 'Here is a red light which you would be unwise to ignore'. It is not a question of national or private ownership. It is an unpleasant truth that no one will continue to build ships which show in results nothing but loss."

AUSTRALIA'S RESPONSIBILITY

Mr. Geddes thus uttered a warning, and followed it up by an expression of faith in the future, a faith invested—since this is the country with which the ships of the Orient Line trade—in Australia. As Australians we cannot but feel gratified at the references made by Mr. Geddes. At the same time, we cannot disassociate ourselves from his warning. We may feel the more gratified in that we may, without conceit or self-satisfaction, recognise the truth of what Mr. Geddes said and implied.

We here have been, and are, a people singularly blessed. We started off with a country of exceeding possibilities and potentialities. Under the protection of Great Britain, our forefathers, in the vital years of development and national emergence, were enabled to establish this predominantly British nation in the Pacific. Our exploring of the possibilities and potentialities have been, in the limited time since this country was first settled, not without credit to our people. It can be said with truth that the average inhabitant of Australia today ranks, in intelligence, in artistic talent, in physical development, and in hygiene, among the very foremost of the peoples of the world.

Much of that is due to the country itself, to its fruitfulness and its healthy sunshine, and to the freedom of the great spaces at our disposal. But much of it, also, has been due to the people themselves, and to the good government we have in general enjoyed, government which has had the advantage of starting off in a new home, has been largely untrammelled, and has had the example, in its faults and its virtues, of the old world from which to benefit.

The result is, in the main, good. But our happy position today makes our responsibilities the greater so far as the warning Mr. Geddes uttered is concerned. We are, as our High Commissioner in Great Britain, Mr. Beasley, said when addressing that same gathering on the occasion of Mr. Geddes' Speech, "An Island Continent—a long distance from Britain—several oceans have to be spanned before we reach one another both in person and with your goods on the one hand and our products on the other." We are dependent on sea communications, both in peace and in war. And sea communications are dependent on the ships that cross the seas.

Mr. Geddes, in his warning, spoke more particularly of the cost of shipbuilding. But that cost is not alone in deciding the profit earning ability of a ship. Running expenses play a major part in ship economics, and those of us who are concerned with the handling of ships and their cargoes—be it on the wharves, on the tugs that assist the ships in our ports, on the railways that haul freight to the seaboard, or in the shearing sheds, the mines, the orchards, the fields and farms whence our production flows—each has a hand in determining those running expenses. With the constantly rising costs of ship-operation, earning ability becomes of greater moment, and delays a greater factor in deciding between profit and loss on a voyage. We here enjoy conditions far above those of the greater part of the rest of the world. That alone should weigh with us in a determination to express our realization and appreciation of that fact by doing our utmost as a provider from our own abundance. On the other hand, purely selfish reasons should prompt us to the same determination. We are an island continent, dependent on the sea and on the ships for our present existence and our future prospects. We should foster our sea-borne trade by every means within our power. This we can do by ensuring that no unnecessary delays will be inflicted on ships in our ports by irritating and frivolous hold-ups and avoidable and unnecessary strikes. This we owe to ourselves and to Australia, no less than to those who have faith in us and our country sufficient for them to put into our trade ships which rank among the world's finest.

TO AUSTRALIA'S ANTARCTICA

FOLLOWING IN PART THE TRAILS MADE BY THE POLAR EXPLORERS OF THE PAST, THE AUSTRALIAN NATIONAL ANTARCTIC RESEARCH EXPEDITION WILL CARRY THEIR WORK FORWARD WITH RESULTS OF POSSIBLE FAR REACHING IMPORTANCE.

By John Clark

ADMIRAL Mathew Maury, the American sailor who did so much to stimulate the systematic study of the ocean—"This beautiful and elevating science," as he described it—speaks of those parallels of South Latitude lying between forty and fifty degrees, the Roaring Forties, where, year in and year out, the strong westerlies blow and the great seas, with no land masses to break their ranks, tramp regularly and majestically eastwards. "The billows there lift themselves up in long ridges with deep valleys between them," he says. "They run high and fast, tossing their white caps aloft in the air, looking like the green hills of a rolling prairie capped with snow and chasing each other in sport."

It lies, this windswept girdle of marching water, between Australia and her southern Dependency of Antarctica. The South Polar regions differ from those of the North in that, whereas in the Arctic we have a great ocean almost encompassed by a ring of land, the Antarctic continent, far colder than the North Polar regions, is an island surrounded by vast ocean wastes. The most elevated of the continents, it is "a sombre, sinister tableland, mostly over 8,000 feet high, beset by peaks rising more than 15,000 feet." And it is covered by a great ice cap of an area of five million square miles and an estimated thickness of up to 1,800 feet.

This ice cap is the mother of the great Antarctic bergs, floating

ice islands of a size incomparably greater than that of the northern icebergs. Commander John Irving of the Antarctic whaling research ship "William Scoresby," records a meeting with a southern iceberg which was 150 miles long by 11 miles wide, with cliffs more than 300 feet high in places. They became detached, these giant bergs, from the ice barrier that guards the continental coast. Sir James Clark Ross discovered the Great Ice Barrier—"one of the world's greatest wonders," as Admiral Lord Mountevans describes it—during the "Erebus" and "Terror" expedition a little over one hundred years ago. Ross succeeded, also, on that expedition, in locating the South Magnetic Pole in 75 degrees 5 minutes South, Longitude 154 degrees 8 minutes East.

A place to appal, this Antarctic ice cap. Robert Falcon Scott described it as "this terrible, limitless expanse of snow" . . . "so fearfully monotonous," and wrote of the South Pole "What a terrible place." Ernest Shackleton has recorded his impression of the Inland Plateau as "the bleakest and most horrible part of the earth." Those who would go to it must cross the Roaring Forties, braving the mountainous seas and wild westerly winds, the sleet and snow-laden squalls that skirl down those stormy latitudes; must force their way through the outlying pack ice up to the Barrier; must be prepared for a polar climate that includes temperatures lower than seventy degrees below zero, and gales and blizzards that exceed 100 miles an hour in wind velocity.

What is it that draws men to these icy wastes? The lure of the

unknown, the desire to explore, the urge to find out what lies beyond the skyline, in the first place. And then, once heard, the cry of what Lord Mountevans calls "the little voices." He, when a young officer in the Navy, took part in the two relief expeditions of Scott's National Antarctic Expedition of 1901, and was later second-in-command of Scott's last expedition, sailing—then a lieutenant, R.N.—as commanding officer of the "Terra Nova."

He still, as he says in his book, "British Polar Explorers," hears the "little voices," voices which, "in the case of Antarctic venturers, make them yearn for that curious hiss which they know so well, when the green heart sheathing rubs through the pack ice and tells them that they are once more in the realm of the Great Unknown. I sometimes feel this weird, yet not unattractive, call when things are at their easiest, and life is too full of pleasure. Franklin felt it; Hudson felt it; Crozier knew it, too; Scott felt it, and Shackleton never could get right away from it. They all knew these little voices when their last hours of life were ebbing away in the polar ice, and they felt so unmistakably the bleak wind from a Greater Atmosphere."

Whatever factors prompt preliminary exploration, others arise to cause later exploitation. There are various potentialities in the Antarctic continent. There, for example, lies the answer to many of the "weather" problems of the Southern Hemisphere. Observations carried on in the Antarctic have been found to have a definite bearing on the condition of the monsoons in India. With the development of air travel, it may be possible to develop in the Antarctic landing grounds for inter-continent or trans-polar flights. There is the question of marine studies in relation to food. The whale is no longer of interest solely for oil or whalebone. Whale meat now finds a place—and a growing place—in the diet of humans. There are possibilities of considerable mineral



Lieut.-Commander G. M. Dixon, D.S.C., R.A.N.V.R., Commanding Officer, "L.S.T. 3501."

wealth, coal, perhaps gold, radioactive minerals. And, as more and more the transit of all parts of the earth becomes possible by medium of the aircraft, the question of defence arises.

As one of the populated countries nearest to the Antarctic, Australia has a definite interest in the area. That interest was translated into official activity some years

ago. The first Australian Antarctic expedition was carried out between 1911-1914, under the leadership of Sir Douglas Mawson, with Captain J. K. Davis as second-in-command and master of the expedition's ship "Aurora." This expedition made important discoveries and carried out valuable survey work around Adelie Land and South Victoria Land, discovering the new coastline of Queen Mary Land and King George V Land. Subsequently, during 1929-31, Sir Douglas Mawson led the combined British, Australian and New Zealand Antarctic Expedition, during which exploration was carried out in the vicinity of Enderby Land. Lord Mountevans says of these expeditions in which Australian interest was active, that they are credited mostly justly with having added more geographical and scientific discoveries than any previous Antarctic expeditions.

The area of Antarctica from King George V Land in the east—due south of Tasmania—to just beyond Enderby Land in the west—almost due south of Africa—is the Australian Antarctic Dependency, and it is in this area that the forthcoming Australian Antarctic

Continued on next page.



Veteran polar vessel, "Wyatt Earp," main ship of the present Australian National Antarctic Research Expedition.



The Expedition's Second Ship, "L.S.T. 3501."



Aircraft will help. Here is "L.S.T. 3501c" Amphibian.

Expedition is to carry out its work. With the title of the Australian National Antarctic Research Expedition, the expedition purposes to maintain Australian and British interests in Antarctica, to find a suitable site for a permanent base, and to survey unexplored portions of the Australian Antarctic coastline, and to carry out scientific work, including meteorological study and observations of cosmic ray phenomena, radio physics work and magnetic determination.

The expedition is part of a long-range plan to develop the Australian Antarctic territory. It will include three separate research parties to be established in or near Antarctica. One party will be established on Heard Island, another on Macquarie Island, and a third on the Antarctic continent. "A" class weather stations will be established at the two island bases, which will also carry out magnetic determination, while radio physics work will be done on Macquarie Island.

Group Captain Stuart Alexander Caird Campbell, R.A.A.F., is over-all leader of the expedition. He has had previous experience in the Antarctic, having accompanied Sir Douglas Mawson during the 1929-31 expedition, when he was pilot of the expedition's aircraft. He has had naval experience, having served as a flying officer in

H.M.A.S. "Albatross" and assisted in an aerial survey of the Barrier Reef. He is a Bachelor of Engineering, has sailed in the Merchant Service before the war, and commanded Catalina Squadrons in the R.A.A.F. during the recent war.

Commanding officer of the expedition's main ship, the "Wyatt Earp," is Commander Karl Erich Oom, O.B.E., R.A.N. Commander Oom entered the Royal Australian Naval College in January, 1918, and attained his present rank in June, 1943. He, also, has had

previous experience in the Antarctic, having served with the B.A.N.Z. Antarctic Expedition during 1930 and 1931 as surveyor, when he charted most of MacRobertson Land. His marine surveying experience is very wide, and includes the tropics in addition to polar regions. His O.B.E. was awarded "for outstanding survey work under arduous conditions in the Far East" during the recent war, in which his survey work also earned him decorations awarded by the United States Government. Lieut.-Commander W. F. Cook, R.A.N., is his first lieutenant.

The second ship of the expedition, "L.S.T. 3501," is commanded by Lieut.-Commander George Manley Dixon, D.S.C., R.A.N. V.R. Although he has not had previous polar experience, he has been well down south into the Sixties when serving in sailing ships. Coming to Australia as an apprentice in sail in 1914, he left his ship and joined the A.I.F. Wounded at the Gallipoli landing, he later served in France, and was finally discharged from the Army in 1917. He then went back into sail and remained there until 1923, when he joined the Commonwealth Government Line, eventually

Continued on page 58.



An inflatable canoe for sirman forced down at sea.

Passing Out Ceremony at R.A.N. College

Left: Cadet Midshipmen marching past the Saluting Base, where His Excellency the Governor-General (Mr. McKell) took the salute.



Above: Mr. McKell, followed by the Commodore Superintendent of Training (Commodore H. A. Showers, C.B.E., R.A.N.), inspecting Cadets.

Right: His Excellency the Governor-General, who presented the prizes, chatting with Cadet Captain P. M. Cumming, of Perth, grand aggregate winner (right) and Chief Cadet Captain R. J. Tulip, of Rockhampton.



WILLIAMSTOWN NAVAL DOCKYARD

AS AN IMPORTANT PART OF THE NAVY, WILLIAMSTOWN NAVAL DOCKYARD FILLS A SIGNIFICANT FUNCTION AND FOSTERS IN VICTORIA THE VITAL SHIP-BUILDING INDUSTRY IT CARRIED OUT SO WELL DURING THE WAR YEARS.

(Drawings by Esther Peterson)

IN the year 1838 an interesting advertisement appeared in John Pascoe Fawcner's handwritten newspaper, "The Melbourne Advertiser." In it, Captain Hugh McLean advised readers that: "The undersigned begs to inform the Public that he keeps a Boat and two men in readiness for the Purpose of Crossing and recrossing Passengers between Williams Town and the opposite Beach. Parties from Melbourne are requested to raise a Smoke and the Boats will be at their Service as soon as practicable. The least charge is 5/- and 2/- each when the number exceeds two."

Those were the days when the only connection between Williams-town and Melbourne was by water. Such a water service continued until comparatively recent years, when the passage was made regularly between Williamstown and Port Melbourne by the ferry steamer "Roosy." But to-day the connection is by road or rail. The

old ferry passage across the head of Hobson's Bay is no more. The journey can still, however, be romantic.

Williamstown is an old place as places go in Australia. Much of its former glory has departed. There was a time, for instance, when it was considered that the site behind Point Gellibrand at the entrance to the River Yarra would be that of the future metropolis of Victoria. Williamstown, at that time, had ten houses, "its clustering cottages being bosomed prettily in the green of the encircling bush." For years after that it continued, and grew, as the main port of Victoria. For long the mail steamers berthed there.

It was still the shipping centre of Victoria in 1885. James Anthony Froude, the historian, arriving there in that year in the Aber-

deen Line steamship "Australasian," dilates upon it in his book "Oceana." "When I woke and went on deck," he records, "we were alongside the wharf at Williamstown, with Melbourne straight before us, five miles off, and the harbour reaching all the way to it. In my life I have never been more astonished. Adelaide had seemed a great thing to me, but Melbourne was a real wonder. Williamstown is the port from which vessels outward bound take their departure. The splendid docks there were choked with ships loading and unloading. Huge steamers—five, six or seven thousand tons—from all parts of the world were lying round us or beside us. In the distance we saw

the smoke of others. Between us and the city there seemed scarcely to be room for the vessels anchored there; from their masthead or stern the English flag blowing out proud and free, and welcoming us to Australia as to a second home."

But, long before Froude arrived in Australia, Melbourne had grown on that spot up the Yarra selected by Batman as the place for a "village." Froude speaks of the "black volumes of smoke through which the city loomed as large as Liverpool!" And Port Melbourne, across the Bay, where Hugh McLean's passengers used to "raise a smoke," emerged as a successful rival to Williamstown. The mail steamers shifted over there. And the importance of the original port waned, such as remained resting largely on the wheat berths and the naval depot, and the dockyard with its graving dock.

Williamstown enshrines the earliest history of Victoria, and much of the history of Williamstown would have to be written around the dockyard, and would be found in its records.

It was a fine day recently when we for our way there, along the short road from Port Melbourne that leads through the pleasant and aptly named Garden City to the banks of the Yarra, where the old chain punt carries vehicles across the river. The scale of charges on the punt evokes memories of Williamstown's past. In October, 1835, the 300-ton barque "Norval" disembarked at Point Gellibrand 500 pure-bred sheep, some of the forerunners of Victoria's great flocks—and 30 Hereford cows. To-day the Williamstown Road punt's scale of charges includes: "For each pig, sheep, lamb, goat, 1d. For each ox, horse, mare, ass, mule, or head of cattle, 3d." Charges rise sharply when it comes to the inanimate, for "any building structure, house, being bodily removed" the charge is 40/- on week-days and 50/- on Sundays.

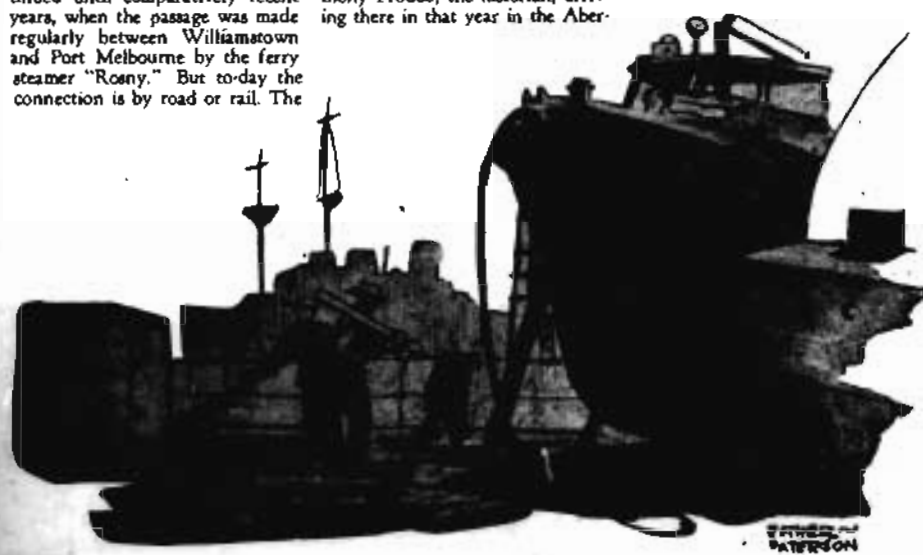
Much of the old-time shipping atmosphere remains in Williamstown. There is a floating dock there which was itself once a hull

that lived to the scend of the sea and gained impulse for movement from the winds of the ocean. There are old buildings along the waterfront, and in the sheltered bay within the arm of Point Gellibrand small craft lie at moorings and curtesy to their reflections in the smooth water. The dockyard, round at the end of the Strand under the shadow of the point, has been in existence since some twenty years or so after the "Norval" landed her sheep well over a century ago. Mr. H. W. McDonald, the present Secretary of the Dockyard, to whose ready help and knowledge I am indebted for most of the facts about the yard in this article, told me that he has traced the activity of the yard back to 1858 insofar as the slipping of ships for repair and refit is concerned.

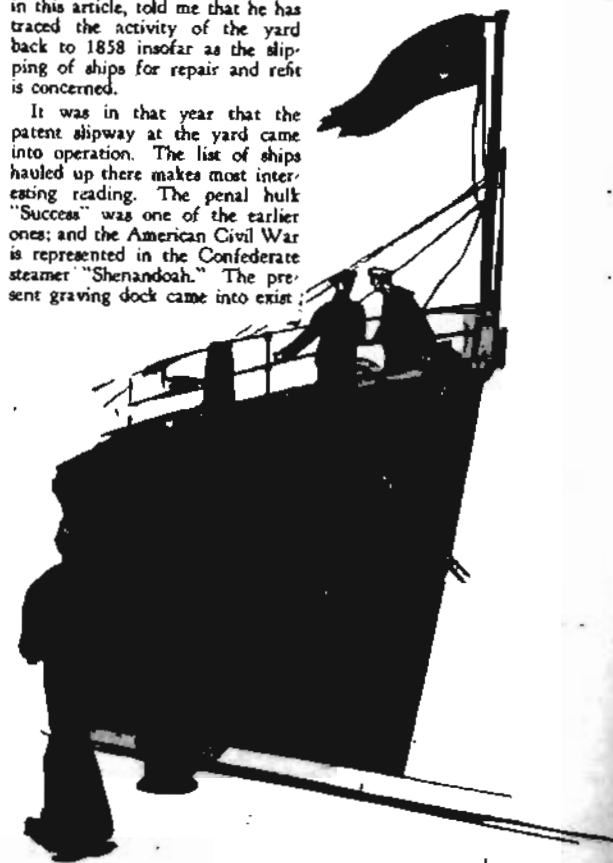
It was in that year that the patent slipway at the yard came into operation. The list of ships hauled up there makes most interesting reading. The penal hulk "Success" was one of the earlier ones; and the American Civil War is represented in the Confederate steamer "Shenandoah." The present graving dock came into exist-

ence a few years later. Its building commenced in November, 1864, and it took ten years to complete. Built of Williamstown stone it was, with its length of 476 feet, its breadth of entrance of 80 feet, and its depth at low water on the sill of 24 feet 6 inches, for some time the largest graving dock in Australia. Newspaper engravings of the time show the scene of excitement which attended the docking of the first vessel to enter the graving dock, H.M.S. "Nelson." Since that date many vessels have been docked there, the largest being S.S. "City

Continued on next page.



The Navy



January, 1948.

of Delhi," of 7,443 tons and 469 feet length, only seven feet shorter than the length of the dock.

The dockyard and the dock have seen periods of great activity, one of which they now enjoy. A number of good ships have been born on the building berths there. There was a period of shipbuilding just after the 1914-18 War, when the Commonwealth Shipping Board built six ships at the yard for the Commonwealth Government Line. Two of the "D" Class cargo vessels—the "Dumosa" and the "Dromana"—and four "E" Class Shelter Deck type—"Emita," "Erriba," "Euroa" and "Elouera" were built there. They were ships well-built of good Australian steel, and many of them have done outstanding service since. While we were waiting on the Yarra bank for the punt to come across the river to take us over to Williamstown, one of these early ships came down stream on her way to sea. The "Dumosa," with the black funnel and broad white band of James Paterson & Co. Pty. Ltd., and looking in good condition after her quarter of a century or so of service.

Some of these ships, with their sisters built in other Australian yards, were sold to oversea owners. But a number remained on the coast. A number of these have worked in the wearing iron ore trade for the Broken Hill Company and have stood up magnificently to the hard work involved. Williamstown Dockyard, and the other yards in the Commonwealth which built ships then and since, have proved that Australian materials and Australian workmanship can stand comparison with any others when it comes to the building of ships.

The spell of activity resulting from the recent war has had greater results so far as the Williamstown Dockyard is concerned. Work started off there with the outbreak of war in the fitting out of defensively equipped merchant ships. It was the start of a fine effort, for the long period of inactivity found the yard ill-equipped



ped and with a small staff. But, by working long hours and during week-ends, the staff and employees met the situation, and within a very short period had fitted gun emplacements on 15 merchant vessels. Concurrently with this work was that of the conversion of coastal vessels into minesweepers, and during the early months of the war eight vessels were so converted at Williamstown.

With the development of the Government's naval shipbuilding programme, the question of resuming building on a fairly extensive scale was tackled by the Dockyard authorities. The clearing of the old building berths was undertaken—since the previous building activity had ceased in 1922 they had been used as a storage ground—and the construction of berths for a considerable building programme was put in hand.

The first orders received were for the construction of A.M.S. vessels, later known under the popular name of "corvettes." In all, eight of these were built at the Williamstown Dockyard, they being "Ballarat," "Geelong," "Castle-

maise," "Echuca," "Horsham," "Shepparton," "Benalla" and "Stawell." All of them did valuable service during the war. "Ballarat" was one of the seven of her class which, in the opening phase of the war against Japan, did great work in Malayan and East Indies waters. "Shepparton" and "Benalla" did distinctive duty with the Surveying Service. "Ballarat" was one of the R.A.N.'s representatives at the main Japanese surrender in Tokyo Bay, while "Benalla," "Echuca" and "Horsham" were concerned in the enemy's surrender at Timor.

The keel of the first of the corvettes to be built at Williamstown was laid in April, 1940, but the conclusion of the corvette programme did not mark the end of the Dockyard's shipbuilding activity. On the contrary, the next step called for the building of ships of considerably greater size, that of merchant vessels of 9,000 tons, of which the Dockyard built two, the "River Loddon" and the "River Mitta." In order to build these, new berths had to be prepared and additional plant and machinery installed. Workshops were added to and extended, and a new Marine Annex was built at Port Melbourne for the construction of marine engines, and work on the actual construction of the merchant vessels was well advanced before the last of the corvettes was completed, the first of the two being launched in April, 1944, just four years after the keel of the first corvette had been laid.

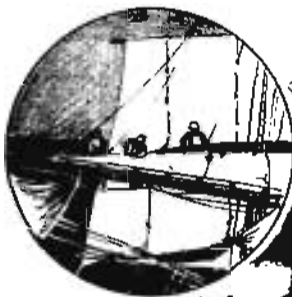
Other wartime building was that of a frigate, H.M.A.S. "Culgoa," which was launched in September, 1945, and which has just returned to Australia after service in Japanese waters, and two oil fuel lighters and four small steel cargo lighters, one of which was the first all-welded ship to be built in the Dockyard. While all this building was in progress, the Dockyard was busily employed in other directions. Throughout the whole of the war period the graving dock was working at pressure, and naval vessels and merchant ships of varying

Continued on page 61.

SEAS, SHIPS AND SAILORS — by Norman —

TIMBER "DISAPPEARED"

EN ROUTE FROM AUSTRALIA TO LONDON THE LINER "MERTON" 9350 TONS, LEFT DUBAI FOR CAIRO ON JULY 26 1909. NEXT DAY SHE WAS "BROKEN" BY THE "CLAN MACINTYRE"—AND THEN UTTERLY VANISHED. TERRIFIC CALES WERE LASHING THE SOUTH AFRICAN COAST AT THE TIME, AND IT IS PROBABLY CERTAIN THAT THIS FINE NEW SHIP FOUNDERED, TAKING WITH HER 92 PASSENGERS, AND A CREW OF 119. GENERAL BELIEF IS THAT "MERTON" WAS TOP HEAVY. MONTHS OF INTENSE SEARCHING OVER 15,000 MILES OF SEA FAILED TO DISCOVER ANY TRACE.



NINE ONLY

THESE WERE NINE ROPES ONLY IN A FULL BIGGED SAILING SHIP. IT IS TRUE THAT HALYARDS, SHEETS, BRACES, DOWNHAULS, CLEW LINES, GUYS AND MANY OTHER FORMS OF CORDAGE BROUGHT THE TOTAL TO ABOUT 240. STILL, ONLY NINE WERE "ROPES" THEY WERE: BOLTHOPE, BALKHOPE, BINDERHOPE, BULLHOPE, MAINHOPE, FOOTHOPE, HEADHOPE, HEEBHOPE AND TOWERHOPE.

SAIL OR STEAM?

DURING THE CHANGE OVER FROM SAIL TO STEAM, WHEN SOMETIMES THE SAILS HID THE FUNNEL, AUXILIARIES WOULD HOIST A PENNANT OVER THE HOUSEFLAG TO DENOTE THEIR STATUS.

PRACTICE HAS LASTED TILL THE PRESENT DAY, AS SHOWN BY THE FLAG OF THE NEW ZEALAND SHIPPING COMPANY.

NIGHTMARE PASSAGE!

THE VOYAGE OF THE TUG "LITTLETON" WHICH BEGAN AT LONDON ON JULY 15, 1899, ENDED AT WELLINGTON, N.Z. ON NOV. 23 1899—462 DAYS OUT. TUG WAS 78 FT. LONG, OF 48 TONS, AND 25 HORSE-POWER. SAIL BEING FOUND UNSATISFACTORY, THE ENGINEER FITTED HANG-POWERS TO THE RADDLES, GIVING HER A "ONE-KNOT-SPEED" BETWEEN COALINGS. WHEN SHE REACHED NZ HER CHANGES HAD "LIQUIDATED." SHE WAS POSTED AS LOST, AND INSURANCE PAID. OFF CAPE LEVIN, SHIP HOOKED IN HERDS WESTWARD, AND DEPARTED STEAM-FAST TOWARDS N.Z. 104 MILES IN 24 HOURS—HER RECORD!



"HIGHER" NAVIGATION!

BALSA WOOD IS USED IN MAKING BOTH MAIST, SAILS AND BOATS SAILED BY REDUCTION NATIVES ON LAKE TITICACA, 13,000 FT. ABOVE SEA LEVEL—THE HIGHEST BODY OF NAVIGABLE WATER IN THE WORLD.

THE MINISTER FOR THE NAVY

THEY grow large men in Queensland, and the present Minister for the Navy (the Honourable William James Frederick Riordan, M.H.R.) is no exception to that rule. His size, both in his height and the largeness of his frame, is one of the first impressions one gets on meeting him.

Another Queensland trait is immediately apparent, the friendliness and ease of his approach. Black haired and brown eyed, with a tanned skin and an alert, breezy manner, he is of the essence of the open air and the wide, sunny spaces of his native State, and essentially Australian.

Born on February 8th, 1908, at Chillagoe, some hundred miles west of Cairns, William Riordan comes of Irish and English stock. His paternal grandfather was a native of Breure, a town lying between Limerick and Cork. His maternal grandfather, Frederick Page—who died recently at the age of ninety-two years—hailed from Coventry, in England.

The present Minister's association with Australian Labour politics has been a long one. In his family atmosphere he has breathed the air of politics since his birth. His father, another W. J. Riordan, played a very active part on the industrial side of the Labour Movement in Queensland for many years. Formerly a locomotive engineer, he was prominent in the formation of the Australian Workers' Association in North Queensland. That was in the days of the Sugar Strike of 1911, when the slogan was:

"Eight hours' work.
Eight hours' play,
Eight hours' sleep
And eight bob a day."

With the amalgamation of the Australian Workers' Association and the Australian Workers'

Union, the elder Riordan became, in 1914, organiser of the A.W.U. at Gordon Vale, succeeding Mr. E. G. Theodore as President of the Queensland A.W.U. two years later. In 1925 he succeeded Mr. W. J. Dunstan as General Secretary of the A.W.U. for Queensland, and in 1933 was elevated to the Industrial Court Bench, Brisbane, which position he still occupies.

In his activity on the political side, the Minister for the Navy followed in the footsteps of his uncle, David Riordan, and on the death of his uncle in 1936 succeeded him as Member of the House of Representatives for Kennedy. His uncle, "Darby," had also been in the railways in Queensland, where he was very well known as a guard. His widespread popularity in the district caused some friends to propose to him that he stand for parliament, and when he agreed, a schoolmaster friend prepared his election speech for him, and rehearsed him in its delivery, in secret and on the river bank, for some time previous to his opening election meeting.

The Minister for the Navy tells the story of that meeting, and how his uncle, word perfect and thoroughly rehearsed in his speech, was introduced to a record gathering of some thousands of electors. At the crucial moment his memory failed him. His carefully prepared and rehearsed election speech went by the board. In its place he said: "Well! All I can say is that, if you people elect me, you'll be home on the pig's back." They elected him, and he held the seat until his death with a comfortable majority, a majority that was increased by his nephew when he succeeded him.

The present Minister had a good schooling for politics as a speaker. Educated at various

Queensland State Schools and the Brisbane Boys' Grammar School, he adopted the legal profession and is a barrister-at-law. He was elevated to Cabinet rank in 1946 as Minister for the Navy, and takes his duties in that position seriously, being intent upon getting first-hand knowledge of the Navy and of the requirements of the Service he represents. In a recent voyage he made in H.M.A.S. "Australia" he had little spare time on board, spending his days on a detailed inspection of all departments of the ship under the guidance of the responsible officers, and obtaining the views of as many as possible on board, so that he could inform his own mind.

His inclusion in a committee investigating wireless broadcasting in Australia a few years ago led to his marriage, for it was while the committee was sitting at Ballarat that he met the lady who was to become his wife, then Miss Kathleen Garvey, the daughter of Mr. John Garvey, of Ballarat, Victoria. They were married in 1942. Many people connected with the Navy spend much time away from home, and the Minister's wife finds that she is frequently a political naval widow; but when he does have a spot of leave she and her husband find themselves at home together in Queensland, a State whose climate has captivated the former Victorian girl.



The Honourable William James Frederick Riordan, M.H.R., Minister for the Navy.

COLOMBO—An Impression

A WARTIME VISITOR DELVES INTO MEMORY AND PRODUCES SOME VIGNETTES OF THAT HALFWAY HOUSE ON THE EMPIRE'S SEA COMMUNICATIONS WELL-KNOWN TO MANY R.A.N. PERSONNEL.

By One Of The Wavies

IF you are expecting a learned and instructive dissertation on Ceylon and Colombo, do not read this. When one is a visiting fireman, following up, by a brief visit on a not unpleasant tour of duty, a previous and even briefer sojourn some years earlier as a ship's passenger, one cannot be expected to be either learned or instructive on the subject. This is merely a series of impressions, jotted down as they occur to me some two-and-a-bit years after they were formed.

Should you desire more, here it is in a nutshell. "Ceylon, the ancient Taprobane (Tamparani, the island of 'dusky leaves') is an island in the Indian Ocean, by the south of India. Its area is 25,332 square miles. In 1505 the Portuguese formed settlements on the west and south, which were taken from them about the middle of the next century by the Dutch. In 1796 the British Government annexed the foreign settlements to the Presidency of Madras; in 1802

Ceylon was separated from India and formed into a Crown colony." There is learning and instruction, culled from "The Statesman's Year Book." For the rest of this article it is, although a poor thing, mine own.

The previous visit had been by ship. Ten days from Fremantle, in which it was pleasant to laze in a deck chair under the awning and watch the gently swaying blue beyond the rail, to bask in the growing warmth, to mark the entrance into flying fish latitudes, and to experience the glow of mild excitement at the prospect of land in the morning, with a cocktail compounded of spice-laden scents borne by an offshore wind to sharpen the appetite.

This time it was a horse of a different colour. Nineteen hours and fifty-eight minutes from Fremantle to Colombo in a Qantas Liberator. One landing en route, at an airfield in Australia's north-west in the vicinity of Carnarvon. We took off from there just at

dusk in the evening, and the growing light of the following morning found us coming in low over coconut palms to a landing on an aerodrome out near Mount Lavinia. We had arrived! Ten days by ship; and but a little over that time in hours from coast to coast by air.

It was an uneventful journey through the darkness, and each of us passengers was presented with an "Elevated Order of the Longest Hop" on landing. To digress for a moment. A Royal Navy lieutenant-commander whom I met in Colombo had made the journey by air from Fremantle some little time previously in a Catalina. For some reason they came down at Christmas Island. My R.N. friend and his fellow passengers went ashore to the Administrator's, and while there heard some explosions, and went out to see a Japanese float plane from Java trying to drop bombs on the Catalina, which was anchored in the lagoon. He had no success, and eventually made off. The Catalina took off for Colombo as soon as darkness fell, but for the first stage of the remainder of the journey those on board were slightly exercised in mind in case the Japanese had got a message away which would call down reinforcements from Java to jump them.

And now back to Colombo. The business of the day was getting in to its stride when we arrived. Our drive into the town from the aerodrome along the Mount Lavinia Road was through a stage setting. A long road, fringed with trees and native shops, and buildings of crumbling, flakey, bleached stone. The shops with unglazed windows of fruits, coconuts, chatties, folded vivid green leaves enclosing betel nut. Bullock carts, motors, pedes-

trians, rickshaws crowding the roadway, through which our car pursued a hooting passage. Noise and chatter, and wood smoke scenting the heavy humid air.

The significance of Colombo from the naval aspect was quickly apparent. Navy was very much in evidence, and R.A.N. personnel, by reason of their khaki shirts and shorts in contrast to the whites of the R.N. H.M.A. Ships "Napier" and "Norman" were in port between whiles of co-operation, with other units of the Eastern Fleet, in the campaign in Burma. The harbour was filled with shipping, both merchant and naval. Some of the large Fleet carriers were there, with cruisers and destroyers, sloops and other vessels, and among them, settled fair and square on the bottom with her upperworks above water, H.M.S. "Hector," the Blue Funnel A.M.C., relic of the Japanese air raid of the 9th April, 1942.

There were some unusual rigs in the harbour. One of the merchant ships was fitted with anti-torpedo netting, the apparently cumbersome gear catching the eye as something out of the ordinary. The usual country schooners and dhows were lying near to the Passenger Jetty, but there was also a lovely little vessel there, a brig, perfectly kept, clean and smart, and well found and run. I was told at the time that she was owned by the Sultan of the Maldive Islands, Ceylon's dependency lying to the westward. I have since read, in a letter in "The Trident," the English nautical magazine, that she was the "Athiyatnurrahman," of about 200 tons, built of teak. She is the Sultan's yacht, and makes about three trips a year between Ceylon and the Maldives.

The R.A.N. had an accountant officer and staff ashore to look after the personnel of the destroyers and corvettes with the Eastern Fleet, whose headquarters were at Colombo at this stage of the war. The strategic importance of Colombo in relation to sea power was well demonstrated in this connection, and as the base for the naval

side of the Burma operations it was a bad thorn in the side of the Japanese. Many ships and personnel of the R.A.N. got to know it well. The corvettes were regular visitors in the course of their monotonous but exacting convoy escort work, and "Napier," "Nepal" and "Norman" were there at intervals at this period. The Royal Navy in all its branches—including Wrens—predominated among service personnel, although there were many other uniforms strange to one newly arrived from Australia.

The Services dominated Colombo, with Fleet mail officers, N.A.A.F.I. shops, the large block of headquarters, and the various messes. Memories of the Lake Road Mess came to mind. It was quite a pleasant place, with its large, red-earth compound, and the long buildings of waist-high pinkish brick topped with walls of woven palm leaves and with high-pitched roofs of palm thatch. The cabins were lofty and airy and filled with night rustlings of rats in the thatch and the occasional chirpings of gecko lizards. One was awakened before dawn by the cawing of the Colombo crows, those seedy-looking birds whose dress resembles a rusty cheap black silk in which age has produced a greenish tinge. They are as cheeky as may be, and in quiet periods in the

wardroom would come in through the open windows and perch on the backs of chairs.

Darkness gave place with startling suddenness to light at about seven in the morning, heralding the approach of Wilfred Fernando with morning tea. Colombo's Portuguese ancestry survives strongly in the Fernandes, Rodriguez and Perieras, who apparently constitute a large proportion of the population. There is also a percentage of Tamils from India. "Pop," the old nightwatchman at the Lake Road Mess, was one of these. His hours of duty were from dusk to dawn, during which period he paraded the compound in a Churchillian peaked cap, a well-cut but ancient coat of gent's striped suiting—obviously a reject of someone's wardrobe—and a shirt of whitish cotton which hung in simple severity down to his bare feet. With his stout stick and lighted hurricane lamp, he looked like the Light of the World.

The hour from seven to eight in the morning was the best of the day. Then the air was fairly fresh and cool, but it was the time of the "Little Monsoon," with rain ever threatening but not materialising, and the climbing sun quickly made the air hot and sticky.

Colombo scarcely seems to be the place for four-in-hand coaches, but



Shops . . . of fruits, coconuts, chatties . . .



A long road, fringed with trees and native shops.

A CHALLENGE TO THE SERIOUS MINDED.

Is YOUR Faith in God Worthless?

Notwithstanding your ready acknowledgments of your faith in God, it is tragically possible that every passing day is bringing you nearer to Eternal Damnation.

In Matthew's Gospel, Chapter 7, Verses 21 and 22, Jesus states that MANY shall say in that day, "We have not done many wonderful things in Thy Name, to which Jesus will reply, "I NEVER KNEW YOU." What a shock to so many.

DOES JESUS KNOW YOU? Unless your faith in God is supported by the knowledge that Jesus Christ is your Lord and Saviour, there is no possibility of having Eternal Life.

Consider these Scriptures quickly:

In St. John's Gospel, Chapter 14, Verse 6, Jesus said: "I am THE WAY, the truth, and the life: no man cometh unto the Father BUT BY ME."

Acts 4:12 reads: "There is none other NAME under Heaven given among men whereby we must be saved."

John's 1st Epistle, Chapter 5, Verse 12: "He that hath the Son (Jesus) hath life (Eternal). He that hath not the Son of God HATH NOT LIFE."

By the foregoing it should be clear that there is no action to God or Heaven except through our Lord Jesus Christ.

As YOUR Eternal Welfare is dependent upon YOUR acceptance or rejection of GOD'S WAY OF SALVATION—BE WISE AND BE SAVED through our Lord Jesus Christ. Remember . . .

Jesus has already died on the Cross for YOUR sin and paid the price that you might have Eternal Life.

YOUR PART is to repent and have faith that will lead you to acknowledge Jesus Christ as your Saviour and Lord. SEE 1 PETER 3:18.

Initiated by
CLAUDE R. OGDEN & CO.
PTY. LTD.,
Melbourne.

apparently they were there in their time. Prints of "Old Coaching Days in Ceylon," hanging in the Colombo Club, depict four-in-hand coaches galloping along in great style, check by jowl with bullock carts. The coaches have gone, but the bullock carts remain, symbolic of the unchanging East, which is regardless of the innovations introduced, outmoded, and replaced with new inventions by the West. How small they are, these patient, mild-eyed working bullocks of Colombo. And how adapted by Nature, with their humps, for the burden of the yoke.

Has Colombo, one wonders, got back into its peacetime ways yet? There was still a blackout in operation there in early 1945. Not, I understand, on security grounds, but by reason of the power shortage consequent on the additional demands made on the production plant by wartime exigencies. There were, also, various shortages. The famous Colombo curry was a rarity, even at the Galle Face and G.O.H. And, apart from the N.A.A.F.I. shops, a number of ordinary goods were difficult to obtain. Soap, for example, so that one experienced the phenomenon of new cakes of soap mysteriously disappearing from one's soap container, to the intense surprise of the current Fernando, Rodriguez or Periera who was acting as "boy." Indeed, it was said that the native population of Colombo had never had so much money and never had so little on which to spend it.

Impressions? I have said that they are of what this article consists. They crowd back now. The Galle Face Esplanade at high noon, and three Buddhist priests, with shaven skulls and sandalled feet and each carrying a rolled umbrella, standing by the sea wall, the vivid orange and yellow of their robes in startling contrast to the deep azure of the sea beyond.

The Galle Esplanade in the dark of the evening, and the parched lawns crowded with white-robed figures of natives taking their nightly promenade. The hats worn

by many of the men, like an enlarged, tassel-less turban of black or dark brown. The young bloods among the native males in smart, well-tailored European suits, the women in native dress.

The compound of the Lake Road Mess at midnight, just before turning in. The huts dark, and the few coconut palms silhouetted against the crowded sky, patterned and festooned with brilliance. Orion's Belt high overhead, and the Milky Way stretching across the zenith, with Sirius burning like a great lamp. And low in the northern sky, that constellation unknown to us here in Australia, of which Scott's Mountain Spirit sang in the lines:

"Arthur's slow worn his course doth roll

In utter darkness round the pole."

But here the stars were not "twinkling faint, and distant far," but low hanging and glowing with intense lustre against their velvet setting, putting to shame the feeble glimmer in old Pop's hurricane lamp as he wandered slowly along the line of hut buildings.

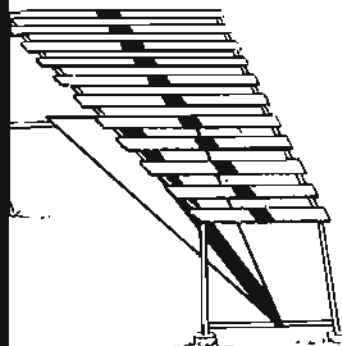
The night ride back in a rickshaw from Bagatelle Road, the padding of the runner's feet, the dim gleam of his lamp, and the shadowy forms in the blackness against the faintly luminous buildings; the warm, heavy air.

The early morning walks from Lake Road Mess to Naval Headquarters in Chatham Street. The sea calm and of a deep blue, the surf rising in a quivering, knife-edged, mile-long line that hung in an exquisite balance before it finally toppled along its length in a subdued roar of glittering white. The catamarans under sail working up towards the harbour.

And the harbour itself. The bustle at the Passenger Jetty. The swirl of water as the ships' boats arrived and departed. The long lines of merchant ships at the buoys. And beyond, the grey shapes of the great ships of the Navy, symbolic of that power of which Colombo is an instrument and by which Colombo was kept inviolate throughout the war.

The "M and W" Beacon.

By R. S. Parfess



art of camouflage—the exact opposite to what is desired.

How often have we heard, or said ourselves: "Why the devil don't they do something about those leads on So and So Point? Don't they ever give them a coat of paint?"

In the heat of the moment we seldom pause to think that even if the much maligned "they" painted them every day we would still have the same difficulty in seeing them at certain hours of the day.

One example, which I suppose is fairly typical, comes to my mind. With the pilot aboard we were standing in towards a certain port on this coast. The time was three o'clock on a clear afternoon. The pilot was an affable sort of a bloke and apparently fond of a yarn. Our Old Man was neither. Grunting at some of the pilot's attempts at conversation and ignoring others he kept moving about the bridge, focussing his glasses on the shore. At last he said:—"Where

Of interest to all those who go down to the sea in ships must be the latest aid in navigation, the new "M & W" Beacon.

Evolved and patented by Commander D. McKenzie, of Sydney, and Captain G. D. Wall, Harbour Master of Mackay, this beacon shows a pure white leading mark during the full hours of daylight.

Every seaman who has tried to pick up a set of leads when the sun is behind those leads will appreciate the full significance of that statement.

Take any pair of leading marks erected on a westerly bearing, particularly those set against a terrestrial background. While the morning sun is shining on the faces they appear as two clear, white triangles but immediately the sun passes its meridian the effect of the whiteness is lost. The faces of the leads, now in shadow, run to a dull grey and merge into their backgrounds. The result is a splendid example of the

the devil are those leads of yours, pilot?"

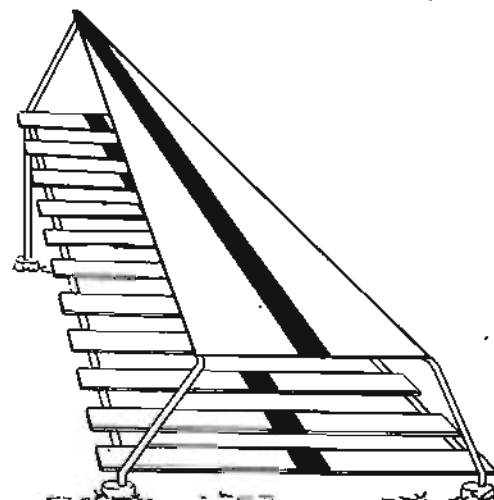
The pilot pointed to a distant mountain saying, "Take a line straight down from the shoulder of that mountain and you'll see a conspicuous bush. The leads are in line just below the bush but you can't see 'em."

"What the hell's the use of them if you can't see 'em?" the Old Man snorted.

"Oh, they're all right in the mornings," the pilot defended, "but in the afternoons I use the bush and the shoulder of the hill."

The Old Man put his glasses away. Both he and the pilot accepted the fact that all leads must fade into their background under certain conditions of light.

But two men have not accepted the fact and the result is the "M & W" Beacon. A glance at the sketch will show that these beacons are simple in design—so simple that one is apt to say, "Oh, there's nothing in that." Writing as one who was privileged to be behind the scenes during the evolution of the new beacon I can say that there is a lot in them. I have watched them





Entrance Leads, Mackay, 1/10/47. Mackay 21°7'S. 149°14'E. Photo taken 1,300ft. from front lead—2,700ft. from back one. Bearing of leads in line 249°. Photo taken 8.5 a.m., when sun bore 082°, altitude 32°. At this time of day these "M & W" Beacons are about their worst and the older ones about their best.



Entrance Leads, Mackay, 1/10/47. Mackay 21°7'S. 149°14'E. Photo taken 1,300ft. from front lead—2,700ft. from back one. Bearing of leads in line 249°. Photo taken 3.36 p.m., when sun bore 281°, altitude 33°. "M & W" leads are about one-fifth of the conventional ones.

grow through the stages of scores of cumbersome models to the present simple beacons. Standing on the Manly ferry with Commander McKenzie during the early stages he explained his ideas.

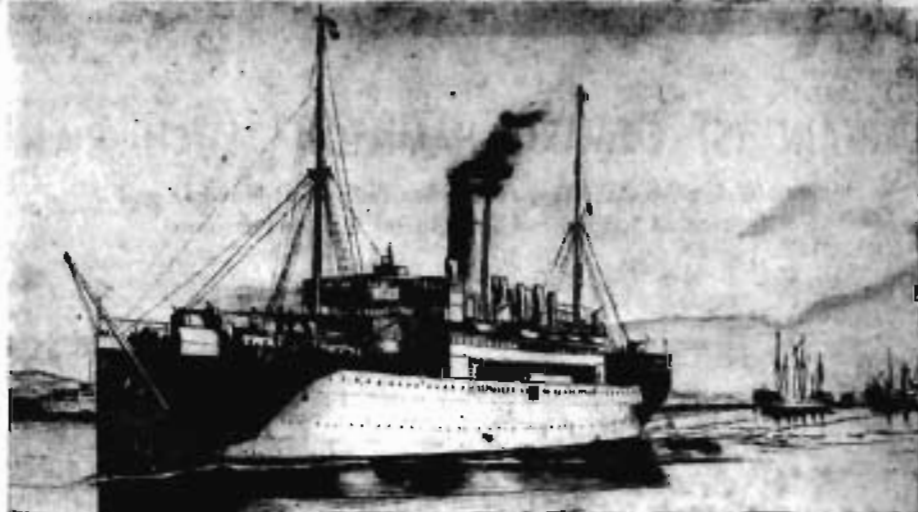
"Look around you," he said, "and you'll notice that the most conspicuous things are the roofs of the houses. They're conspicuous because they're reflecting the sunlight. That's the principle we're working on—to catch and reflect that light during full daylight hours."

As will be seen from the sketch the models finally adopted are constructed in two planes, the principal reason for this being to ensnare the last few minutes of sunlight by means of reflection. When the sun dips below the inclined plane of the beacon its rays, striking the under surface of the top plane, are reflected downwards on to the lower plane.

Tests recently carried out in the port of Mackay proved beyond doubt the superiority of the new leads over the old type.

An experimental set of "M & W" leads were constructed alongside the standard sea leads and a series of observations were made. At Captain Wall's invitation I was able to check these observations under all conditions. Perhaps the most striking illustration of the efficiency of the "M & W" Beacon was seen in tests made between two and four on a clear sunny afternoon. At a distance of one mile offshore the conventional leads faded into the background and became indeterminate whereas the "M & W" leads remained clearly visible at a distance of five miles—a remarkable enough achievement but even more remarkable when one learns that the "M & W" Beacons were only one third of the size of the standard leads with which they were compared.

The Navy



Drawn by the Author.

T.S.S. "CANBERRA" SAYS FAREWELL

Howard Smith's well-known Australian Coastal Passenger Ship, sold to Overseas Owners after Thirty-four Years' Service, including Peacetime Pleasure Trips and Wartime Trooping.

By Norman Allen ("Rocky Darby")

On Saturday, 6th September, 1947, T.S.S. "Canberra," 7707 gross tonnage, 410ft. length, 57ft. 3in. beam, 35ft. 3in. in depth, the last of the old coal-burning passenger vessels trading on the Australian coast, departed Sydney under tow for Eastern owners.

She was built by Alexander Stephen & Sons Ltd., Linthouse, Glasgow, being completed in March, 1913, and was the last of a series of pre-war (1914-1918) passenger vessels built by this ship-building firm for several Australian coastal shipowners.

The first vessel, "Wyandra," of 4058 tons, A.U.S.N. Co., was constructed when 340 feet was thought to be the maximum length for some Australian ports, therefore her length was limited ac-

cordingly, and her speed, dead weight, and cargo capacity were all strictly specified. She was completed in September, 1902, and, proving a successful vessel, was followed by "Cooma," Howard Smith Ltd., completed March, 1907; "Wyreema," A.U.S.N. Co., completed February, 1908; "Mourilyan," Howard Smith Ltd., completed August, 1908; "Koombana," Adelaide S.S. Co., completed December, 1908; "Levuka," A.U.S.N. Co., completed April, 1910; and then "Canberra."

"Tahiti" (formerly "Port Kingston"), of Union S.S. Co., was also constructed at the same shipyard in 1904, her predecessors there being the Aberdeen Line vessels, "Miltiades" and "Mara-

thon," completed respectively in March and May, 1903. "Makura," of Union S.S. Co., was also completed at Stephen's Yard in September, 1908.

When "Canberra" arrived on the Australian coast for Howard Smith Ltd., other companies were acquiring new passenger vessels, such as "Katoomba," "Wandilla," "Willochra," "Warilda," "Indarra." A few years earlier, "Karooola" and "Zealandia" had appeared on the coast. Of all these vessels, "Indarra" and "Canberra" alone possessed a passenger lift. In fact, it was not until the 1930's that another coastal vessel arrived so equipped.

"Canberra" was one of the finest built and most successful vessels on this coast, being very steady and a reliable timekeeper, with good accommodation. She had only been on the run between Melbourne and Queensland ports about 18 months when the 1914-1918 war broke out, and she was requisitioned on the 18th October, 1917, as a troopship, serving in the Mediterranean, Persian Gulf, and Indian Ocean areas, where she

Continued on page 63.

CAPTAIN (S) EDWARD HAMILTON LEITCH, R.A.N.

**Administrative Assistant to the Second Naval Member and
Director of Supply and Secretariat Branch Personnel.**

THE son of the late Edward Michael Leitch, formerly of Geelong, and of Florence Leitch, of Williamstown, Victoria, Captain (S) Edward Hamilton Leitch was born at Williamstown on 17th. May, 1901. He was educated at St. Patrick's College, Melbourne, and entered the Royal Australian Navy as a Paymaster Cadet in 1919, joining the battle cruiser H.M.A.S. "Australia" on her return to this country from service with the Grand Fleet during the 1914-18 War.

Captain Leitch has had wide secretarial experience with various Flag Officers, both at sea and ashore, and has also been Australian Naval Liaison Officer in London, so that he brought with him to Navy Office a wealth of knowledge and of Service background of considerable value in his present appointment as Administrative Assistant to the Second Naval Member and Director of Supply and Secretariat Branch Personnel.

As Assistant Secretary to Rear-Admiral (later Admiral Sir Francis) Hyde, Flag Officer Commanding the Royal Australian Naval Squadron, and later as Secretary, temporarily, Captain Leitch commissioned the cruiser H.M.A.S. "Australia" in the United Kingdom in 1928. The following year he was Assistant Secretary to Admiral "Teddy" Evans, "Evans of the 'Broke'," who hoisted his Flag in "Australia" as Rear Admiral Commanding the Royal Australian Squadron on Captain Leitch's birthday, 1929.

There followed a period as Secretary to a succession of Second Naval Members at Navy Office, Melbourne, and then, from 1935 to 1937, the appointment to Australia House, London, as Naval Liaison Officer. During this period Captain Leitch marched as an Australian Naval Representative in the Funeral Procession of His Late Majesty King George V, and was present during the Coronation of the present King.

Returning to Australia in 1938, he became Secretary to Rear-Admiral W. N. Custance, C.B., Commanding H.M.A. Squadron, and was at sea in H.M.A.S. "Canberra" on the outbreak of war in September, 1939. During the first two years of the war Captain Leitch was Secretary to Rear-Admiral Custance's successor, Rear-Admiral

(now Admiral Sir John) Crace, in H.M.A. Ships "Canberra" and "Perth," mainly employed escorting the A.I.F. Convoys to the Middle East.

A period ashore followed, as Secretary to Rear-Admiral G. C. Muirhead-Gould, Flag Officer-in-Charge, Sydney, with a return to sea in 1944 as Secretary to Commodore (now Rear-Admiral) J. A. Collins in H.M.A.S. "Australia" and "Shropshire," during which the ships participated in the assaults on Noemfoor, Sansapor, Morotai and Aitape.

On Trafalgar Day, 21st. October, 1944, Captain Leitch was wounded in H.M.A.S. "Australia" when a Japanese aircraft crashed on the bridge of that vessel during the assault on Leyte, in the Philippines. He was evacuated to a United States Naval Hospital at Manus, and eventually to Australia. He was, however, back at sea the following year as Secretary to Commodore (now Rear-Admiral) H. B. Farncomb, and was present in "Shropshire" at the bombardments of Labuan and Balikpapan.

He was present at the Japanese capitulation in Tokyo on 2nd. September, 1945, as Secretary to Rear-Admiral Collins in H.M.A.S. "Shropshire." Concurrently he was Secretary to the Australian Services Mission (of which Rear-Admiral Collins was leader) for the eventual occupation by the British Commonwealth Occupation Forces. He remained in Japan until the entry of those Forces at Kure, in February, 1946. On his return to Australia he was appointed to his present position at Navy Office as Administrative Assistant to the Second Naval Member and Director of Supply and Secretariat Branch Personnel.

Captain Leitch married, in 1942, Dorothy Blyth, daughter of the late Ernest Blyth, M.L.A. for Wilmot and for many years Minister for Lands in Tasmania. There are two daughters of the marriage.

Of his war experiences, Captain Leitch considers the most amusing that of witnessing the bombardment of Aitape while sitting on the quarterdeck of H.M.A.S. "Australia" wearing a bow tie, and watching Rita Hayworth on the screen. It was what might be called a double feature programme.



Captain (S) E. H. Leitch, R.A.N.

NAVY SPOTLIGHT

DECEMBER has been a gay month for the R.A.N. with parties by the score over the festive season and not enough days to fit them all in. On several days there were two or more "do's" of the cocktail and buffet supper and dancing variety, and guests went on from one to another.

In the security of this exclusively Navy section it can be said that there is certainly a little extra something about a party within this Service—it's always a get together of the best sort when all the people one wants to see are there.

On December 19 Rear-Admiral and Mrs. G. D. Moore gave a dinner party at Tresco for the First Naval Member, Admiral Sir Louis Hamilton, R.N., who was on a brief visit to Sydney.

Coinciding happily with the commencement of Christmas festivities was H.M.A.S. Hobart's paying-off party on December 10 on board the ship.

Among those who were present were the Officer Commanding the R.A.N. Squadron, Rear-Admiral H. B. Farncomb and Mrs. Farncomb, wife of the captain of the ship, Mrs. D. Harries, Lieut-Commander and Mrs. Bob Hunt and Captain Tozer.

Wardroom officers of the Rushcutter base gave their Christmas party on December 12, the same night as the buffet supper party on board H.M.A.S. Platypus, when the captain and officers entertained about 150 people on board the ship at Watson's Bay.

At the Rushcutter party were, Captain J. C. Morrow and his wife, "Copper," who has just returned from the north saw his baby daughter, just five weeks old that week, for the first time.

As no definite ruling had been given about whether guests should dress for the Platypus party, it was rather a mixed bag sartorially, from the feminine angle.

Mrs. S. Bolton, wife of Lieut-Commander Bolton, who was one of those who wore evening dress, was attractive in a cattelaya pink blouse, topping a black skirt. Gold embroidery at the neckline was a feature of the blouse.

The Boltons came on from Rushcutters Bay with Commander and Mrs. George Tancred.

Attractive Alison Berry Smith, who did not wear evening dress, danced with her husband on the palm and flag decorated quarter-deck, in a super smart black crepe frock, and a cerise feather semi-curvette.

The Governor of N.S.W., Lieut-General John Northcott, was present at the United Service Institution's first post-war Christmas party, at Victoria Barracks, on the same night.

Guests were received in the flag-decked hall by the president of the Institution, Lt-General F. H. Berryman and Mrs. Berryman.

A party largely attended by the Surveying branch of the R.A.N. was given by the Boltons that week, in their Edgecliff flat. Termed a "passing out and coming back" party, a feature was the late supper of "surveyor's food" (canned beef and vegetables). Lieut-Commander Bolton will leave shortly for the Solomons.

Lieut-Commander Tommy Gale and his wife spent a week at Canberra early in the month, as the guests of Captain and Mrs. P. Crowther. Captain Crowther, who has resigned from his position at Yarralumla as Official Secretary to the Governor General, motored down to Sydney with his wife and son Timmy, for a return visit to the Gales, and a Christmas shopping bout.

C.S.O. at Naval Base Headquarters, Captain L. E. Tozer, gave his Christmas cocktail party at the Kismet wardroom on December 16—among his guests were Rear-Admiral G. D. Moore and Mrs. Moore.

Headed by Mrs. Moore, the Friendly Union of Sailors' Wives held their annual children's party at the Trocadero, on December 18.

It was a tremendous success and a tribute to the untiring efforts of the committee assisting Mrs. Moore. They were Mesdames H. B. Farncomb, George Tancred, S. F. Bolton and N. Kempson.

There were 600 children present, sons and daughters of serving officers and men of the R.A.N., and of all deceased personnel.

Catering for 1000 (the number made up with accompanying parents) the afternoon's entertainment commenced at 1.30 p.m. with a "Jingle Bells" ballet of four little girls. Interspersing items by a four-piece band, one of whom did dual duty as Santa Claus, were five juvenile solo dancers.

Two magnificent Christmas trees were covered with presents, decorations and coloured lights.

Among the array of gifts for the children, every one of whom from one month to 17 years of age received a suitable present, were carpentering sets, books, dolls and dolls' beds, mincing machines, twin engine 'planes and Christmas stockings.

As the party ended at 4.30, streamers were floated down from the ceiling and each child received a bag of sweets and a balloon as they left.

On the following evening there were two naval parties, one was the buffet and dancing party at H.M.A.S. Penguin and the other was Lieut-Commander and Mrs. Bob Hunt's Christmas party.

Among guests at Balmoral, in the party of Captain and Mrs. E. C. Rhodes, were Rear-Admiral and Mrs. C. J. Pope.

Bright pre-Christmas party was given by Lieut. Peter Newby of H.M.A.S. Barcoo, at his mother's flat in Point Piper on December 22. Lieut. and Mrs. Tony Cooper, Mrs. F. McN. Ackland and Miss Roma Gedge who returned in the Stratheden last month, from a trip to Europe, were also guests.

"Number One" of H.M.A.S. Australia, Lieut-Commander John Peel, told friends of the party given in the ship at Shanghai, on the day of the wedding of Princess Elizabeth and Prince Philip.

100 children in party frocks and mink coats tripped over the side, eager for the fun. John

explained that mink coats in a country where they grow, and where there is a shortage of wool, are plentiful and cheap.

At a "drop between eleven and two for a drink" party on Sunday, December 21, John and his wife, Sybil, entertained round sixty friends at their Double Bay flat.

A good idea this, for flat dwellers. As one lot arrives, others depart, and at no time was there too great a crowd for the space.

John and Sybil spent Christmas Day in the mountains with her people; Sybil is already making plans for her departure for Hobart in February, where half the wives will be visiting during the fleet's Regatta trip.

Christine, infant daughter of Lieut-Commander L. L. "Noug" Williams and his wife, is to be christened shortly.

Mrs. Charles Savage and her four months old daughter hope to join Lieut. Savage at the Flinders Naval Base. On his return from Japan last month, he was appointed as Term Officer at the Base, and is having the usual bother trying to find a place for his family to live.

Lieut-Commander Charles Reid brought his wife and new baby son David, daughter Amanda, and son Anthony, who is at Geelong Grammar, back to Sydney just before Christmas, by car.

Kath, has been staying down at Frankston for some time, after the birth of the baby.

Captain and Mrs. E. C. Rhodes have recently bought a home in Middle Head Road, Mosman, and with their three daughters are settling in.

Popular couple Lieut-Commander John Robertson and his wife, Bettine, who are living at Somers these days, have named their infant daughter, who arrived about two months ago—Sarah Elise.

The working committee for the Christmas Party for R.A.N. naval orphans and children of serving personnel. Left to right: Mesdames G. D. Tancred, G. D. Moore, J. M. Ramsay, H. B. Farncomb and S. F. Bolton, at "Tresco." The party was held at the Trocadero on December 18th, and was a huge success.



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The first carrier-borne jet aircraft, the de Havilland Sea Vampire represents a tremendous step forward in naval aviation. Now in production for the R.N. The land version of this famous aeroplane is in service with the R.A.F. and foreign Air Forces, and is to be produced in Australia for the R.A.A.F.

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From our Correspondents in LONDON and NEW YORK

First and Third Class

The Canadian Pacific Company has introduced an interesting innovation in reconditioning the liner "Duchess of Richmond" as the "Empress of Canada." Owing to the shortage of passenger accommodation, many people nowadays who would normally travel first class are quite willing to travel tourist or even third class. This means, however, that friends, and in some cases families, are parted when travelling in the same ship, yet it is necessary to keep the classes apart while very different standards for very different fares are provided. To overcome this difficulty, a "society hall" has been provided in the "Empress of Canada," with access from both sides, in which passengers from each class can meet their friends with all the amenities of a bar, comfortable furniture, and so on. At the same time each class has its own complete set of public rooms. It will be interesting to see how the innovation works out.

U.S. Naval Suggestion Money

The United States Navy, says "The Christian Science Monitor," paid employees 218,056 dollars in prize money for suggestions which saved 6,095,694 dollars during the year ended June 30 last. Six thousand and seventy-two suggestions were adopted, some simple time-savers, others complex mechanical short cuts. An average of one employee in ten thinks up ideas, and about one suggestion in four is adopted.

Blue Star and "Cargocaire"

According to "The Nautical Magazine," the new Blue Star liner "Argentina Star," built by Cammell Lairds, is the first British ship to be equipped with the new type of "Cargocaire" plant. The "Cargocaire" plant is a dehumidification unit which, it is claimed, gives real protection to cargo in transit, which is not afforded by ordinary ventilation systems.

Shipbuilding Decrease in U.S.

Reporting a statement by H. Gerrish Smith, President of the

Shipbuilders Council of America, "The New York Times" says that shipbuilding in the United States is decreasing so rapidly that its "on hand" volume at the end of 1947 was approximately only fifty per cent. of that at the beginning of that year. Only 32 seagoing merchant vessels and four dredges were under construction in November, aggregating 200,000 gross tons, compared to 62 vessels of 391,000 gross tons listed on January 1st, 1947. "If the present trend of declining activity continues," Mr. Smith said, "shipbuilding in the United States will reach its lowest ebb in fifty years by the middle of this year."

U.S. Building Programme Sought

Coincident with the statement made by Mr. Gerrish Smith, "The New York Herald Tribune" publishes the gist of President Truman's advisory committee's report on the need for a building programme for the U.S. merchant marine. This report recommends the immediate adoption of a pro-

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programme to construct forty-six passenger vessels during the next four years, including two 50,000-ton express liners for the North Atlantic service. The committee's recommendation that the Government push the passenger-ship construction programme, estimated to cost between 500 and 600 million dollars, was based on the nation's need for maintaining "an active shipbuilding industry that can be put to immediate use for defence" plus the estimated "mobilisation requirements of the national military establishments for troop transports." Work on the 50,000-ton express liners, which would compete with the "Queen Mary" and "Queen Elizabeth," would get under way in 1949 and 1951.

Clipper As R.N.V.R. Club

The 83-year-old clipper ship, "City of Adelaide," a contemporary of the "Cutty Sark," has been presented by the Admiralty to the R.N.V.R. Club (Scotland). The Clyde Trustees have given permission for the vessel to be moored as floating headquarters for the club at the south bank of the Clyde, between Glasgow Bridge and the Suspension Bridge. Bought by the Admiralty in 1924 as a drill ship for the Clyde, the "City of Adelaide" was commissioned as H.M.S. "Carrick," and was used for training D.E.M.S. personnel. Her name was changed to "Carrick"—which name she now bears—as the Navy already has another "Adelaide," one well-known to personnel of the Royal Australian Navy.

Welding Improvements

Welded ships now under construction in the United States are being guarded against the possibility of splitting open by a new process, according to "The New York Herald Tribune." The cause of splitting which has occurred seems to be strains in the weld produced by quick cooling, like brittleness in glass. Such rapid cooling is being offset by a reheating stress-relieving process, in

which a retreating oxy-acetylene torch flame is used. Developed by the Linde Air Products Company, it is being applied in the Todd Shipyards in Brooklyn and in Gulf Shipyards.

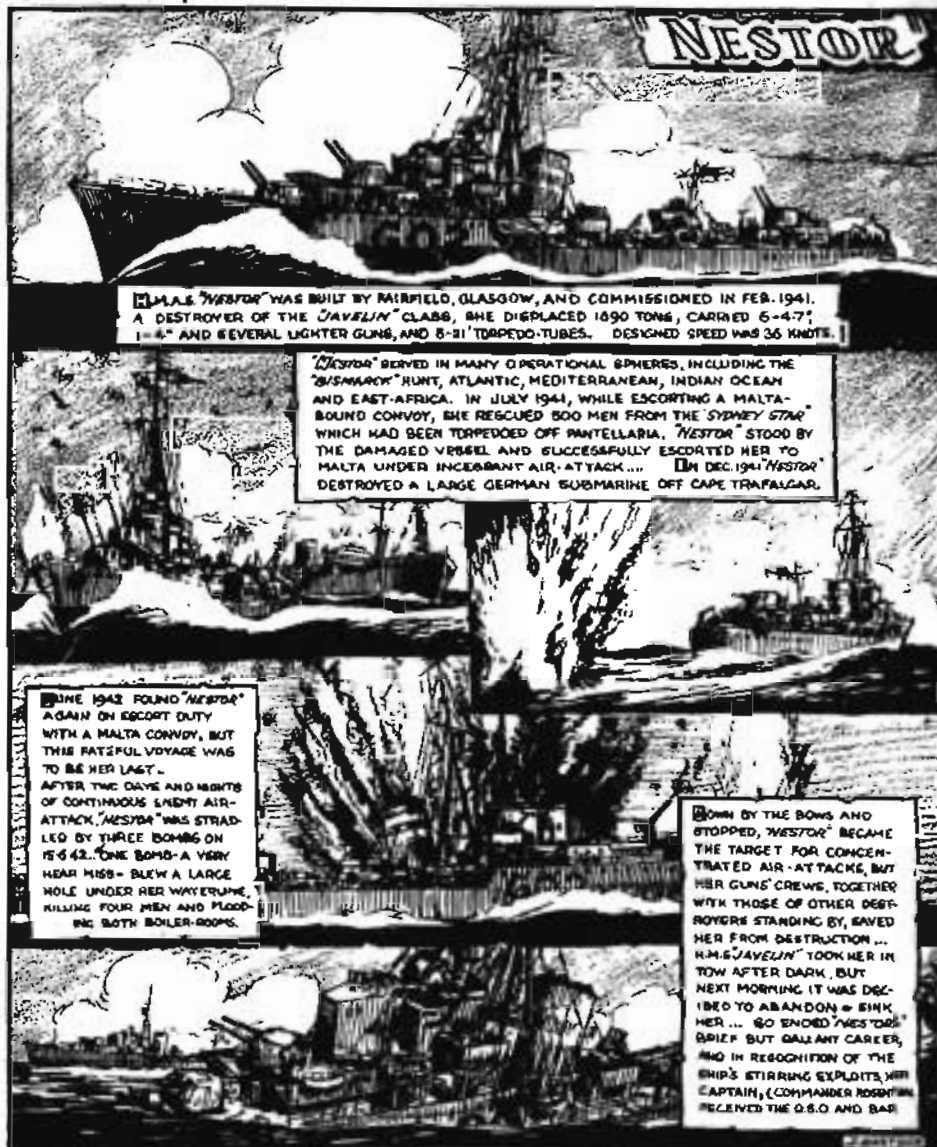
Ship Design Proposal

Mr. George C. Sharp, an American ship designer and marine engineer, proposes solutions to the problem of making inboard passenger cabins more attractive to travellers, says "The New York Herald Tribune." Claiming that inboard cabins do not offer the same attractions as outboard, chiefly because of the "matter of light, air and vision," he proposes two methods of overcoming this, "one, by arranging groups of staterooms about semi-private verandahs at the ship's side, and the other by grouping staterooms along a wide transverse court, approximately the width of a reasonably-aid promenade deck, running athwartships." Mr. Sharp asserted that "all rooms facing the verandahs or courts have one or two windows looking directly on to these naturally illuminated and ventilated areas, with a view of the sea through the court or verandah windows at the ship's side."

India To Expand Merchant Fleet

The Indian Ministry of Commerce has begun what it describes as a "dynamic policy" to build up its merchant marine. The Government has decided to take the initiative itself because of foreign exchange, the great amount of capital needed, and the need to obtain State patronage for the expansion of the national shipping trade. As an initial step, the Government is actively helping Indian companies to get new tonnage, either by purchase or by new construction. It is also taking steps to get cargoes for Indian ships, and a start has been made by the stipulation, in the recently arranged agreement to supply 170,000 tons of cotton to Japan, that the goods will be sent in Indian ships.

NOTABLE NAMES IN AUSTRALIA'S NAVAL HISTORY



H.M.S. "NESTOR" WAS BUILT BY FAIRFIELD, GLASGOW, AND COMMISSIONED IN FEB. 1941. A DESTROYER OF THE "JAVELIN" CLASS, SHE DISPLACED 1690 TONS, CARRIED 6-4.7" 1-4" AND SEVERAL LIGHTER GUNS, AND 8-21" TORPEDO-TUBES. DESIGNED SPEED WAS 36 KNOTS.

"NESTOR" SERVED IN MANY OPERATIONAL SPHERES, INCLUDING THE "BISMARCK" HUNT, ATLANTIC, MEDITERRANEAN, INDIAN OCEAN AND EAST AFRICA. IN JULY 1941, WHILE ESCORTING A MALTA-BOUND CONVOY, SHE RESCUED 800 MEN FROM THE "SYDNEY STAR" WHICH HAD BEEN TORPEDOED OFF PANTELLARIA. "NESTOR" STOOD BY THE DAMAGED VESSEL AND SUCCESSFULLY ESCORTED HER TO MALTA UNDER INCESSANT AIR ATTACK. ON DEC. 1941 "NESTOR" DESTROYED A LARGE GERMAN SUBMARINE OFF CAPE TRAFALGAR.

JUNE 1942 FOUND "NESTOR" AGAIN ON ESCORT DUTY WITH A MALTA CONVOY, BUT THIS FATEFUL VOYAGE WAS TO BE HER LAST. AFTER TWO DAYS AND NIGHTS OF CONTINUOUS ENEMY AIR-ATTACK, "NESTOR" WAS STRADDLED BY THREE BOMBS ON 15-6-42. ONE BOMB—A VERY NEAR MISS—BLEW A LARGE HOLE UNDER HER WATERLINE, KILLING FOUR MEN AND FLOODING BOTH BOILER-ROOMS.

DOWN BY THE BOWS AND STOPPED, "NESTOR" BECAME THE TARGET FOR CONCENTRATED AIR-ATTACK, BUT HER GUN CREWS, TOGETHER WITH THOSE OF OTHER DESTROYERS STANDING BY, SAVED HER FROM DESTRUCTION. H.M.S. "JAVELIN" TOOK HER IN TOW AFTER DARK, BUT NEXT MORNING IT WAS DECIDED TO ABANDON—SINK HER. SO ENDED "NESTOR'S" BRIEF BUT GALLANT CAREER, AND IN RECOGNITION OF THE SHIP'S STIRRING EXPLOITS, HER CAPTAIN, (COMMANDER ROBERTSON) RECEIVED THE D.S.O. AND BAR.

WHAT THE NAVY IS DOING

There have been a few changes in disposition of ships, and also in personnel, since the last series of these notes appeared in the December, 1947, issue of "The Navy." The 20th M.S. Flotilla, having completed its work in the Barrier Reef area, is experiencing major changes. H.M.A.S. Hobart is going into reserve. Changes in the 1st Frigate Flotilla include substitution of H.M.A.S. Culgoa as Senior Officer, vice Shoalhaven. L.S.T. 3501, after a period in Melbourne and Fremantle, has depart-

ed on her operation in connection with the Australian-Antarctic Expedition, regarding which there is a special article in this issue of "The Navy." At the time of writing these notes—in December—the Wyatt Earp, main ship of the Expedition, is fitting out in Adelaide, having been delayed through industrial troubles. Where possible, Christmas leave was given to personnel, and the season was made the opportunity for a Christmas Party for children at Flinders Naval Depot, details of which are given further on in these notes.

SQUADRON DISPOSITIONS

The Cruisers

H.M.A.S. Australia (Captain H. J. Buchanan, D.S.O., R.A.N.), wearing the flag of Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., R.A.N., Flag Officer Commanding the Royal Australian Naval Squadron, arrived in Sydney from Japanese waters, via Hong Kong and Manus, on the 11th December, 1947. She was granted 50 days' availability, to include time for making good defects and granting leave to each watch of the ship's company. Her programme for the immediate future includes Squadron exercises at Jervis Bay and in Tasmanian waters, during which she will be Flagship. H.M.A.S. Hobart (Acting-Commander A. J. Travis, R.A.N.) is in Sydney, paying off into reserve. H.M.A.S. Shropshire (Commander G. L. Cant, R.A.N.) is in Sydney, paid off into reserve.

10th Destroyer Flotilla

H.M.A.S. Batson (Captain (D) T. O. Capt. J. C. Morrow, D.S.O., D.S.C., R.A.N.) arrived at Sydney from Yokohama via Manus on 11th December. On arrival she was granted 50 days' availability for refit and to grant 21 days'

leave to each watch of the ship's company. She will join the Squadron in exercises at Jervis Bay and in Tasmanian waters during February.

H.M.A.S. Arunta (Commander F. N. Cook, D.S.C., R.A.N.) is in Japanese waters with the British Commonwealth Occupation Forces, and will remain there until March, when she will be relieved by H.M.A.S. Quiberon.

H.M.A.S. Warramunga (Commander G. C. Oldham, D.S.C., R.A.N.) is also with the British Commonwealth Occupation Forces in Japan. She will be relieved in March by H.M.A.S. Quickmatch.

H.M.A.S. Quiberon (Commander J. L. Bath, R.A.N.) is in Sydney. She made good defects and granted leave during December, and this month will carry out exercises with H.M. Submarine Astute, and will take part in the Squadron exercises next month.

H.M.A.S. Quickmatch (Lieutenant-Commander C. J. Stephenson, R.A.N.) is in Sydney, her disposition and employment being similar to those of H.M.A.S. Quiberon.

H.M.A.S. Quadrant is in Sydney, paid off into reserve.

1st Frigate Flotilla

H.M.A.S. Shoalhaven (Lieut. Commander Keith Tapp, R.A.N.) is in Sydney, having arrived in Brisbane from Dreger via Strathmore Island and Cairns on 28th November, and Sydney early last month. She made good defects and granted leave, and joins the Squadron for the exercises to be held in February. As from the 15th of this month she ceases to be Senior Officer, 1st Frigate Flotilla, her place being taken by H.M.A.S. Culgoa.

H.M.A.S. Culgoa arrived at Williamstown in mid-December from Japanese waters, having arrived at Manus on 4th December from Sasebo, and proceeded south via Cairns. As from the 15th of this month she will be Senior Officer, 1st Frigate Flotilla under the command of Commander J. Plunkett-Cole, R.A.N., who succeeds Lieut. Commander H. L. Gunn, D.S.C., R.A.N., as Commanding Officer of Culgoa, and Commander J. K. Walton, R.A.N., as Senior Officer of the Flotilla. Lieut. Commander Gunn has been appointed to H.M.A.S. Lonsdale as First Lieutenant. After refitting at Williamstown and granting leave to the ship's company, Culgoa will join the Squadron for the exercises in February.

H.M.A.S. Condamine (Lieut. Commander J. H. Dowson, R.A.N.) is in New Guinea waters, where she relieved H.M.A.S. Shoalhaven. She will remain there until April.

H.M.A.S. Murchison (Lieut. Commander J. McL. Adams, O.B.E., R.A.N.) is in Sydney, having refitted and granted leave to ship's company during December.

H.M.A.S. Hawkesbury is in Sydney, paid off into reserve.

20th Minesweeping Flotilla

Having completed their task of sweeping defensive mines in the

Barrier Reef area, most of the vessels of the 20th Minesweeping Flotilla are being paid off into reserve.

H.M.A.S. Swan (Captain R. V. Wheatley, R.A.N.) is in Sydney. Having been granted availability until the 5th of this month for repairs and to grant leave to ship's company, she will shortly proceed on sweeping operations for magnetic mines in the New Guinea area.

H.M.A. Ships Deloraine (A/Lieut. Commander J. A. Doyle, R.A.N.R. (S.)), Echuca (A/Lieut. Commander N. S. Townshend, R.A.N.V.R.), Katoomba (Lt. R. H. Grant, R.A.N.V.R.), Lithgow (Lieut. Commander H. J. Hull, R.A.N.R.), Mildura (Lieut. Commander A. W. Savage, R.A.N.) are in Sydney. Having been granted availability until the 5th of this month for repairs and the granting of leave, they are to be sailed for Fremantle, and paid off into reserve on arrival.

H.D.M.L.'s 1328 and 1329 are in Sydney. They will remain in commission and refit to accompany H.M.A.S. Swan in the magnetic mine sweeping operation in New Guinea waters.

H.D.M.L.'s 1323 and 1326 are in Sydney, to be paid off into reserve.

M.S.L. 706 is in Sydney, to be paid off into reserve.

10th L.S.T. Flotilla

L.S.T. 3017 (Lieut. Commander H. K. Dwyer, R.A.N.R.) is in Sydney for dumping ammunition.

L.S.T. 3014 (Lieut. Commander W. A. Wilson, R.A.N.R.) is in Western Australia for dumping ammunition.

L.S.T. 3501 (Lieut. Commander G. M. Dixon, D.S.C., R.A.N.V.R.) is in the Southern Ocean on the first operation in connection with the Australian Antarctic Expedition, landing a party of scientists on Heard Island, and laying down fuel supplies for the Wyatt Earp on Kerguelen Island. On

completion of this operation she returns to Australia, and subsequently proceeds to Macquarie Island to land a scientific party, and south to the Antarctic Continent in the vicinity of Cape Freshfield to carry out reconnaissance.

L.S.T.'s 3008, 3022 and 3035 are in Sydney, paid off into reserve.

Landing Ships Infantry

Manoora paid off at Cockatoo Island Dockyard, Sydney, on 6th December for conversion and return to owners.

H.M.A.S. Kanimbla (Commander S. H. Crawford, M.B.E., R.A.N.R. (S.)) is in Sydney, having arrived on 10th December and been granted 50 days' availability for leave and refit. Immediately previous to her arrival in Sydney, Kanimbla had carried ex-internees from Melbourne to Fremantle, and returned to Melbourne with displaced persons.

Australia Minesweepers

These two vessels are based on Flinders Naval Depot for training Depot personnel:—

H.M.A.S. Gladstone (Lieut. Commander W. J. Dovers, D.S.C., R.A.N.).

H.M.A.S. Latrobe (Lieut. D. H. D. Smyth, R.A.N.).

Survey Ships

H.M.A.S. Barcoo (Lieut. Commander D. A. T. Gale, D.S.C., R.A.N.). Following a period for refit and leave in Sydney, Barcoo will this month commence surveying operations in the Spencer Gulf, in which she will be occupied until April. She will then proceed to Williamstown Naval Dockyard for refit, preparatory to her employment on the north-west coast of Australia for the remainder of the 1948 survey season.

H.M.A.S. Lachlan (Lieut. Commander C. G. Little, D.S.C., R.A.N.) is in Williamstown Dockyard, undergoing refit. She subsequently proceeds to Sydney to pay off into reserve.

H.M.A.S. Warrego has been for some time in Sydney, non-operational. She will shortly be brought up to special interim complement from the ship's company of H.M.A.S. Lachlan. Lieut. Commander R. B. A. Hunt, O.B.E., R.A.N., will be Commanding Officer of Warrego, and the ship will be employed surveying in Bass Strait until April, after which she will continue surveying operations on the north-west coast of Australia.

H.M.A.S. Jabiru is in Sydney, tender to Warrego.

General

H.M.A.S. Air Rest (Lieut. W. I. A. Key, R.A.N.V.R.) is in Sydney.

H.M.A. Tug Reserve (Lieut. Commander I. M. Adie, R.A.N.R. (S.)) returned from Melbourne to Sydney in time to grant Christmas leave.

H.M.A.S. Kangaroo has been inspecting corvettes' moorings at Corio Bay, Victoria.

H.M.A.S. Karangi is at Fremantle, boom defence vessel.

H.M.A.S. Woomera (Lieut. A. R. Pearson, R.A.N.V.R.) is in Sydney.

H.M.A.S. G.P.V. 956 (Sub-Lieut. R. S. B. Gye, R.A.N.R.) is at Cairns undergoing reconditioning.

H.M.A.S. G.P.V. 957 (Lieut. L. Mushins, R.A.N.) is in Cairns area on R.M.S. operations.

GENERAL

Shore Rig

Memories of a London "Punch" cartoon of some years ago are revived by a general signal recently promulgated by the Naval Board. The cartoon in question—one of Charles Graves' inimitable drawings—depicted a scene at a London railway terminus, the central figure being a naval rating striding along carrying a suit case and par-

Continued on page 38.

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cel, and wearing a uniform of orthodox square rig cut, but made of a loud check material topped off with a jaunty panama hat in place of the usual cap. The caption to the cartoon read: "Naval ratings are asking to be allowed to wear civilian clothes when on leave. We do not want our sailors when ashore to lose their characteristic appearance altogether, so why not compromise?"

The Naval Board signal referred to above announced that approval had been given for men of the Royal Australian Navy to wear plain clothes whilst on leave within the limits of the Australian Station. Plain clothes may be worn by ratings on short leave, excepting those under training, and by all ratings when on leave exceeding twenty-four hours. Plain clothes are not to be worn by ratings when going on board or leaving H.M.A. Ships, or when proceeding in Service boats. This privilege may be extended abroad at British ports when approved by the Commander-in-Chief of the Station, but the wearing of plain clothes will not be allowed when in foreign countries.

Navy's Royal Wedding Gift

The wedding gift from the officers and men of the Royal Navy, the Royal Marines, the Royal Australian Navy, the Royal Indian Navy, the Royal Pakistan Navy, the Royal Naval Volunteer Reserve and from the Women's Nursing Service and the Voluntary Aid Detachment (Royal Navy) was formally presented to H.R.H. the Princess Elizabeth by the Board of Admiralty previous to the wedding. Part of the gift is a fine eighteenth century mahogany sideboard, but the remaining part of the gift was not selected in time for presentation along with it. Her Royal Highness, in accepting the sideboard, expressed her delight with the present, and asked that all those who subscribed may be thanked for their generosity and for the affection and goodwill which she knows it represents.

Navy Minister's Visit to L.S.T.

Previous to its departure from Melbourne on the first stage of the voyage to Heard Island and Kerguelen in connection with the Australian Antarctic Expedition, the Minister for the Navy (Mr. Riordan) visited "L.S.T. 3501," lying at Station Pier, Port Melbourne. Captain H. M. Burrell, R.A.N., the Deputy Chief of the Naval Staff, and Commander J. B. S. Barwood, R.A.N., Naval Officer-in-Charge, Port Melbourne, accompanied the Minister, who inspected the ship's company at divisions. The party was received by "L.S.T. 3501's" Commanding Officer Lieutenant-Commander G. M. Dixon, D.S.C., R.A.N.V.R.

Christmas Party at Flinders

Flinders Naval Depot was the scene of a Christmas Party on 13th December, when the ship's company played host to 500 children from 11.30 a.m. to 4.30 p.m. Invitations were issued to children of serving members of the R.A.N. attached to the Depot and to Navy Office, and to children of deceased personnel. Free transport to and from Melbourne by train and bus was provided for parents and children. Among the amusements provided were a continuous picture show, foot races, slides, a flying fox, a merry-go-round and a Punch and Judy show. Refreshments for children and adults, and a babies' creche were available. The whole party was financed by the ship's canteen fund.

New "Battle" Class Destroyer Launched.

The first "Battle" class destroyer to be built in Australia was launched at Cockatoo Island Dockyard, Sydney, on 20th December. Mrs. Riordan, the wife of the Minister for the Navy, christened the new vessel H.M.A.S. "Tobruk."

The keel of the new destroyer, the largest of that class of ship yet built in Australia, was laid in August, 1946. So far as practicable, all structural material and equipment is of Australian production and manufacture, and the boilers and main turbines were

built at Cockatoo Island. Experience gained in the war years has made its mark in this new construction, and the "Tobruk" will be a considerable advance in destroyer efficiency in comparison with vessels of the Tribal class—"Arunta," "Warramunga" and "Bataan"—built at Cockatoo Island during the war.

Six destroyers are included in the Royal Australian Navy's building programme, to be completed by the middle of 1953, and a second "Battle" class vessel is now nearing hull completion at the Williamstown Naval Dockyard, Victoria.

Of 3,300 tons displacement, 379 feet length, and 41 feet beam, the new "Battle" class destroyers are singularly well suited for the Royal Australian Navy and conditions in the wide areas of the Pacific. Large fuel capacity gives them considerable endurance, and they have been specially modified in design to enable amenities for personnel to be provided, including improved ventilation, cafeteria system, refrigerator units and cold-water drinking sets, laundry and better bathing facilities, all of which make the vessels more suitable for work in tropical areas.

The main armament of 4.5 inch guns are housed in power-operated turrets. A highly efficient system of fire control, and ample provision of close range guns and torpedo tubes, makes these vessels powerful fighting units. Their 50,000 horsepower engines, which will drive them at a speed of over 32 knots, are the most powerful marine engines hitherto built in the Commonwealth. Each of the "Battle" class vessels will carry a peacetime complement of 300 officers and men.

PERSONAL

Lieut.-Commander (E.) Stuart St. Vincent Welch, R.A.N., left Melbourne in R.M.S. "Orion" for England during November last. He will be away from Australia

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for about two years, during which period he will first take part in a Naval Aeronautical Engineering Course at the Royal Naval Engineering College, Plymouth. When he concludes this course he will have been the first R.A.N. officer to have participated. He will then gain further experience on Royal Naval Air Stations. During the war years, Lieut. Commander Welch served in H.M.A. Ships "Sydney," "Australia," "Hobart" and "Norman." For the four months previous to his departure from Australia he was on the staff of Naval Aviation at Navy Office, Melbourne.

Lieut. Commander William Beresford Moffit Marks, R.A.N., until recently Squadron Gunnery Officer of His Majesty's Royal Australian Naval Squadron, has assumed duty as Gunnery Officer on the staff of the Director of Training and Staff Requirements at Navy Office. A graduate of the Royal Australian Naval College, which he entered as a cadet midshipman on 1st January, 1926, Lieut. Commander Marks saw service in ships of both the Royal Australian Navy and the Royal Navy during the recent war. These included H.M.A. Ships "Adelaide," "Canberra," "Napier" and "Shropshire," and H.M.S. "Woolwich."

Lieutenant-Commander Timothy Monckton Synnot, D.S.C., R.A.N., until recently Gunnery Officer on the staff of the Director of Training



Lieut. Commander W. B. Marks.



Lieut. Commander T. M. Synnot.

ing and Staff Requirements at Navy Office, has been appointed Gunnery Officer of H.M.A.S. "Australia," and joined the cruiser on her return from Japan last month. He has a distinguished war record, and was awarded the D.S.C. "for distinguished service and gallantry during the invasion of the south of France in March, 1945." Earlier, in March, 1941, he had been mentioned in despatches "for good service in the withdrawal from British Somaliland." A graduate of the Royal Australian Naval College, his war service was in H.M.A. Ships "Hobart" and "Arunta," and H.M. Ships "Dido" and "Excellent."

Lieut. Commander Victor Alfred T. Smith, D.S.C., R.A.N., left Melbourne in the "Stratheden" during November to assume duty as Staff Officer (Air) at Australia House, London, for two years, where he will be attached to the staff of Captain (S.) J. B. Foley, C.B.E., R.A.N., Naval Liaison Officer. A graduate of the Royal Australian Naval College, from which he passed out in December, 1930, Lieut. Commander Smith, after serving in various H.M.A. and H.M. Ships, qualified as an Air Observer with what was then

the Fleet Air Arm of the Royal Navy in 1937. He has had wide experience in aircraft carriers, having served in H.M. Ships "Glorious," "Ark Royal," "Furious" and "Tracer." It was while serving in the "Ark Royal" during the war in the Mediterranean that he was awarded the D.S.C. "for outstanding zeal, patience and cheerfulness and for having set an example of wholehearted devotion to duty." He was later appointed to the staff which organised the naval activities in the invasion of Normandy, and was later a member of the staff of the Vice-Admiral (Q.) British Pacific Fleet. Immediately previous to leaving Australia recently he was Director of Naval Air Organisation and Training at Navy Office, Melbourne.

Two new members of the Victorian Bar—they were admitted on the 1st of last month—were Lieutenants, R.A.N.V.R., during the war. They are Mr. H. R. Newton, who is a son of the well-known Melbourne surgeon, Sir Alan Newton, and who was admitted on the motion of Mr. A. Dean, K.C., and Mr. A. D. G. Adam, with whom he will read at the Bar; and Mr. J. A. Collins.



Lieut. Commander V. A. T. Smith.

Notes from the Petty Officers' Club, Flinders Naval Depot

By Petty Officer M. R. Collier, R.A.N.

The Petty Officers' "Breaking Up" Dance has always been a popular affair, and that held at Flinders Naval Depot on the 8th December was no exception to the general rule. There was a large attendance, and a good time was enjoyed by all.

There has been a good response among Petty Officers to the invitation to volunteer for the new Naval Aviation Branch, and a number have put their names forward. Among those are Petty Officers W. Clark and K. Rogers, who went on leave in November previous to their departure for the United Kingdom to take a course.

The cricket season at the Depot opened with a mixed bag. The Petty Officers' team started off well by defeating the New Entry School, but in the second match of the season the Signal School team were the victors over the Petty Officers.

December the 19th saw the commencement of Christmas leave at the Depot, and was "D" Day after a period of intensive anticipation by all hands. We join in wishing all our comrades of the R.A.N., and the readers of "The Navy," the Compliments of the Season and all the best for the New Year.

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CAPTAIN J. C. MORROW, D.S.O., D.S.C., A.D.C., R.A.N.

James Cairns Morrow entered the Royal Australian Naval College as a Cadet Midshipman on the 1st. January, 1919, and became a Midshipman in 1923, Sub-Lieutenant in 1926, Lieutenant two years later, reached Half-Stripe rank in 1936, and was promoted Commander in June, 1940. During the intervening period he served in various of H.M. and H.M.A. Ships, being appointed to H.M.A.S. "Voyager" in command on the 26th. April, 1938.

He served for over three years in this ship—until 17th. November, 1941—and it was while in her that he earned his Distinguished Service Order and a Mention in Despatches for service in the Mediterranean in the recent war during the "Scrap Iron Flotilla" period. H.M.A.S. "Voyager" was one of the five Australian destroyers that went overseas shortly after the outbreak of hostilities in 1939, arriving with her companions in the Mediterranean before Christmas of that year. As members of the 10th. Destroyer Flotilla, these ships performed meritoriously throughout the early stages of the Mediterranean campaign, with the Battlefleet, on the Tobruk Ferry run, in the campaign in Greece, and also on convoy escort work.

When Italy entered the war, most of them were in the Eastern Mediterranean, and were immediately employed on submarine hunting in the approaches to Alexandria, and "Voyager" took part in numerous incidents and engagements during this phase, including the Battle of Calabria, in which, with the "Vampire," she was engaged in screening H.M.S. "Eagle"; the Fleet Air Arm bombing attack on Maltesana, Stampalia; the establishment of the advanced base at Suda Bay, Crete; the capture of the Italian auxiliary ketch "Zingarella" off the Libyan coast; the evacuation of Greece during which, at Nauplia, she embarked from a caique, to the surprise of all on board, 150 or so Australian Army Nurses; and the Tobruk Ferry.

Captain Morrow's D.S.O., awarded on 11th. September, 1940, "For courage, enterprise and devotion to duty in recent engagements," recognised his work during portion of this period; while he received further recognition on the 29th. July, 1941, with the gazettal of a Mention in Despatches "For courage, skill and devotion to duty in operations off the Libyan Coast."

Returning to Australia at the end of 1941, he was, after various shore duties, appointed in command of H.M.A.S. "Arunta" on commissioning, thus being the first Commanding Officer of an Australian built Tribal destroyer. He was in command of "Arunta" for eighteen months, during which he earned the D.S.C. "For leadership, skill and devotion to duty in H.M.A.S. 'Arunta' in a successful attack on an enemy submarine," which award was made on 15th. August, 1944.

Following his service in "Arunta," he was at different times Commander (D) Milne Bay, in "Swan" and "Platypus" as Commander (D), and in H.M.A.S. "Shropshire." Promoted Acting Captain, "Bataan" in command and as Captain (D) 10th. Destroyer Flotilla, he was confirmed in rank on 30th. June, 1947, and reappointed as Captain (D) "Bataan" in command. Captain Morrow was appointed A.D.C. to the Governor-General on 27th. September, 1947.

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BOOK REVIEWS

By G.H.G.

"BRITISH COASTER 1939-1945." The Official Story. Prepared by the British Central Office of Information. His Majesty's Stationery Office, London.

From Dunkirk to "D" Day and beyond, this little book tells the story of the British coasters during the war years between 1939 and 1945, and a thrilling story it is. Of Dunkirk, the case of "Dorrien Rose" is perhaps typical. "Dorrien Rose," an elderly coasting tramp of 1,400 tons deadweight, was bound for Dunkirk in the ordinary course of her job of transporting stores to the Army in France. She had general stores in her holds, and cased petrol as deck cargo. Approaching Dunkirk by night, her master, Captain W. Thompson, was in the chartroom laying off courses, when the mate whistled down to say that a passing ship had signalled, "Unsafe to approach. Dunkirk in flames." So "Dorrien Rose," since Dunkirk "looked and sounded appalling," anchored off Nieuport until daylight.

At 0330, first light, she headed for Dunkirk. Daylight showed many ships heading for Dunkirk, and brought, also, enemy air attacks, during which the twin Lewis of the "Dorrien Rose" was manned by the gunner "who swore every time he fired." Then a nearby troopship was bombed. She was the "Queen of the Channel," in the piping days of peace a pleasure steamer, but now, with her back broken, and filled with troops, she was sinking. "Dorrien Rose" went alongside and the transfer of troops commenced. "The operation," said Captain Thompson later, "was carried out in thirty-five minutes, despite three attempts by Jerry to intervene." Then, with over 1,000 on board—her normal complement being 13—"Dorrien Rose" made for Dover, arriving at 1420, after being attacked eight times by enemy aircraft.

The following afternoon, after storing and watering, she sailed again for Dunkirk, arriving the next morning. There "the prospect was far from pleasing, as the last ten miles to the port were littered with sunken and blazing ships. . . . Bombers were paying us frequent visits. . . . There was no one to look to for instructions, so we poked into the harbour. Someone ashore gestured us alongside a battered wall."

"Dorrien Rose" remained alongside that battered wall for two hours, and embarked 600 troops. Two bombs just missed her as she left the harbour. The Captain found that the return journey was trying. "The Channel was now a navigator's nightmare, with buoys missing, wrecks and wreckage all over the place." Said Mr. P. McFadden, the Boatswain: "That's the first time that I've ever left Dunkirk without having to round up the crew out of the cafes."

During the period of the German air attacks on the British Isles, the little ships of the coasting trade were indispensable. Controlled by the Coasting and Short Sea Division of the Ministry of War Transport, they were a vital link between imports and their users, as well as between producers and consumers within coastal limits. So far as imports from overseas were concerned, the valuable deep-sea ships and their precious cargoes could not be risked on the south coast, and could make only limited use of east coast ports. So there was much redistribution of shipping. The overseas ships used to the fullest possible extent west coast ports and anchorages, and it was left to the coasters to carry seaborne cargoes in the more dangerous waters. Even their activities were reduced to a bare mini-

mum through the Straits of Dover and along the south coast, and coasters bound from London to the Mersey or Bristol Channel would make the long haul north-about by way of the Pentland Firth. Some cargoes, notably coal, had, of course, to go to the south coast. These were carried in selected coasters of the Channel convoys which had to run, among other hazards, the gauntlet of the German guns on Cape Griez.

Liverpool, for war purposes, took the place of London as the first port of England. Little ports which had long been asleep in commercial backwaters were restored to activity. In addition, sheltered anchorages where deep-sea ships could lie and discharge their cargoes direct into coasters were brought into use. Overseas discharge at anchorages played an important part in the delivery of goods from overseas. "The little ships, often battered but always workmanlike, clustered round the big ship, as many as four or five at a time. Amid a clatter of winches, the swinging derricks transferred the cargo—meat, grain, sugar, tanks, ammunition—from the deep holds of the ocean liners to the coasters. There might be many such clusters of big ships and satellites, all busy at one time. Then, in the matter of hours, at most a day or two, the sheltered water was empty for a spell. The loaded coasters had gone off round the coasts to distribute their freights; the big ships were on the high seas again. The anchorage awaited the next convoy." Here is an illustration of the effect of the German occupation of Europe on British shipping. "One day two little ships, the 'Newminster' and the 'Thornaby,' were unloading Sherman tanks, which they had loaded overseas from a deep-sea ship in a west coast port. They were in an ocean dock of the Port of London, and in that great dock they were only ships."

Aircraft attacks on convoys off the south coast. On 8th August, 1940, when "the real thing began," a convoy in the Straits of Dover

was attacked by sixty aircraft in the morning and one hundred in the afternoon. Seven ships were sunk and seven damaged, but the convoy went through. And the convoys continued to run. "E-boat Alley," off the bulge of Norfolk, through which, in spite of the concentrated E-boat attacks, the little coasters passed 12,750,000 tons of coal and 2,000,000 tons of general cargo annually throughout the war.

Altogether, the annual liftings of coasters around Britain during the war amounted to 21,000,000 tons of coal, 6,000,000 tons of other tramp cargoes, and 3,000,000 tons of liner cargoes annually.

Then there was the Swedish ball-bearing trade. That was an epic achievement—in which specially built craft with high-powered diesel engines and shallow draft, each designed to carry some forty tons of cargo, maintained a regular traffic from Hull through the North Sea and the German-dominated Skagerrak to Sweden to bring

to British war plants urgently needed Swedish products.

"On the eve of the first voyage from Hull, the following message was received from Lord Leathers, then Minister of War Transport: 'To the officers and men of M.V.S. "Nonsuch," "Hopewell," "Gay Viking," "Gay Corsair" and "Master Standfast": You are about to embark on an enterprise which will bring lasting honour to the Red Ensign under which you sail. The Prime Minister has told the country that we never call on the officers and men of the Merchant Navy in vain. I am proud, as the country will be, of your answer to the call we have made on you and of the enthusiasm with which you have carried through your arduous training. Your task is great, but success will add mightily to the preparations for our great onslaught for victory. You have well-found craft, a fine and experienced leader, and a well-prepared plan. I pray God to watch over you in your adventure, and confidently

The British Labour Minister in introducing the "1946 Assurance Companies Act," stated that "The 1946 Act"—

"Acknowledges the inherently international and comprehensive character of Insurance."

The Labour President of the Board of Trade in the House of Commons also stated that it would be proper in this connection to inform the House of the attitude of the Labour Government towards the future of British Insurance business. The Government, he stated, had no intention of interfering with the transaction of Insurance business by private enterprise. It is, he stated, the desire of the Government that Insurance should be in the future, as in the past, dealt with on an international basis and as business of an international character.

The interests of the people of Australia would be best served by its Government following the sound principles so clearly enunciated by the Labour Government of Great Britain.

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rely on your skill, your courage and your resolution, under His providence, to bring it to a resounding success." And they did. Incidentally, in Sweden, the little ships loaded at a berth directly under the windows of the German consulate—and the Germans could do nothing about it.

For the "D" Day operations, preparation for the part to be played by the coasters began some two years before that great adventure. Without their help, success in the Normandy landings could not have been achieved. They could do jobs off and on the beaches which the larger deep-sea ships could not undertake. Many of them were actually beached and refloated, standing up high and dry when the tide was out and disembarking their troops and discharging their cargoes directly on to the beach.

The coaster invasion fleet finally numbered 420 ships, small, medium and large, of 655,000 tons deadweight, plus 78,000 tons employed as naval colliers and armament carriers. Their crews, all volunteers, signed special articles under which they agreed to transfer from ship to ship or from ship to "pool."

"BEST STORIES OF THE NAVY," edited by Thomas Woodroffe. Faber and Faber, London. (First published in 1941. Reprinted in 1947.)

A reprint of this admirable volume is welcome, for there must be many who were unable to secure a copy of the first edition, and it would be difficult to find a book containing as many really good short stories of the Navy within one cover as this does. All of them rate high. Many are delightful.

The book opens with a good sample, "Sea-Wrack's" "Seascape: 'Morning off Lerwick,'" and one is not disappointed after so excellent an opening as the further contents unfold. There is humour in plenty, the ball being opened with No. 2 on the list, "The Promotion of the Admiral," by Morley Roberts, and followed by its sequel,

and to go anywhere, at any time, at a moment's notice, and, if necessary, to load and unload cargo. Overtime rates were waived, each man accepting in lieu a flat payment of £1 a week.

As the Epilogue to this little book says of the coasters: "The invasion of Europe demanded much from them. Without the little merchant ships its success could not have been achieved. But above so many other notable achievements the coasters' work on their normal and accustomed highway stands out as their peculiar contribution to victory. Despite losses from enemy action, despite the demands upon the coaster fleet of the fighting services, despite the immense difficulties of organisation, this work of carrying cargoes around Great Britain by sea did not falter. Somehow, without fail, the little ships performed the duty set them. Yearly they discharged in the ports, big, small and tiny, around these islands, more than thirty million tons of vital merchandise. That they maintained this flow, through the most war-dangerous waters in the world, is the proud record of British coasters in the war."

"The Settlement with Shanghai Smith." The one tells of how a British admiral was shanghaied in San Francisco, and the other of the poetic justice meted out to his shanghaiier. Do not miss "Klaxon's" "A Ruddy Casabianca," nor W. P. Drury's delightful "John Ecuador"—which has that author's touch of captivating humour that makes his "Private Paget" stories stand on their own—nor Thomas Woodroffe's own contribution, "The Captain of the Turtles."

There are 26 stories in all, and every one is worth reading—and re-reading; so that this book is worth buying—and keeping. Do not miss it.

NAVY MIXTURE

—a Blend of Nautical Humour



A DISTINCTION.

Sally: "They say that sailors make very good husbands."

Sadie: "I don't know about that, but I believe they can make very naughty wives."

CAUSE AND EFFECT

Dusty: "Hear about Ocker White?"

Nobby: "No!"

Dusty: "He got run down in a city street last night, and wound up in hospital."

PHYSICIAN, CURE THYSELF

First Year Med.: "I wonder why old Doc McGregor always goes to another doctor when he's sick. Why doesn't he treat himself?"

Second Year Med.: "Haven't you heard? His charges are too high."

SURE!

"What," asked the uxorious Second Mate, "beats a good wife?"

"Only a bad husband," replied the cynical Wireless Operator.

FAIR EXCHANGE

Lady Passenger: "And what made you come to sea, my good man?"

Saloon Deckman: "Poverty, Ma'am. I was a shoemaker ashore, but I lost my awl."

Lady Passenger: "You poor fellow. But are you happy now?"

Saloon Deckman: "Yes, Ma'am. For, here at sea I have found my sole."

CENSORED

Guns: "The Old Man thinks there's a lot to be said against the present taxation."

Pilot: "I know. But he's trying his best."

Pilot: "Ah! I know where they ain't."

SPARE THE ROD

Fond Mother of objectionable children: "Yes! We have a very modern home. Everything in it is controlled by switches."

Bored Host: "Ever try them on your offspring?"

MULTIPLICATION

It is reported that an Aberdeen schoolboy swallowed a penny recently and was rushed off to the nearest doctor. The doctor not only got the penny out of him, but half a guinea in addition.

HOUSEHOLD HINTS

To keep the chimney from smoking, don't light the fire.

To make unsightly pimples vanish, turn out the light.

To read some good stirring stories, get a cookery book.

To get rid of cockroaches, burn the house down.



"Sea, Prandergerst, you've got to show 'em two-up doesn't pay."



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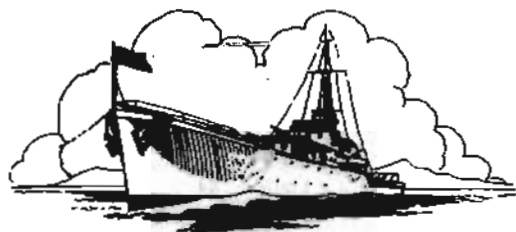


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EX-NAVAL MEN'S

Association of Australia

Peterson-in-Chief



His Majesty The King

Federal Council

In response to an appeal made recently by the R.N. and R.M. Fellowship (Portchester Branch) on behalf of the Royal Portsmouth Hospital, the Ex-Naval Men's Associations of Australia has been pleased to donate the sum of £25(A) as a small token of esteem and gratitude for many treatments rendered to quite a number of Australians.

The Lord Mayor of Portsmouth (Alderman R. J. Winnacott), in a letter to the Hon. Federal Secretary, replied: "Throughout my year of office I seem to have been writing to our good friends in Australia thanking them for one kindness or another, and I should be extremely grateful to you if you would inform your members how much we do appreciate their kind thoughts."

The Royal Portsmouth Hospital was badly bombed during the war and is carrying on under extremely difficult conditions until such time as the Government takes over the health services of the country generally, and the sum of £20,000 for which I am appealing is to ensure that the hospital, with over one hundred years of life as a voluntary hospital, shall continue to function voluntarily until it is absorbed into the Government's plan.

"As Lord Mayor of the first naval port of the Commonwealth I send you, on behalf of us all, our best wishes and grateful thanks."

The Federal Council has been officially advised of the inauguration of the Sandringham Sub-Section in Victoria. The total number of Sub-Sections now operating on the mainland is twenty-four, with the prospects of further additions during 1948.

Decentralising the activities and administration of the Association's affairs has proved a boon to the members and given them a greater opportunity to take an active part in helping their less fortunate shipmates.

The Services Canteens Trust Fund now has two of our Association members as representatives in each State on the Regional Welfare and Educational Committees; these appointments have been made from panels submitted by the various State Councils to the Trustees through the Federal Council at Sydney.

G. W. SCOTT.

Victoria Section

It may be of interest to Naval Personnel to know that the Boxer Rebellion, 1900, was the introduction of Naval warfare for Australia for Active Service overseas. An Australian Naval Contingent left Melbourne on the troopship "Salamis" with 200 Naval men picked from the Victorian Navy and proceeded to Sydney to be joined by the New South Wales division of that State's Navy, (200). As Federation was not then in existence, there were thus two distinct quotas sent by the State Governments; which proceeded to China for active service. Also the South Australian government sent their Naval Gunboat "Protector." The assemblage of Warships at Hong Kong was the largest international naval gathering known, as every nation with a Navy had a flotilla of ships present.

The Victorian Contingent formed an Association known as the "Victorian Naval China Contingent Association" in 1901 and

it is still functioning, meeting every month. They claim to be the oldest Active Service overseas Association in the Southern Hemisphere.

The Victoria State Council of the Ex-Naval Men's Association is proud to number amongst some of their most ardent workers members of that gallant band of men who went to China in 1900. Footscray Sub-Section.

Members of the Committee consider that the gratifying attendance at the General Meetings of the Sub-Section and the admission of many new members has fully justified the promotion of a Sub-Section in this district.

The future of the Sub-Section seems assured but there is still a great deal to be accomplished. The enthusiasm of the members coupled with their willingness to apply themselves to the task of publicising the organisation, and the intake of new members, rates highest among the major factors which control the degree of success attained by any body of this nature.

Your committee, urges you, therefore, to put forth your utmost to increase our membership and so help to build the Sub-Section into a really sizeable limb on the Oak which has grown from an Acorn planted some 27 years ago in Melbourne.

Former shipmates of World War No. 1 will learn with regret of the passing of 3 of our esteemed members recently, in the persons of:—


Mr. William George Patterson, Mr. George Broadmead, and Mr. Leslie J. Sibbert; our sincere sympathy is extended to their bereaved relatives.

Continued on next page.

Personal.

We are pleased to hear of the engagement of Miss Diana Wallis to Mr. Donald Wurlad; also that of Miss Mary Kirby, Miss Millie Draffin; and the weddings of our friends include those of Mr. and Mrs. Norman Dunstan; Mr. and Mrs. Arthur Hetwood; and Mr. and Mrs. K. A. Rasmussen.

H. E. Ivey, State President.
W. H. Sullivan, State Sec.



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- Queensland State Championships.
- Perth J.P.A.
- Western Australian State Championships.
- Victorian State Hardcourt Championships.
- N.S.W. State Hardcourt Championships.



NAUTICAL QUIZ

- (1) "Toll for the brave!" For whom, and for what ship?
- (2) What was the influence of the American, John P. Holland, on modern naval warfare?
- (3) What is "tumble-home"?
- (4) Now that an Australian Antarctic Expedition is under way, whom would you say gave Australia her first link with Antarctic exploration?
- (5) After what were the two Antarctic volcanoes, Mounts Erebus and Terror, named?
- (6) How would you interpret the term "lower handsomely"?
- (7) In what localities would you look for the following?
(a) The Twelve Apostles, (b) The Seven Sisters, (c) The Brothers, (d) Father Point, (e) The Sow and Pigs, (f) The Cape of the Eleven Thousand Virgins.
- (8) There is a Ninety Mile Beach in north-western Australia. Do you know of another on the Australian coast?
- (9) Here is a four-in-one: What is a "Jaunty," how was the name derived, what is his distinguishing badge, and have women ever worn it?
- (10) The last entry in Lord Nelson's private diary, recording the sighting of the enemy fleet before Trafalgar, includes the sentence: "At seven the Enemy wearing in succession." What was "wearing" as here used?

Answers on page 64.



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CRUISING YACHT CLUB OF AUSTRALIA

By P. M. LUXE, Vice Commodore

As the 26th December draws near, the tension that goes with the Hobart Race begins to make its presence felt. Skippers and crews are finishing off the last details of fitting out, and it is of great interest to them to hear the handicap ratings of new boats on altered rigs as the measurers announce them. Calculation in minutes per hour are made to find out which yacht concedes time to another, and the chances of success weighed accordingly. But, in a race such as this, the weather will have a large bearing on the outcome. Observers in the covering aircraft last year saw yachts less than fifty miles apart experiencing a wide range in strength and direction of wind. However, one cannot rely on, or be me, luck for success or otherwise. The crew that keep their craft going at her best under all conditions, good or bad alike, will always have the best chance of saving their time on their faster competitors.

Since last issue the "Eolo," Mr. Guiffre's Philp designed 55-footer, has been launched and had her trial sail. She is a fine looking ship and a welcome addition to the ocean racing fleet of the C.Y.C. The Halvorsen brothers' "Peer Gynt" has also been sailing in a couple of local races, but the weather was so fickle that it was impossible to gain a true indication of her capabilities. The little "Volita" which arrived here in 1939 from Boston, has been altered from a ketch to a cutter, which should make her a very different boat to her two-man cruising rig. Hal Evans' 34-footer "Moonbi," a consistent place-winner with the C.Y.C. this season, is being fitted with a larger bowsprit to urge another knot out of her; and so it is all round the harbour. Nothing is being left undone to ensure that each yacht is going to be made to give the best performance of which

she is capable.

Although the Hobart Race has fired the public imagination to an amazing degree, this year's trans-Tasman race from Auckland to Sydney should create a widespread interest. The course is double that of the Hobart race, but it is unfortunate that there will not be any opportunity to hear progress reports during the 12-14 days it is assumed will elapse before the leaders reach Sydney. There will be quite an international flavour to this event, as the German ketch "Te Refunga" and the Americans "Drifter" and "Ciraba" will be starters along with the New Zealand "Rangi," "Seaward," "Lady Stirling," "Waitangi" and "Te Hongi." Australian entries, "Peer Gynt" and "Kurrewa," intend to press on to Auckland after com-

pleting the Hobart Race in time to leave on the 24th January. An unnamed 90-foot schooner, being built for Mr. Wedderapoon, and "Wayfarer" are cruising across by way of Lord Howe Island in time to take part. In fact, the C.Y.C. intend having a Lord Howe race next year, but full details are not yet available.

Jack Earl has reached Cape Town in "Kathleen," and will probably be in St. Helena by Christmas. With only four hands working a heavy ship, they are putting up a magnificent series of runs between ports. I have seen two sections of his illustrated log, and I do hope that it will be made into book form after the completion of his world cruise. The actual narrative is interspersed with water colours portraying highlights of the voyage and incidents of daily life on board. Jack's flamboyant style and his love of little ships are blended to convey his impressions with a vividness that the written word can never achieve.

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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

His Excellency the Governor-General in Council has approved of the following changes being made:—

PERMANENT NAVAL FORCES OF THE COMMONWEALTH (SEA-GOING FORCES).

Appointments.—Commander Henry John Fullerton Lane, O.B.E., is appointed on loan from the Royal Navy, with seniority in rank of 31st December, 1943, dated 20th September, 1947. Patrick Michael Swiney, M.B.E., Commissioned Telegraphist, is appointed on loan from the Royal Navy, with seniority in rank of 1st April, 1946, dated 15th August, 1947.

Promotion.—Lieutenant (S) Allan Donald Lachland is promoted to the rank of Lieutenant-Commander (S) (Acting) dated 27th October, 1947.

Confirmation in Rank.—Acting Lieutenant Barry Ashley Williams is confirmed in the rank of Lieutenant, with seniority in rank of 1st October, 1947, dated 11th October, 1947.

Fixing Rates of Pay.—Surgeon Lieutenant-Commander Kenneth Charles Armstrong to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Surgeon Commander (on promotion), whilst acting in that rank, dated 18th August, 1947.

Loan to Royal Navy for Service and Training.—Cadet Midshipmen Thomas John Brooker, John Lyndon Corry Clifford, Allan Thomas Cortie, Geoffrey James Gillespie, Robert Edgar Hinch and Allen Bruce Lovell to be loaned to the Royal Navy for service and training, dated 12th September, 1947.

Termination of Loan Appointment.—The appointment of Lieutenant Robert Cecil Savage on loan to the Royal Navy is terminated, dated 8th October, 1947.

Transfer to Emergency List.—Engineer Captain George Ian Dewar Hutcheson is transferred to the Emergency List. Dated 27th September, 1947. Wardmaster Lieutenant James Henry Warwick is transferred to the Emergency List, dated 1st August, 1947.

Transfer to Retired List.—Lieutenant-Commander (E) Leslie Lloyd Williams is transferred to the Retired List, dated 21st October, 1947.

Termination of Appointment.—The appointment of Ronald York Collett as Cadet Midshipman is terminated, dated 17th October, 1947.

EMERGENCY LIST.

Transfer to Retired List.—Lieutenant-Commander James Mont-eith Luke is transferred to the Retired List, dated 24th September, 1947.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Promotions.—Acting Temporary Engineer, Lieutenant-Commander Wilfred Edward Tasker is promoted to the rank of Temporary Engineer Lieutenant-Commander, dated 25th August, 1947. Temporary

Lieutenant (S) Frank Lindsay Brady is promoted to the rank of Temporary Lieutenant-Commander (S), dated 21st October, 1947.

Fixing Rates of Pay.—Temporary Lieutenant-Commander (S) Frank Lindsay Brady to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Temporary Commander (on promotion), whilst acting in that rank, dated 21st October, 1947.

ROYAL AUSTRALIAN NAVAL RESERVE.

Promotion.—Sub-Lieutenant William Ross Smith is promoted to the rank of Lieutenant (Provisional), dated 26th August, 1947.

ROYAL AUSTRALIAN NAVAL NURSING SERVICE.

Appointment.—Joan Roberta Murphy is appointed Sister, dated 2nd January, 1947.

CORRIGENDA.

With reference to Executive Minute No. 13—notice of which appeared on page 988 of Commonwealth Gazette No. 60 of 27th March, 1947—that portion relating to the termination of the appointment of James Ernest White, Acting Temporary Commissioned Officer from Warrant Rank, Royal Australian Naval Reserve (Sea-going), is cancelled.

With reference to Executive Minute No. 26—notice of which appeared on page 1331 of Commonwealth Gazette No. 91 of 16th May, 1946—that portion relating to the termination of the appointment of Lieutenant Robert Henry Kendrick McKerihan, Royal Australian Naval Reserve, is cancelled (Ex. Min. No. 61—Approved 19th November, 1947.)

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

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WARRANT OFFICER M. I. HARPER, LEGION OF MERIT (U.S.A.), SILVER STAR MEDAL (U.S.A.), R.A.N.R. (S).

In speaking of the work of the Australian Coastwatchers in the Solomon Islands during the campaign against the Japanese there during 1942 and 1943, Admiral Halsey, the American Commanding Admiral, South Pacific, said that their activities had saved Guadalcanal, and that Guadalcanal had saved the South Pacific.

Another Australian who earned American commendation and decoration for his work in this area is Warrant Officer M. I. Harper, R.A.N.R.(S), the citations to whose awards tell the story of his achievements.

He was awarded the United States decoration of Legion of Merit, Degree of Commander, on 3rd. April, 1944, "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States while on temporary duty with the Amphibious Force, South Pacific, in action against enemy Japanese forces in the Solomon Islands, beginning July 16th, 1942. Through his familiarity with the dangerous waters in the vicinity of Guadalcanal and Tulagi, Warrant Officer Harper, as pilot of the leading transport vessel, was of invaluable assistance to the Operations Officer in the initial occupation of the Islands by our forces on August 7th, 1942. In the subsequent activities he further distinguished himself frequently in the face of enemy fire, by his expert professional skill and superior tactical knowledge in piloting our ships through extremely hazardous channels and in re-floating and bringing to safe harbours those damaged in action. The courageous determination and unwavering devotion to duty displayed by W. O. Harper throughout the entire period of his service contributed immeasurably to the successful operations of our Forces."

On 18th. October, 1945, Warrant Officer Harper was further honoured by the United States Government when he was awarded the Silver Star Medal "For conspicuous gallantry and intrepidity in action while attached to an Underwater Demolition Team. Voluntarily serving as a member of the first reconnaissance party to survey designated beaches, Warrant Officer Harper rendered gallant service under enemy fire in the removal of underwater obstacles, and, by his expert counsel in connection with coral beach formations, aided greatly in preparing the way for combat troops. His tireless efforts and loyal co-operation were major factors in the successful completion of hazardous and vital missions."

FICTION

WHERE THERE'S SMOKE

By A. E. Mallison

It all happened because Mr. Jinks and the Second Cook were in love. Not with each other, of course. Mr. Jinks was Chief Officer of the "Manucian," and Chief Officers do not as a rule love Second Cooks, nor vice versa. Indeed, neither Mr. Jinks nor the Second Cook—whose name was Alf. Bedger—was aware of the other's existence as an individual. Each knew that the "Manucian" carried a Chief Officer and a Second Cook, but beyond that they neither knew nor, it is to be feared, cared.

No! Each was in love with a girl. And a different girl at that. Mr. Jinks' girl had been a first-class passenger from London to the Cape two voyages previously, and his memories of her were hallowed by the faint scent of Chanel No. 3 which accompanied her as an aura. Not that he knew that. All that he knew was that to be with her was a delightful intoxication, an intoxication which had now been a hangover—in itself a holy sort of thing—for over eight months. Life with her in some distant future was to be a dizzy dream compounded of Chanel No. 3 and the full moon over the doldrums and under the boat deck awnings, with the soft strains of music from the Stewards' Band playing at the dance on the promenade deck below, and gentle squeezing of hands, sighs and understanding silences.

Alf. Bedger's case was different. His girl, on the nights they had spent together at the Lewisham Hippodrome and the Catford Palais de Dance, diffused an aura of freezia powder, mixed with Florida water he had taken home to her from Tenerife. Not that he knew that, for he was singularly lacking in a sense of smell, a de-

ficiency which the Chef was in the habit of averring was a serious disability in one who would essay to tempt the palate with the aroma of delicately flavoured and cooked foods.

In any case, Alf. Bedger would now have despised the scent of freezia powder and Florida water, or of any other combination which Miss Maisie Bartrum had affected. For the fact of the matter was that they had parted brass rags. A rival had crossed Alf.'s path, a johnny-on-the-spot, a smart young chap with a promising job in the city. Four months was a long time for Alf. to be away, and the rival had secured the pledge of Maisie's hand. He was bitter about it, and brooding. It was a state of mind which, allied to his olfactory disability, made it somewhat of a gamble to dine from his preparations, and kept the Chef in a constant flutter of apprehension.

ON the particular morning of which this story tells, Mr. Jinks was pacing the bridge of the "Manucian" enwrapped in more than usually holy thoughts. It was not precisely the time and place and the loved one altogether, but some of the elements were there. Time was out a bit, for it was the four to eight watch in the morning. Place was all right, for the "Manucian" was in the doldrums, southward bound through the Atlantic to Australia via the Cape. It was a glorious morning, too. A calm, with the sea's surface unruffled and glassy above a long, slight swell; a dew on the awnings, and the huge, low-hung stars paling in the greying sky. The loved one was nearly present. Tantalisingly near.

The Castle mailboat, homeward bound from Cape Town, was speeding towards them over the horizon ahead. From the wireless position they had received from her during the previous evening, they should pass within sight of each other about daylight this morning. And she carried with her the Chanel No. 3 aura of Mr. Jinks' beloved, along with Mr. Jinks' beloved herself. To think of it. So near, and yet so far. To whizz past each other at an aggregate speed of something over thirty knots and at a distance of three or four miles in mid ocean, in the doldrums, and to be able to do nothing about it. It was a dreadful thought.

Certainly, she would be thinking of him. She had said so in the wireless message she had sent. And he had assured her in return that he would be thinking of her. And, in spite of the early hour at which they would pass, she would be looking out for him. She would be on deck, and would wave. She had said that also. But it was, at the best, poor comfort. And Mr. Jinks, stirred between anguish and anticipation, ruminated on this fact as he paced the bridge under the waning stars and anxiously scanned the horizon ahead for the first hint of his beloved's argosy.

It was then that the thought came to him. The Castle mailboat was a flash affair. She was a Mail Boat. A Liner in the best sense of the term. In that she could put it all over the "Manucian," who could, at the most, claim to be a passenger and cargo liner. And, although he had no doubts as to the faithfulness of his beloved, faint suggestions of jealousy assailed Mr. Jinks. Naturally, a man likes to appear at his best before the object of his affections. In the circumstances, space being what it is, he would appear to her at the moment of passing this morning, mainly as the "Manucian." And it had to be admitted that, ship for ship, the "Manucian" could not hold a candle to the Castle boat for looks.

Continued on next page.



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Furthermore, the thought occurred to Mr. Jinks that it was unlikely that anyone as beautiful and as charming as his beloved would be standing alone on the Castle boat's deck, even at that early hour in the morning. Probably—although, mind you, Mr. Jinks was not jealous on this account—some young smart Aleck of a Castle boat officer would be standing with her, doing the heavy. And probably he would, just to make himself the big fellow, have something to remark on about the "Manucian." Some sort of a sling off, most likely. And it was just at this moment that the great idea was sort of created in Mr. Jinks' mind.

The Castle boat had two funnels. Squat affairs. Large and oval, with a racy-looking rake to them. The "Manucian" also had two funnels. But they differed from the Castle boat's. In the first place, they were not squat. They were cylindrical, and rather tall. And one of them, the forward one, was a dummy. It was there just for appearance sake. It had a door on the port side, and two platforms at various heights inside, reached by a ladder. It was used as a store for the Boatwain's gear. There was rope in it, and old tarpaulins which were used as savealls when the hands were painting, and Jacob's ladders and various odds and ends. Old Lampy kept some of his gear there, also. Paint pots and brushes and the like.

But there was another difference between the Castle boat's funnels and those of the "Manucian." The Castle boat was a motor vessel, and her funnels did not smoke. The "Manucian's" did. Both of them. The after funnel smoked quite impressively at all times. Even the forward dummy funnel could produce a thin stream, because there ran up it, inside the dummy casing, the funnel from the galley. And the galley funnel was the nub and centre of this idea of Mr. Jinks'.

He would have to act on it at once. Because, just as it came to him, and as the dawn came swiftly

over the face of the waters, the apprentice on the bridge struck four bells, and the repeating chimes from the crow's nest high up the foremast were followed almost immediately by the lookout man striking three, signifying a ship right ahead. The Castle boat! Mr. Jinks felt a flutter of excitement as he yelled "Aye, aye!" to the lookout man in response to the bells. Then he called young "Ikey" Robertson, the big-nosed apprentice. "Jump down," he said, "to the galley, and tell them to stoke up their fire. Let's make the dummy funnel smoke in style when we're passing the mail boat."

It was, perhaps, a pity that Mr. Slater, the Chef, was suffering from fibrositis. Not that he was aware of that fact: he merely thought that he had a bad attack of what he called "the screws," which had caught him in the right shoulder. Mr. Slater was a stout man, reputed to own streets of houses in East Ham, bought with the money he made by skimping the menus in the Officers' and Engineers' messes and by selling the fat from the galley to various confederates on the Australian coast. His "screws" were, it was popularly believed on board, in reality gout, brought on by his own high living achieved through the low living he imposed on his shipmates. Be that as it may, he was now incapacitated in his bunk, and Alf Bedger, the Second Cook, was in charge of the galley.


To him, "Ikey" Robertson delivered Mr. Jinks' message, with

suitable embellishments of his own devising. "Ikey" had all of youth's enthusiasm for his own ship, and in his exhortation to Mr. Bedger to show that the old "Manucian" could put on as good a two-funnel display as a so-and-so Castle boat, he managed to strike a responsive chord.

That he would have failed to do so with Mr. Slater is beyond doubt. The Chef would brook no interference in his galley, no suggestions even, especially from deck ornaments. Had he been free from the "screws," Mr. Jinks' idea would not have been for one moment entertained. But with Alf Bedger it fell on fertile ground. Something of his own problem was projected into the scheme. In the Castle boat he saw a rival. Another smart young chap alienating the affections of some Maisie Barttrum. He'd make the so-and-so dummy funnel smoke all right, he would. He'd show the so-and-so Castle boat. He opened the range and shovelled some slack coal on.

There were other things he'd like to be shovelling on also, including a so-and-so who pinched his girl. Including . . . and it was then that Alf, the jilted one, got his impulsive idea, and acted upon it before he had time to think. He

Continued on next page.



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dashed to his room just across the working alleyway, and returned with a large photo frame containing the picture of the faithless Maisie, and furiously he jammed it in the fire and furiously slammed the range door to. The frame was made of celluloid, and evidently absorbed some of his fury, for it blazed immediately in a miniature holocaust which consumed the luckless Maisie and set up an ominous roaring in the galley funnel. Alf. Bedger had done his job with a vengeance.

UP on deck, the starboard watch was turning to grumblingly to wash down, and the "farmers" were preparing to go about their various tasks. The Boatswain, adding another pinched-out butt of a cigarette rolled from full strength cut plug to the couple of dozen already reposing in the left breast pocket of his patrol jacket, climbed to the bridge to discuss with Mr. Jinks the work for the day. He found the officer in the port wing of the bridge anxiously surveying the Castle boat, which was now nearly abeam about two miles off.

The Boatswain coughed. "Good morning, sir," he said. "Looks a picture, don't she?"

"Yes," said Mr. Jinks, and in turning round saw his own forward funnel. "Ah!" he said, "the Cook's stoking his fire up all right."

He turned back to stare at the Castle boat again through his binoculars. "Just a minute, Bos," he said over his shoulder.

The Boatswain made no immediate reply. He was looking at the forward funnel. "Gorblime!" he remarked eventually, "that there Cook ain't half stoking up."

"Make the Castle boat look, eh?" said Mr. Jinks.

The Boatswain was a slow thinker, and the expression of his next thought was still in process of formation. When it came, it came with emphatic force. "Blime!" he shouted. "The so-and-so's set the so-and-so funnel on fire!" And with that he clattered down the ladder.

The smoking of the "Manucian's" funnel was really an outstanding success. It excelled all Mr. Jinks' expectations. It was not satisfied with smoking. It flamed. And in its flaming it consumed the Boatswain's stores and old Lampy's gear, and the two platforms. It was most impressive. It impressed Mr. Jinks considerably. It impressed the "Manucian's" Captain, who heard the kerfuffle and came tearing out on deck to see what it was all about. It impressed Alf. Bedger, especially when about half a ton of red-hot soot shot down and ruined the boiler of burgoo and the large dish of mutton chops cooking for seven bells breakfast.

It impressed those on the bridge of the Castle boat, and caused them to send several suitable signals. But one person it completely failed to impress was Mr. Jinks' beloved, the one for whom the whole business had been contrived. She saw nothing of it. For she had overslept herself, and was still in the beautiful land of dreams, surrounded by an aura of Chanel No. 3.

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The U.S. Navy received delivery of its first transport helicopter when the Piasecki HRP-1 Rescuer was turned over to Capt. Clayton C. Marcy, commander of Helicopter Development Squadron 3 at the Naval Air Station, Lakehurst, N.J., at a ceremony on the grounds of the Piasecki Corporation in nearby Morton last month.

During a demonstration the helicopter, the first of many similar craft to be delivered to the Navy, hovered in the air while five men simultaneously climbed a rope ladder suspended from its cargo door. The demonstration was arranged to show that this method of mass, rapid rescue from life rafts, sinking ships or forest fires is now practicable.

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TO AUSTRALIA'S ANTARCTICA.
Continued from page 14.

ally swallowing the anchor in Australia in 1926. Back to sea in the Navy in 1940, he served in destroyers and minesweepers in the North Atlantic and Mediterranean, and then served as commanding officer in L.S.T.'s, in which he took part in all the major landings in the European theatre. During which he earned his D.S.C. His present first lieutenant (Lieut. Commander J. H. Burgess, R.A.N.R.) and engineer officer (Lieutenant (E.) A. M. Elvin, R.A.N.R.(S.)) are also reserve officers.

What of the ships? The "Wyatt Earp" has been on polar exploration work before, when she sailed with the American Lincoln Ellsworth Expedition. She brings to the sea and the frozen south a whisper from the wild west of America. Wyatt Earp was one-time deputy United States marshal in Cochise County, Arizona. One of five brothers—the others being Virgil, Morgan, James and Warren—he was their leader in many shooting affrays both for and against the law, their Arizona headquarters being a town with ominous name of Tombstone. The "Wyatt Earp" brings with her also the scent of the pine forests of Northern Europe. Built in Norway 29 years ago, she is of Baltic pine, with beams of English oak. Modernised for her present work, she has new engines, radar, echo-sounding gear, wireless telegraphy and a cinema. Her name has been changed back to "Wyatt Earp" from that of "Wongala," which she carried during the war as one of the auxiliary ships of the R.A.N.

The other ship concerned, "L.S.T. 3501," was launched in Montreal, Canada, in August, 1944, having been built by Canadian Vickers Ltd. On commissioning in the Royal Navy, she proceeded to England, and then out to the Far East to participate in the landing operations planned to recapture Singapore from the

Japanese. Although the Japanese capitulated previous to the date set for the operation, it was considered that the Japanese in Malaya might not agree to surrender. As a landing ship, "L.S.T. 3501" did her job so thoroughly on this occasion that she ran right ashore among coconut palms, so that her personnel on the bridge were able to lean from the wings and pull fruit from the trees. She, also, has been fitted with the latest navigational gear for her work with the expedition, and both ships have been painted orange, and each carries an aircraft.

And now, what of the lands they will visit? "L.S.T. 3501's" first call after leaving Australia—whence she will take her departure from Fremantle—is Heard Island. This unattractive spot, which was discovered in 1853 by Captain Heard in the American ship "Oriental," lies in Latitude 53 degrees 20 minutes South, Longitude 73 degrees 40 minutes East, approximately 2,100 miles S.W. by W. from Cape Leeuwin, on the south-west corner of Australia. Roughly 25 miles long by nine miles wide, it is a volcanic island whose peak rises to between six and seven thousand feet. It is gale-swept throughout the year, with the possibility of a few days fine weather in December. Fog-bound for much of its time, ice and snow clad, it is devoid of vegetation except for moss, and is the home of seals and penguins. Here "L.S.T. 3501" will land a party of scientists, with prefabricated buildings and equipment, and the first of the island bases will be established. The party landed from the L.S.T. will probably remain there for a year, and will then be replaced and a permanent meteorological station will be established.

From Heard Island "L.S.T. 3501" proceeds N.W. by N. approximately 240 miles to Kerguelen Island, where she will lay down a supply of fuel for the "Wyatt Earp." Kerguelen lies in between 48½ and 49½ degrees of

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South Latitude, and 70 degrees East Longitude, just about midway between the south-east point of South Africa and the south-west point of Australia, but, of course, far to the south of a direct line between the two. It was discovered in 1772 by the Breton captain, De Kerguelen-Tremarec. Our own Captain Cook was there four years later, coming on it out of some days of thick fog in "Resolution," with "Discovery" in company. He it was who gave the name to Christmas Harbour on the north-west corner of the island, for he anchored there on 25th December, 1776.

One of his sailors found on the island a bottle containing a piece of parchment inscribed: *Ludovico XV Galliarum Rege et D. De Boynes Regi a Secretis ad Res Maritimas Annis 1772 et 1773.* On the back of this record of the previous visit of the French, Cook wrote: *Naves Resolution et Discovery de Rege Magnae Britanniae Decembris 1776.* He then replaced the parchment in the bottle, with a silver twopenny piece struck in 1772, and placed the bottle in a cairn on which was planted the British flag. Cook's opinion of Kerguelen may be judged from his comment: "Perhaps this is the same that Monsieur de Kerguelen called the Isle of Rendezvous; but I know nothing that can rendezvous at it but fowls of the air; for it is certainly inaccessible to every other animal." This was not quite correct, for the crews of the "Resolution" and "Discovery" found the shore covered with seals, great numbers of which they slaughtered for the fat.

Macquarie Island, which "L.S.T. 3501" will visit on her second journey south after her return to Australia from Kerguelen, lies about 800 miles S.E. from Hobart, in 54 degrees 45 minutes South, 158 degrees 35 minutes East. It, like the others, is a barren island, though with plenty of life on it, such as sea elephants and sea leopards, while, when the explorer Bellinghousen visited it

in 1820 there were cats and parrots and wild dogs on it. Here the second research party will be established.

"L.S.T. 3501" will continue southward to the Antarctic Continent to carry out reconnaissance in the Cape Freshfield area in King George V Land, approximately 1,250 miles due south of Tasmania.

"Wyatt Earp" will proceed to the Antarctic Continent at Commonwealth Bay and at Cape Freshfield, where magnetic observations will be taken. She will later proceed to Princess Elizabeth Land and MacRobertson Land, about 2,000 miles west of Cape Freshfield. It is hoped to land and establish a scientific party there and survey the area and improve the charting of the coast. Then on to Heard Island to pick up Group Captain Stuart Campbell, refuel at Kerguelen and so back to Australia.

So begins the development of a long-range plan for the surveying and development of the Australian Dependency in Antarctica. It is a work from which important results may well accrue, not to Australia alone, but to the people of the Southern Hemisphere generally. The intrepid polar explorers of the past have paved the way, and in their expeditions Australia has played a part. It is fitting, from those associations, and also because of her proximity to the great and little-known continent of the frozen south, that she should be continuing the work in this way.

WILLIAMSTOWN NAVAL DOCKYARD.
Continued from page 18.

ous nationalities were following each other in close succession in the dock for repair and refit.

To-day, the volume of work at the yard remains high, and refitting berths are seldom empty, while further building is also in progress. During our visit in November the corvette "Whyalla" was in the graving dock, together with a large floating crane; and the frigates "Lachlan," "Gascoyne"

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and "Barwon" were alongside undergoing refit. On the building berth the hull of a large "Battle" class destroyer was in an advanced stage of construction, and work is commencing on building berths for two "Daring" class destroyers. The Dockyard is at present employing nearly 800 men—in addition to a staff of about 140—against approximately 1,100 during the height of the wartime activity.

It is a Naval Dockyard now, so that the long association of Williamstown with the Navy is being continued. Originally owned and operated by the Victorian Government from its inception, it passed to the Commonwealth Government in 1918. In 1924 it came under the control of the Melbourne Harbour Trust, and in 1942 was transferred to the Department of the Navy, to be operated as a Naval Dockyard, the present General Manager being Captain (E.) C.C. Clarke, D.S.C., O.B.E., R.A.N., with Mr. W. R. Rogers as Works Manager and Mr. H. W. McDonald as Secretary.

Dockyards are an important part of a Navy. Indeed, to most of us, used to thinking of a Navy solely in terms of ships, it comes as a surprise to learn how great a proportion of naval expenditure goes in bricks and mortar and the upkeep of dockyards and other shore establishments. As such a vital part of a Navy, the Williamstown Dockyard is performing a valuable function in the Royal Australian Navy. The work it carries out, as does that of the other dockyards in the Commonwealth, attains prominence in the national life of Australia by fostering the shipbuilding industry, which must play so large a part in any country dependent, as we are, on the sea.

And it retains, for Williamstown, that early association with the naval activity of Victoria, and the eminence in the shipping life of the State, which that city en-

joyed in the days when Captain Hugh McLean's men watched for the smoke raised by travellers from Melbourne on the beach across the bay.

T.S.S. "CANBERRA" SAYS FAREWELL.
Continued from page 27.

was a member of a fast convoy consisting of the A.U.S.N. "Indarra", P. & O. "Malwa", "Kaiser-I-Hind" and "Caledonia"; Orient Co. "Omrah"; and Union Castle "Leasowe Castle". "Leasowe Castle" and "Omrah" were both lost by enemy action, and "Canberra" had several narrow escapes.

After the Armistice she embarked at Mersina (Asia Minor) released British prisoners of war of the Kut El Amara garrison, eventually returning, with Australian soldiers and their families, to Australia, where she was reconditioned at Cockatoo Island Dockyard, N.S.W., before reverting to her owners on 27th May, 1920. She looked a very attractive vessel in her colours of bronze green topsides, pink boot-top, grained deckhouses and bulwarks, white enamelled promenade deckhouses and varnished teak wood bridge, with buff coloured masts and derricks and the usual white funnel with a black top. Her bridge was one of the finest and best protected of any vessel on this coast. "Levuka" being a similar style.

"Canberra," together with "Cooma" and "Bombala," maintained Howard Smith Ltd.'s passenger and cargo service between Melbourne and Cairns, and were normally well patronised. The A.U.S.N. Co. on the same run at various times operated "Wyreema," "Katoomba," "Levuka," "Wyandra," "Wodonga," "Luva," "Arawarra" and "Aramac."

On 29th May, 1925, whilst delayed at Sydney with passengers aboard, a fire broke out in the vicinity of "Canberra's" working alleyway, and rapidly spread throughout the midship section, ascending to the first-class smoke-room and engineers' accommodation. One steward lost his life.

Repairs were carried out by Mort's Dock Ltd., Sydney, and, when completed, she was a renewed vessel.

"Canberra" resumed service on the coast in 1926, and on 7th July of that year "Cooma" was wrecked on North Reef, Queensland. When "Bombala" was sold to Greek owners in 1929, "Canberra" remained the only passenger vessel in Howard Smith Ltd., trading to Queensland.

In 1930 "Canberra's" colours were changed to a grey hull, white deckhouses, grey ventilators, the same funnel colours and a red boot-topping, which was later changed to black. Within the next few years she had additional ventilation installed in her accommodation, hot and cold water service and reading lamps in first-class cabins, and her promenade deck closed in with windows at the forward end.

Between 1926 and 1939 all the older vessels trading from Melbourne to Cairns had gradually been disposed of, and later vessels had replaced them. "Canberra," "Katoomba" and "Zealandia" were the only old-timers left when the 1939-45 war broke out, and for a while they continued trading in their normal peacetime duties. "Zealandia" was eventually used as a troopship to carry troops to Singapore, and later, whilst a member of an Ambon convoy anchored in Darwin Harbour, was sunk by Japanese aircraft on the 19th February, 1942. Her boat davits on the port side could still be seen at low tide as late as 1945. "Katoomba," after giving Australia great service as a troopship during the same war, operating for a long period in the North-eastern Area, was sold to Greek owners in 1946.

In 1942 "Canberra" carried troops to Port Moresby, and, whilst on passage to Townsville in the Great North East Passage, was successfully attacked by seven Japanese aircraft. In 1943 she was used in conjunction with "Katoomba," "Duntroon," "Tarooma"

and other Allied vessels, carrying troops between Townsville and New Guinea, using Townsville as her base. During these trips she was often escorted by H.M.A. Ships "Stuart," "Arunta," "Vendetta," "Warramunga" as well as corvettes and Allied warships. Troops slept on her fine teak promenade deck and in her public rooms, and it is to their credit that no panels were disfigured. Later, whilst carrying troops near Thursday Island, she went aground and badly damaged her bottom under the boiler and engine rooms, but was able to proceed under her own power to Sydney, where she was temporarily repaired and once again assisted in returning troops to Australia.

She then ran on her old passenger run between Melbourne and Cairns for a very short period before being laid up and later disposed of. One reason for her popularity can be attributed to her ship's company, members of which remained in her for years.

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FOR THE NEXT ISSUE OF

The Navy

Answers to Nautical Quiz

- (1) For Admiral Richard Kempenfelt, and the crew of the "Royal George," which sank with the loss of nearly all on board—including the Admiral—on August 29, 1782, at Portsmouth. The line is from Cowper's well-known poem "Loss of the Royal George."
- (2) John P. Holland was the inventor of the prototype of the modern submarine.
- (3) Tumble-home is that part of a ship's sides which curve inwards above the extreme breadth.
- (4) Captain James Cook, who, in the "Resolution," crossed the Antarctic circle in December, 1773, and February, 1774, and got among the pack ice.
- (5) After the two ships, "Erebus" and "Terror" of the James Clark Ross expedition of 1839-1843. Captain James Clark Ross commanded the "Erebus," and Commander Francis Crozier the "Terror," and Ross gave the ships' names to the two mountains when they were discovered.
- (6) Slowly, carefully.
- (7) (a) The Twelve Apostles

are a series of coastal hills on the Cape Peninsula; (b) The Seven Sisters are a series of chalk cliffs on England's Sussex Coast; (c) The Brothers are islands in the Red Sea; (d) Father Point is on the south bank of the St. Lawrence River, below Quebec; (e) The Sow and Pigs are rocks in Sydney Harbour; (f) The Cape of the Eleven Thousand Virgins is on the northern side of the entrance to the Strait of Magellan.

(8) Yes, the line of coast between Shallow Inlet and the Red Bluff, running north-east from Wilson's Promontory on the coast of Victoria.

(9) The "Jauntiv" is the naval Master-at-Arms, the name being derived from a corruption of the French word "Gendarme." His badge is a crown and laurel wreath. It was worn during the war by Chief Regulating Wrens.

(10) "Wearing" is the opposite to "tacking." To come the long way about, keeping off until the wind is dead aft, and then coming to on the other tack.

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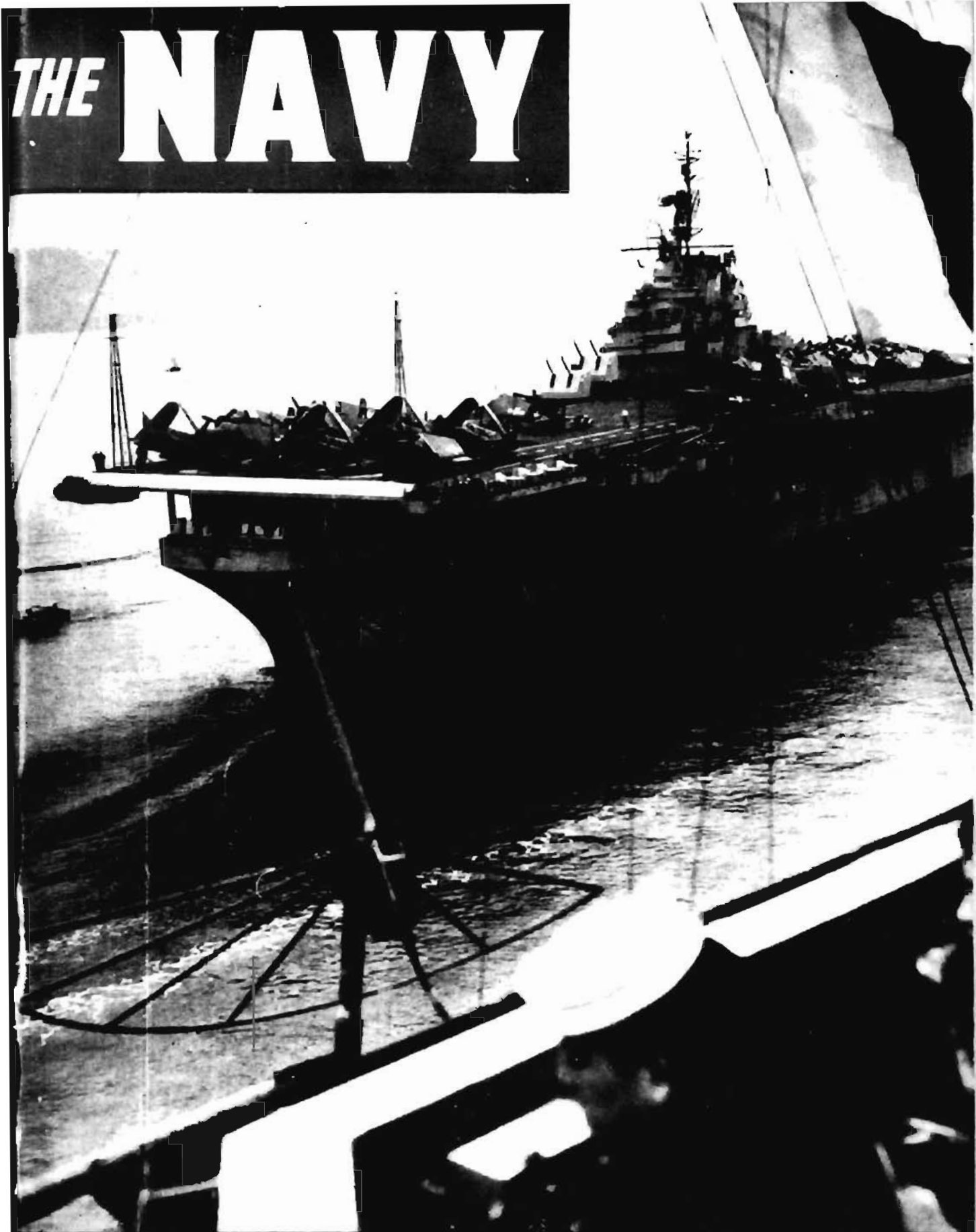
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THE NAVY



AUSTRALIA'S MARITIME JOURNAL

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CONTENTS

Vol. II

FEBRUARY, 1948

No. 2

EDITORIAL

Letters to the Editors
Editorial

5
6

ARTICLES

Soma Cook Memorials
First Naval Members
The Shios Wa Knew
"Queen Mary"—"Curacao" Collision Appeal
On Board the "Castlecrag"

Sydney James
John Clark
Rueben Ramo
Mr. Pryke

10
13
20
23
30

PERSONALITIES

Commander A. S. Storey, R.A.N.
Mr. A. R. Nankervis
Lieut. I. D. Rhodes, R.A.N.V.R.
Able Seaman F. N. Worden, D.S.M., R.A.N.R.

16
24
32
46

OVERSEAS NEWS

Maritime News of the World
News of the World's Navies

28
39

SPECIAL FEATURES

Navy Spotlight
Nautical Question Box
Sea, Ships and Sailors

Captain R. C. Dunn, A.I.N.A.
Norton

18
26
27

FICTION

Sisters Under the Skin

The Passenger

47

HUMOUR

Navy Mixture
Prunderquest

38
38

NAVAL OCCASIONS

What the Navy is Doing at Sea and Ashore—
Squadron Dispositions
General
Personal
Notes from Petty Officers' Club, F.N.D.

34
34
34
37

BOOK REVIEWS

"As You Were—1947"

44

GENERAL

"The Navy" for Next Month
Nautical Quiz
Naval Appointments

3
43
51

ASSOCIATIONS, CLUBS

The Navy League
Ex-Naval Man's Association of Australia

7
41

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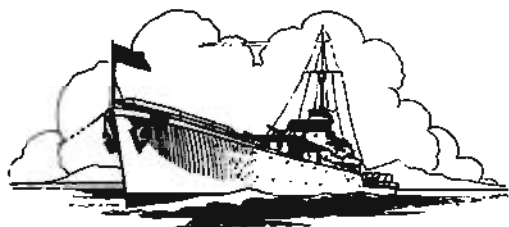
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THE NAVY FOR NEXT MONTH

Destroyers Of The R.A.N.

Today the Royal Australian Navy is building its own destroyers in Australian Naval Dockyards. A "Battle" class vessel, H.M.A.S. "Tobruk," was recently launched in Sydney, and the hull of another is well under way in the Williamstown Naval Dockyard, Victoria. A number of "Daring" class ships are also to be constructed in this country. These are not the first destroyers to be built here. Some were built in Sydney during the 1914-18 war, and three Tribals were completed at Cockatoo Island between 1939 and 1949. Destroyers have always been prominent in the Royal Australian Navy, and in both wars did credit to their Service in overseas waters. Something of the story of these ships will be told in an article in the forthcoming issue of "The Navy."

The Roaring Forties

During the days of the sailing ships, the Roaring Forties, that boisterous stretch of water lying between the Cape and Australia between the Fortieth and Fiftieth parallels, was a main highway between Europe and this country. With the opening of the Suez Canal and the decline in sail, it lost some of its importance, but for many years it continued to be used regularly by steamers on the "round-the-Cape" service. Now, with the awakening interest in the islands lying within or just beyond its limits—Heard Island, Kerguelen, Prince Edward and Marion—and the suggestion of the possible importance of some of them at least in a southern air route, the Roaring Forties may come into their own again. The author of an article in next month's "The Navy" tells of the "Roaring Forties," and offers some descriptions of, and thoughts on, that realm of the Westerlies.

An Amateur Diver

When a young Australian was over in the United States during the war as one of a crew despatched to bring back a salvage vessel to Australia, he found time on his hands while waiting for his ship. He decided to improve the shining hour by learning something of diving, and, under the aegis of a U.S. Salvage Unit, gained some experience in that walk of life in the salvage operations then being carried out on the capsized French liner "Normandie." Sidelines on his experiences are contained in an article he has written for "The Navy" of March.

Censorship and Publicity

In wartime, volubility inevitably clashes with taciturnity in the matter of the public discussion of, or disclosure of, shipping and shipping movements. Some aspects of censorship and publicity as relating to ships and the sea form the subject matter of an article in our forthcoming issue.

All the usual features will be there. "What the R.A.N. is Doing," "Naval Personality," Maritime News of the World, A Short Story, and the latest news from the Navy League, the Ex-Naval Men's Association, and the Merchant Navy.

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LETTERS TO THE EDITORS

Wants Ship Pictures

Sir,

One can only agree with Mr. Dickman ("The Navy," December, 1947) that published photographs of the Frigates and Corvettes would be a jolly good idea and worth publishing, more especially if they could be published as a supplement, suitable for framing or even for putting in a book. There are three Cruisers, six Destroyers, 10 Frigates and about 55 Corvettes and Mine Sweepers, not to mention the Boom Defence Vessels, Fleet Oil Tankers, and many others. What a beautiful collection the Cruisers, Destroyers, Frigates, Corvettes and Minesweepers would make! I personally would not mind paying two or three shillings a week extra for them. I had the names of about 400 vessels which flew the White Ensign 1939-45, and being a purchaser of "The Navy" monthly, I for one would greatly appreciate photographs of the above. And do not forget that wonderful part of the Scrap Iron Flotilla—the "Stuart."

R. Ferguson,
37 Railway Street,
Kogarah, N.S.W.

Thank you for your letter. As we advised Mr. Dickman in the December issue of "The Navy," we are going into this question to see what can be done in the way of producing a series of illustrations of H.M.A. Ships.—Ed

H.M.S. "Encounter"

Sir,

I was interested in the account of certain exploits of my old ship "Encounter," featured in the November issue of "The Navy." I well remember being on the fore-shore at Herbertshohe with my company of sailors early in the morning of Monday, 14th. September, 1914. We were about

to move off inland to attack the German Governor's position at Toma, when the old ship pooped off her rounds of six inch quite close inshore—and immediately over our heads—without any foreknowledge on our part. (I was only a snottie and no one had told me!) It "shook" me and my braves, after the events of the preceding three days. But I question the honour you have given the old ship of firing the R.A.N.'s first shot in the four years War, as I also remember that on Sunday, 13th. September, 1914, ("Battle of Red Cross Hill" Day), H.M.A.S. "Protector" (Lieut. Commander L. A. Spooner, R.N. in command) fired a shot across the bows of a small steamer off-shore from Herbertshohe and thereby captured the enemy-owned "Madang," which was afterwards used by our Naval Occupation Force on ferry duty between Rabaul and Herbertshohe, or Kokopo, as it was named later."

Yours faithfully,

R. S. Veale,
Commander, R.A.N.V.R.,
Navy Office,
Melbourne, Vic.

Thank you for your letter. Your recollection of H.M.A.S. "Protector" capturing the "Madang" on 13th. September, 1914, has official support in Volume IX. of "The Official History of Australia in the War of 1914-18," pp. 112, 144; although no mention is made there of the firing of a shot by the "Protector." This omission by the Official History to record the firing of the shot by the "Protector" raises an interesting point, as the History records (p. 544) that two days earlier, on 11th. September, 1914, H.M.A.S. "Australia" captured the North German Lloyd steamer "Sumatra" off Cape Tawui, but again no mention is made as to whether a

Continued on next page.



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LETTERS TO THE EDITORS

shot was fired to bring her to. Can any ex-"Australia" personnel throw light on this?—Ed.

H.M.S. "Phaeton"

Sir,
I was very interested in your issue of "The Navy" of November, 1947, re H.M.S. "Carrick," ex "Phaeton". I did my Stoker's training in H.M.S. "Phaeton" at Devonport (England) in 1911. I do not know if the young stokers of today train in the same way. We used to have a heap of road metal on the plates, and fired by numbers. One, two, Three, etc., until we covered the bars properly. Then, later, we boarded H.M.S. "Amphitrite" for actual steaming. I did not know the "Phaeton's" history, which was very interesting in your article. I went from training to H.M.S. "Mars," then on draft to the Australian Station, and came out in H.M.S. "Edgar" in company with H.M. Ships "Highflyer" and "Pelorus," each towing a submarine to China. We left ours at Singapore. I am enclosing a rather faded photograph taken on board "Phaeton" in 1911. Any more old "Phaetonites" about? Wishing your magazine the best of circulation.

Yours faithfully,
H. Ford,
Lighthouse,
Cape Schanck,
Vic.

Thank you for your letter. Unfortunately, the photograph you forwarded with it is too faded for reproduction. Should you have the negative, and could let us have the loan of it to have a print made, we should be happy to reproduce it. If there are any old "Phaetonites" about who would care to get into touch with Mr. Ford through the agency of "The Navy," we should be glad to forward letters on to him.—Ed.

The Navy

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Vol. 11.

February, 1948.

No. 2

THE NAVY LEAGUE

WIDESPREAD approval will be felt among those with the welfare of the Navy and of the maritime life of the country generally at heart, at the announcement made recently by the Minister for the Navy (Mr. Riordan) that the Government had decided for official recognition to be given by the Naval Board to the Navy League in Australia, and to the Navy League Sea Cadets.

The policy of the League, recently re-affirmed by the parent organization in Great Britain, and subscribed to by the League in Australia, is one with a vital appeal to all citizens of this Commonwealth. It is: "To secure as a primary object of National policy the complete naval protection of British subjects and British commerce all the world over, and to urge this policy on all citizens of the British Empire and upon the Government of the day. 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 secure British prestige on every sea and in every port in the world."

It is a policy to which we, as islanders dependent on sea communications for our economic and national safety, must subscribe.

THE WORK OF THE LEAGUE

SOMETHING of the work of the League has been outlined above. The keeping before the people—and we are all of us liable to forget—the fact of our dependence, day in and day out, in peace and in war, on sea communications. There is another side to it. That of the inspiring and training of the youth of the nation. Here the Sea Cadet Corps comes into the picture. Speaking of the Sea Cadet Corps in Britain, Mr. A. V. Alexander, First Lord of the Admiralty for the great

part of the recent war and present Minister of Defence in the British Government, said: "It is a stroke of genius for the Navy League to concentrate much of its work on popularizing in the minds of our youth the idea of a life at sea and giving them to understand what seamanship really means, what comradeship means." And he said also, "It would have been very much more difficult for us to have carried on in these troublesome days in the war at sea if it had not been for the steady stream of fine youth which has come to us from the Sea Cadet Corps."

There is, however, far more in the training of the Sea Cadets than the giving of technical instruction and the laying of the foundations of a career at sea. The aim of the Navy League, in so far as the Sea Cadet Corps is concerned, is primarily to sow the seeds of comradeship and good citizenship in the boys and young men of the Corps, and through social contact, to provide for their spiritual and educational welfare, so that they may be of a character that makes for better citizenship, whatever walk of life they may subsequently adopt. This aspect of the work of the League was one taken into account when the Government reached its decision.

A UNITED BODY

THE Navy League in Australia consists at present of Navy League Branches in New South Wales, Victoria, South Australia, and Northern Tasmania, and the affiliated Sea Cadet Unit of the Snapper Island Training Depot, in Sydney. These Branches are represented on the Australian Council of the Navy League, and it was with the Australian Council that the official recognition accorded by the Naval Board was arranged. In accordance with such recognition, the Naval Board has placed the Navy League in Australia on the same official footing as that enjoyed by the parent organization in Great Britain, which for some years has been officially recognised by the Admiralty. That recognition in Great Britain goes so far as for the Admiralty to exercise some supervision over the training of the Sea Cadets. The Royal Naval interest in the Sea Cadets was symbolised by the action of His Majesty the King, Himself a one-time active Naval Officer, in arranging for twelve Sea Cadets to sail in H.M.S. "Vanguard" on the Royal visit to South Africa last year.

Here in Australia, now that the Navy League has received official recognition, one of the first endeavours of the Australian Council of the League will be to arrange for the establishment of Navy League Branches in Queensland, Western Australia, and Southern Tasmania. In this we wish them

success, and compliment them, with the Government and the Naval Board, on the arrangement concluded for recognition. It is one that should strengthen the League, and in so doing assist it in carrying out a valuable work for the benefit of the Navy and the Maritime Services of the country in general.

SHIPPING CONGESTION

IN these notes in the January issue of "The Navy," reference was made to the obligation devolving upon Australia to keep the stream of overseas and coastal traffic flowing as freely as possible by expediting the turn-around of ships in port. This is a matter of vital importance. Delays increase the cost of ship voyages to an extent that can easily make them unprofitable. They impose a tax also on wharf storage space, on shore transport, on primary producers and on consumers. They constitute a bottle-neck that affects the daily life of the whole community. They are felt not only in this country, but far across the world in other countries to which ships trade from our ports.

Unfortunately, we are today witnessing serious delays in Australian ports, the position being especially bad in the two main ports of Sydney and Melbourne, where berthing accommodation is crowded out with ships, and wharves and storage sheds are jammed with cargo. In the first week in January, the port of Sydney was suffering a shortage of more than 4,000 wharf workers, and thousands of tons of general cargo, wool and food were held up awaiting loading. Twenty-seven overseas ships were working short-handed, and a number of ships were idle. At the same time there was acute congestion in Melbourne, with over sixty ships in port and more due, and the suggestion that it might be necessary to divert some which were on their way. Again, as in Sydney, there was a shortage of wharf labour.

It is realised that the condition is not confined to Australia. Speaking in England recently, the Chairman of the Royal Mail Lines pointed out that the increased speed of cargo liners; which has been contrived at high cost, is almost entirely nullified by time wasted in port. It is appreciated, also, that the first week in January is one in which the holiday spirit might be more than usually potent in its effects. At the same time, it is perhaps not unseasonable again to mention that it is shipping that makes the world go round, and that delays in shipping retard the recovery of a world that is very sick. That sickness is not apparent in Australia. But if it is not cured, it might be catching. That is a point we should bear in mind.

SOME COOK MEMORIALS

MANY HAVE BEEN ERECTED BY ADMIRERS SINCE THE GREAT NAVIGATOR DIED, BUT HIS GREATEST ARE THOSE THAT HE HIMSELF LEFT ON THE CHARTS OF THE WORLD

By Sidney James

IN the Register of the Church of St. Cuthbert, Marton-in-Cleveland, is the first memorial to Captain James Cook. Marton-in-Cleveland is a Yorkshire village away up in the north of the county, almost on the border of Durham, and but a few miles from Middlesbrough. It is a typical northern village of grey stone walls and buildings, and Marton Church is a low-built stone building with a quaint double belfry, and with grave

stones studding the green grass of the churchyard.

The first memorial in the Church Register is sandwiched in between the record of the burial of John, the son of Thomas Rodman, Bricklayer, and that of Richard Simpson, Day Labourer. It is dated 3rd. November, 1728, and tells us that on that date "James, ye son of James Cook, Day Labourer," was baptised. The young James himself inscribed it in letters that have lived

down the centuries. Not that he actually wielded the pen. But the entry recorded the baptism of one who was to lift the Register page from being the mere record of births, baptisms, marriages and burials of a minor English parish and make it a page in British—and Australian—history; and link it with the names of capes and bays, of rivers and straits, of islands and coastlines far spread over the world.

James Cook, the son of a day labourer. A granite vase in Stewart Park, Marton, marks the site of his birthplace, for the humble "clay biggin," the small single storied cottage in which he was born on the 27th. October, 1728, was destroyed over a century and a half ago. The school he attended in Marton has gone also. The present one is a memorial school to Marton's noted son. But the school he attended at Great Ayton, the neighbouring village about four miles to the south east of Marton, is still in existence.

The Cook family moved to Great Ayton when young James was eight years of age, his father working there on Thomas Shot-towe's farm, Airy Holme. Some two centuries later we followed them, by car, in their trek from village to village.

It was in the autumn of 1929, a year that was outstanding in Britain for the glory of its summer season, and that autumn was the crown of a year of delightful weather. We had come up from London to York along the Great North Road, and had reached Marton-in-Cleveland via the moorland roads from Whitby; Whitby had greeted us with a shouting wind that ruled the blue

of the North Sea with regular lines of white-capped waves, and sang away inland over the heather-purple moors. There was another memorial there, a statue of the great navigator standing on a pedestal on the cliff top, and looking across the mouth of the River Esk to Streaneshalch, the ruined abbey of St. Hilda, on the promontory beyond.

Whitby knew Cook well, in boyhood, and as the seaman and explorer sailing from its harbour in the stout Whitby ships to conquer the great oceans whose song ever echoes on the strand. "For the lasting memory of a great Yorkshire seaman," says the inscription on the pedestal, "this bronze has been cast, and is left in the keeping of Whitby: the birthplace of those good ships that bore him on his enterprises, brought him to glory, and left him at rest."

The house in which he lived as a boy in Whitby when he was apprenticed to the quaker merchants and shipowners, John and Henry Walker, still stands. It is huddled among the red roofs of the town on which you look down from the cliff top by the statue; down in Grape Lane, and it bears the date of its birth in the figures 1688. We stood there by the statue on its pedestal, with nearby a flagstaff having at its truck a model of Cook's "Resolution" as a wind vane, and thought of the Whitby of the past—which could not have differed much in essentials of appearance—and of the boy, first in the Walkers' "Freelove" and "Three Brothers" and later as Mate of the "Friendship"; and then of the grown man and tried and proved seaman setting out on his voyages of exploration from the little harbour below.

And then across the moors, northwards to Marton-in-Cleveland and Great Ayton. The wind fell away to quiet peace as we drove into Great Ayton. The trees were yellowing to the fall of the year, and a hint of chill was in the evening air. Away to

the north the smoke of Middlesbrough and Stockton lay in a low pall, but the sky was clear overhead and there was still a length of twilight. The large village of Great Ayton, sprawling on a hillside, was quiet and still, and sounds carried far, the thudding of a football on the green and the voices of the boys playing, and the cawing of the rooks in the high trees, where their nests would soon be showing as large black blobs in the bare branches.

The school was within sound of the football on the green. No scholars chide the lagging feet of time there now, for it is a school no longer, but a museum. Cook would, no doubt, recognise the school room, for it has been preserved as it was, with the old desk and stool where sat Dominie Pulleyn teaching his class which included the day labourer's son: And the boy Cook must often

have read the inscription carved in the stone lintel over the doorway: "Michael Poggate built this school house in the year 1704."

When we were there in 1929, the house in which the elder James Cook lived in Great Ayton, and where his son visited him before sailing on his second voyage in July, 1772, was still standing. It is standing yet, but not in Great Ayton. In 1933 the house was put up for sale for demolition, and it was bought by Mr. Russell Grimwade of Melbourne and presented to the State of Victoria as a Centenary Gift; and now stands in the Fitzroy Gardens, Melbourne, as a lasting memorial to the first discoverer of the Victorian coast.

A firm of Yorkshire architects, Messrs. Brierley, Rutherford and Syme, undertook the careful demolition of the house, numbering and marking every brick and stone so that it could be re-erect-



The Cook statue at Whitby. "For the lasting memory of a great Yorkshire seaman."



Captain Cook's cottage as it appeared at Great Ayton in 1929.



Whitby, birthplace of the "Endeavour." Looking across the mouth of the Esk to Streaneshalch.

ed in Australia exactly as it had stood in England. The Commonwealth and Dominion Line of Steamers carried the dismantled cottage—packed in 253 cases—freight free, over its long sea route. Even the creeper which grew over the cottage was packed with it, and is growing over it now in Melbourne. And just one hundred and sixty years after Cook, in the "Endeavour," had sighted the Victorian coast at the dawn of an April day, his cottage in the "Port Dunedin"—also on an April day—was brought into Port Phillip and unloaded at Melbourne's Victoria Dock. On this side of the world, authorities and individuals were no less eager to give every assistance and waive all charges in connection with the unloading, carriage, and erection of the cottage. The Commonwealth Government, the Melbourne Harbour Trust, the carrying company, the stevedoring company, the builders, and the architects, all gave their assistance free of charges.

The loss of the cottage was felt in Yorkshire, but it was generally

recognised that, if the cottage had to be sold, Australia, and especially Victoria, had a good claim on it. As the London "Observer" said in an editorial in which regret was expressed at the cottage leaving England, "We are jealous of the exile of historical monuments, but this seems to be a case in which sentiment is enhanced rather than outraged. The cottage on the new site will be a stimulus and gratification to Australia's sense of history."

As it was, the transfer of the cottage to Australia resulted in an Australian memorial to Captain Cook being erected at Great Ayton. There is an everlasting memorial to Cook on the Victorian coast in that feature today known as Cape Everard, but which Cook named Point Hicks when it was first sighted from the "Endeavour." Some years ago an obelisk was erected there, bearing the inscription: "Lieutenant James Cook, R.N., of the Endeavour, first sighted Australia near this spot, which he named Point Hicks, after Lieutenant Zachary Hicks, who first saw the

land, April 19 (ship's log date), April 20 (calendar date), 1770." To Mr. Russell Grimwade came the idea of presenting to Yorkshire a part of that Australia which Cook had first seen, in return for a part of that Yorkshire in which Cook had lived.

With the help of the Commonwealth Lighthouse Service and their steamer "Cape York," granite quarried at Cape Everard was transported to Melbourne and there fashioned into an obelisk, a replica of that standing on the Cape. That obelisk now stands in Great Ayton, with the inscription: "This Monument is made of stones hewn from the rocks of Cape Everard close to Point Hicks, Victoria, and is a facsimile of the memorial erected there. It here marks the site of Captain Cook's Cottage, removed to Melbourne in Victoria's Centenary Year, 1954. Presented by W. Russell Grimwade."

There are many other memorials, in Britain and abroad. There are statues at Whitby, at London, at Liverpool; memorial windows and stones and tablets at Stoke, at Chalfont St. Giles, in the Mile End Road (where Cook lived in London after his marriage to "Elizabeth Batts, of ye Parish of Barking in ye County of Essex, spinster" in 1762 by George Downing, Vicar of Little Wakering, Essex), in the National Portrait Gallery, and at Stuckton-on-Tees, among others. Overseas from England, there are memorials at Venus Point, Tahiti; at Kealahakua Bay, Hawaii; at Gisborne, Auckland, Monumental Ship Cove, and Endeavour Inlet in New Zealand; at Sydney, Kurnell, Randwick, Liverpool, St. Kilda, Bendigo, Cooktown, and Possession Island, in Australia; and at Merville, in France.

These have all been erected or put in place by other people. But Cook himself left his memorials far and wide over the world in the names he placed on our charts. There are the Society Islands, the Friendly Islands, the Palliser Islands, New Hebrides

Continued on page 32.

FIRST NAVAL MEMBERS

SINCE THE FORMATION OF THE ROYAL AUSTRALIAN NAVY, A SUCCESSION OF DISTINGUISHED FLAG OFFICERS HAVE OCCUPIED THE POST OF FIRST NAVAL MEMBER OF THE COMMONWEALTH NAVAL BOARD. THIS ARTICLE TELLS SOMETHING OF THEM

By John Clark

ON Monday, 12th January, 1948, the appointment of Rear-Admiral John Augustine Collins, C.B., R.A.N., as First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff, was announced from Canberra. By this appointment, the first phase in the story of the Royal Australian Navy and the Royal Australian Naval College reaches full cycle.

Thirty-five years ago, 28 Australian boys entered the Royal Australian Naval College as Cadet Midshipmen. Today, two of those boys have reached the rank of Rear-Admiral and occupy the highest executive positions in the Service they entered in January, 1913. One of them, Rear-Admiral Harold Bruce Farncomb, C.B., D.S.O., M.V.O., R.A.N., is the Rear-Admiral Commanding His Majesty's Royal Australian Naval Squadron. The other, Rear-Admiral John Augustine Collins, C.B., R.A.N., now occupies the highest administrative post in the Royal Australian Navy as First Naval Member and Chief of the Naval Staff.

Today the faith of the founders and fashioners of the Royal Australian Navy is justified. Admiral Sir George Tryon, in 1906, sowed the seed of the basic principle when he wrote, regarding Australia's Naval contribution: "It is not a mere subsidized force that will do what is wanted. It is not only money that is required to produce effective forces, but the personal service of our countrymen all over the world." Twenty-two years later Mr. Deakin, then Prime Minister, echoed the sentiment when he said: "We can add to the squadron in these seas from our

own blood and intelligence something that will launch us on the beginning of a Naval career, and may in time create a force which shall rank among the defences of the Empire." On these foundations the Royal Australian Navy was built by the untiring efforts of sincere advocates, chief among whom ranks Admiral Sir William Creswell.

To the Fisher Labour Government goes the credit for the actual launching of the Royal Australian Navy in 1913, the year in which the newly appointed First Naval Member entered the Royal Australian Naval College in the first year of its operation. He, and his fellows among those first-year entrants, and their successors who now hold rank in the

Service, are the justification and reward of the College, and of the whole system of the Royal Australian Navy.

John Augustine Collins was born at Deloraine, Tasmania, in 1899. He joined the R.A.N. as a Cadet Midshipman in 1913, graduating as a Midshipman in January, 1917, and serving in H.M.S. "Canada" in the Grand Fleet in 1917-18. He specialised in gunnery. One of the earliest of the College graduates to reach the rank, he was promoted Captain in 1937. As Commanding Officer of H.M.A.S. "Sydney" he performed distinguished service in the Mediterranean in the early days of the recent war, and achieved prominence when the "Sydney," under his command,



Vice-Admiral Sir Louis Henry Koppel Hamilton, K.C.B., C.B., D.S.O., the present First Naval Member.



Rear-Admiral Sir William Munro Kerr, C.B., C.B.E., 1929 to 1931.

Navy; and the Finance Member; as the Admiralty has its Permanent Secretary and Financial Secretary; and there is also a Secretary to the Naval Board, although he is not himself a Member of the Board.

On the Naval side there are First, Second, Third, and Fourth Naval Members, corresponding to the Sea Lords of the Admiralty. As with the Admiralty, the First Naval Member is also Chief of the Naval Staff. He deals with matters relating to operations of war; all Naval Staff business; and all major questions of Naval policy and maritime warfare, transport, works, and ordnance



Admiral Sir Ragnar Musgrave Colvin, K.B.E., C.B.E., 1937 to 1941.

In all there have been 10 First Naval Members, all of them distinguished officers, all of them with active experience of naval warfare in varying degree. The first in the line was Rear-Admiral Sir William Rooke Creswell, K.C.M.G., who occupied the office from 1911 to 1919. Born in Gibraltar on 20th July, 1852, he was destined to be in no small measure responsible for evolving

Commonwealth Naval policy. For many years a powerful advocate of, and tireless fighter for, the establishment of an Australian Navy, it was fitting that he should be the first director of its destinies when that Navy became an actuality.

Educated at Gibraltar, at Southsea in England, and in H.M.S. "Britannia," he began his naval career in the Royal Navy in 1865 in H.M.S. "Phoebe." He first saw Australia as a midshipman in that ship, when she was one of Rear-Admiral Geoffrey Phipps Hornby's "Flying Squadron." As a young Sub-Lieutenant and Lieutenant he saw service against pirates in the Larut River, Penang, and in the suppression of the West African slave trade, the latter while in H.M.S. "London." Shortly after that, in 1878, his naval career ended for a while, as he was invalided out of the Service, coming out to Australia and going on the land in Queensland.

In 1885, however, he returned to his first love, accepting an appointment with the South Australian Naval Force, being promoted Commander in 1891, Captain in 1894, and being Naval Commandant from 1893 to 1900. He then became Naval Commandant of Queensland, but in 1900, as Commanding Officer of the South Australian Cruiser "Protector," proceeded to China for operations in the Boxer Rising. In 1904, Sir George Reid, then Prime Minister of the Commonwealth, promoted him from his position as Naval Commandant in Queensland, to be Director of the Commonwealth Naval Forces, and as such he played a leading part in the formation of the Royal Australian Navy.

In 1911 he was promoted to Rear-Admiral and appointed First Naval Member of the newly constituted Naval Board, being also awarded the K.C.M.G. In 1919 he was, on his retirement, promoted Vice-Admiral, and awarded the K.B.E. He died, in April, 1933, in his 81st year.

Vice-Admiral Creswell was succeeded in 1919 by Rear-Admiral Sir Edmund Percy Penwick Grant, K.C.V.O., C.B. Educated in H.M.S. "Britannia" and at the Royal Naval College, Greenwich, Rear-Admiral Grant served as a young officer in the Egyptian War in 1882, and was Lieutenant in H.M.S. "Racer" during the Brazilian revolution in 1893. During the 1914-1918 War he was Flag Captain to Vice-Admiral Sir Lewis Bayly, K.C.B., in command of the 1st. Battle Squadron, and at the Battle of Jutland was Flag Captain and Chief of Staff to Vice-Admiral Sir Cecil Burney, K.C.B., K.C. M.G., Second-in-Command of the Grand Fleet, in H.M.S. "Marlborough," which ship was torpedoed during the battle, but made port.

For his services at Jutland he was Mentioned in Despatches and awarded the C.B. Commanding Officer of H.M.S. "Ramillies," 1917-1918, he was appointed First Naval Member of the Naval Board the following year, and awarded the K.C.V.O. in August, 1920.



Vice-Admiral Sir Guy Charles Royle, K.C.B., C.M.G., 1941 to 1948.

In 1921, Admiral Sir Allan Frederic Everett, K.C.M.G., K.C. V.O., succeeded to the position of First Naval Member. Born in 1868, Admiral Everett had a distinguished career in the Royal Navy. At the outbreak of the 1914-18 War, he was Commodore First Class, Captain of the Fleet on the Staff of the Commander-in-Chief, Home Fleet and Grand Fleet, which position he held from 1913 to 1915, when he went to the Admiralty as Naval Assistant to the First Sea Lord. Of his appointment to the Admiralty, Lord Jellicoe wrote: "It was with great regret that I parted with Commodore Everett; his long experience in the Fleet under Sir George Callaghan and his intimate knowledge of fleet work and unfailing tact had been of the greatest possible assistance."

Promoted Rear-Admiral in 1917, he was from 1916 to 1918 Naval Secretary to the First Lord of the Admiralty, when he returned to sea until 1921, being in succession in command of the Fourth Light Cruiser Squadron, Grand Fleet; and the Eighth Light Cruiser Squadron, North America and West Indies. First Naval Member of the Commonwealth Naval Board from 1921 to 1923, he was subsequently Commander-in-Chief, China; going on to the retired list in 1925.

Successor to Admiral Everett in 1923 was Vice-Admiral Percy Henry Hall-Thompson, C.B. Born in 1874, Vice-Admiral Hall-Thompson entered the Royal Navy in 1887, reached Captain's rank in 1913, and was promoted Rear-Admiral in 1923. Five years later, when commanding the Third Battle Squadron, Atlantic Fleet, he was promoted Vice-Admiral. From 1919 to 1921 he was Naval adviser to the New Zealand Government. His term as First Naval Member of the Commonwealth Naval Board was from 1923 to 1926. Rear-Admiral William Rawdon Napier, C.B., C.M.G., D.S.O., was appointed First Naval Member in June,



Rear-Admiral John Augustine Collins, C.B., R.A.N., 1926.

Born at Portsmouth in 1877, Rear-Admiral Napier was a Lieutenant, R.N., in 1898, Commander 10 years later, and was promoted Captain in December, 1913, and Rear-Admiral in 1924. An expert in Naval mines, he was awarded the D.S.O. in 1917 for meritorious service in mine-sweeping. He commanded H.M.S. "Sir Thomas Picton" at the Gallipoli landing.

Rear-Admiral Napier was succeeded in 1929 by Rear-Admiral Sir William Munro Kerr, C.B., C.B.E. Born in 1876, Rear-Admiral Kerr entered "Britannia" in 1890. He served on the Mediterranean, Australian, and West Indies Stations, and with the Atlantic and Home Fleets. Commanding Officer of H.M.S. "Caradoc" from 1917 to 1919, he took

Continued on page 53.

COMMANDER A. S. STOREY, D.S.C., R.A.N.

Director of Naval Intelligence

COMMANDER Arthur Stanley Storey, D.S.C., R.A.N., the present Director of Naval Intelligence, was born at Leicester, England, on the 23rd March, 1909, the son of W. H. and Edith Storey, of Melbourne and England.

The family came out to Australia when he was a boy of seven years of age, and in 1923 young Storey entered the Royal Australian Naval College at Jervis Bay as a Cadet Midshipman. When he passed out of the College four years later, he had secured the Grand Aggregate Prize and was King's Medallist. Proceeding to the United Kingdom, he served with the Royal Navy from 1927 to 1930, and was then appointed to H.M.A.S. "Australia."

Commander Storey specialised in gunnery, and was again serving with the Royal Navy during the Abyssinian crisis in 1935, when he was in H.M.S. "London" in the Mediterranean. Returning to Australia, he was appointed Gunnery Officer of H.M.A.S. "Australia" in 1937. In April, 1939, he proceeded to England on exchange duty, and on the commissioning of the Reserve Fleet in July of that year he became Flotilla Gunnery Officer of the 21st. Destroyer Flotilla, serving in H.M. Ships "Keith" and "Montrose."

It was in August, 1939, that he reached the rank of Lieutenant-Commander. A new class of Anti-Aircraft Cruisers was at that time coming into commission in the Royal Navy, and at the end of 1939 Commander Storey was appointed to one of these, H.M.S. "Naiad," in which he served as Ship's Gunnery Officer and Squadron Gunnery Officer of the 15th. Cruiser Squadron from June, 1940, until March, 1942, when "Naiad" was sunk in the Mediterranean. Rear-Admiral Philip Vian was Flag Officer Commanding the 15th. Cruiser Squadron, and after the sinking of "Naiad" he transferred his Flag to H.M.S. "Cleopatra," taking with him Commander Storey, who continued as Squadron Gunnery Officer. It was while in "Cleopatra" that he took part in the Malta convoy action with the Italian Fleet which was the theme of C. S. Forester's book, "The Ship."

Returning to Australia in November, 1942, Commander Storey was promoted to his present rank in December, and in January, 1943, was appointed Director of Operations at Navy Office, Melbourne, serving in that capacity until June, 1944, when he became Staff Officer (Operations) to the Commodore Commanding the Royal Australian Naval Squadron, serving in H.M.A. Ships "Australia" and "Shropshire," and seeing action at Aitape, Sansapor, Morotai, Leyte, Lingayen and Corregidor.

On the arrival in the Pacific of the Aircraft Carriers of the British Pacific Fleet under Rear-Admiral Vian in March, 1945, Commander Storey was appointed to H.M.S. "Indomitable," and later to "Formidable," as Staff Officer (Operations) and Deputy Chief of Staff. In October, 1945, he was appointed to Navy Office, Plans Division, and later took up his present appointment as Director of Naval Intelligence.

Commander Storey's experience in the recent war was widespread, and included service with the Home Fleet during which he was well within the Arctic Circle at Jan Mayen Island; with the Mediterranean Fleet at Crete, Syria, and with Malta and Tobruk convoys; with the Seventh Fleet in New Guinea and Philippine Operations; and with the British Pacific Fleet in operations at the Ryukyu Islands, at Formosa, and the Japanese Home Islands. He was awarded the Distinguished Service Cross in January, 1942, "For courage and devotion to duty in the face of the enemy," and a Bar to the D.S.C. "For gallantry, skill and seamanship in a brilliant action against strong enemy forces."

Commander Storey married, in December, 1936, Alison, daughter of R. C. Addison, and has one son and one daughter.



Commander A. S. Storey, D.S.C., R.A.N.



NAVY SPOTLIGHT



When the infant son of Lieut.-Commander and Mrs. Charles Reid, David Hamilton Reid, was christened on January 11, Rear-Admiral H. B. Farncomb was godfather.

The ceremony, on the quarter-deck of the flag-ship, H.M.A.S. Australia, was performed by the Port Chaplain (Sydney), the Rev. H. K. W. Mathieson.

Mrs. Farncomb stood proxy for the godmother, Mrs. Keith Aikman, of Melbourne. The other godfather was Dr. John Green, also of Melbourne.

Mrs. Reid wore a suit of beige summer-weight wool and her hat and accessories were white.

Among guests who were entertained at a party in the Admiral's quarters, were the baby's aunt and uncle Mr. and Mrs. John Muir, Rear-Admiral and Mrs. C. J. Pope, Rear-Admiral and Mrs. H. J. Peakes, Captain and Mrs. E. C. Rhodes and Captain and Mrs. J. C. Morrow, whose son James will be christened shortly, Mrs. Mathieson, Mr. and Mrs. Jim Fraser, wife of the Commander of the Wyatt Earp, Mrs. Karl Com, Mr. and Mrs. Alexis Albert, Mrs. Betty Gray and Surgeon-Captain and Mrs. W. E. Roberts.

The Officer Commanding U.S. Task Force 38 and captains and officers of the ships, were entertained at a cocktail party aboard the flag-ship, H.M.A.S. Australia, on January 30, given by Rear-Admiral H. B. Farncomb.

Mrs. E. B. Vallance, wife of Commander Vallance (E) (who was one of the party of R.A.N. officers who flew to Pearl Harbour to accompany the Task Force to Sydney) spent a short holiday at Singleton, last month.

Last New Year's Day, when Commander Ken Urquhart, R.A.N., attended the Highland Gathering at the Sydney Showground, he was such a dashing figure in his complete Highland dress, that Mrs. Urquhart persuaded him to leave his topcoat at home. She felt it would spoil the effect.

Down came the rain. Later. When the commander arrived home he was drenched to the skin and very annoyed. Now his wife reads the weather forecasts before she sends him off dressed in his best.

Commander and Mrs. T. Gellatly spent last month in the home of Captain and Mrs. D. H. Harries, at Vaucluse. Captain Harries is at present in England, and Mrs. Harries and her children returned at the end of the month from a holiday at Terrigal.

Recently wed Lieutenant Alan Dollard and his bride have moved into a house at Flinders Naval Depot.

Newcomer to the ranks of Naval wives, is attractive Shirley Corrigan who married Lieut. (S) Peter Fulton on January 14.

Shirley, who is the only daughter of Mr. and Mrs. M. Corrigan of Vaucluse, Sydney, was attended by Ann Fulton, who came up from Melbourne for the wedding. Norren Flannery and Lorraine Croke. The flower girl was Lois Noel, and the ceremony was at the picturesque St. Michael's Church, in Vaucluse.

The bride wore traditional white and chose lily of the valley green marquisette for the maids. Gardenias and frangipanni formed the bridal bouquet while the bridesmaids carried Talisman roses.

Best man was Lieut. Ian Broben, and groomsmen were Lieuts. Brian Cleary and Graham Campbell.

The groom is the only son of Mr. and Mrs. J. Fulton of Mont Albert, Victoria.

Mrs. Tim Synnott, wife of Lt.-Commander Synnott, took a house at Whale Beach during January, and was joined by her husband for week-ends. They have taken a flat at Rose Bay since Lt.-Commander Synnott completed his term at the Naval Base.

Also back in Sydney after a term at the Depot, are former Commander of that establishment, Commander John Plunkett-Cole and his wife, Betty.

They are living in their house at Neutral Bay again.

Captain of H.M.A.S. Australia, Captain Buchanan, and his wife, are staying temporarily at the residence of Commander John Walsh, at H.M.A.S. Watson.

Mrs. Walsh, who has been seriously ill, is now convalescing at her family's home in Adelaide.

Ex-Royal Navy Commander Anthony Oxley and his wife, former Amber Bushell of Sydney, are back in Australia after spending the last three years abroad.

They are living at Mrs. Oxley's family home in Darling Point, and were guests at a Sunday morning swimming party, given by July Sayers, of Vaucluse, last month, shortly after their arrival.

Commander P. E. Carr (rtd.), his wife Jean and their three children, have settled into their attractive new home at Whale Beach.

It is situated high on the hill, overlooking Pittwater.



JACQUELINE HELLYAR, of London, who left for Canada about the middle of January, is dancing with LIEUT. S. A. MILFORD, R.A.N., at Princes, Sydney.

Sunday Sun Photo.

Lt.-Commander Charles Reid, R.A.N., and Mrs. Reid, with baby son, David Hamilton Reid, who was christened on board the Flagship on January 11.

THE SHIPS WE KNEW

"WHERE ARE THEY NOW?" ASKS A READER OF "THE NAVY". IN THIS BRIEF ARTICLE THE AUTHOR THROWS SOME LIGHT ON WHAT HAS HAPPENED TO WAR-TIME SHIPS OF THE R.A.N.

by Reuben Roman

"WHAT," wrote a reader to "The Navy" recently, "about ships in reserve? 'Wagga', 'Burdekin,' etc. And G.P.V. 962? 'Barwon,' etc. Again, where is 'Platypus,' 'Koala,' 'Kookaburra,' etc.? Some of us like to know where all our old ships are, and what they are doing."

Hence this article. Not that we can tell you where all our old ships are. There were quite a lot of them, and to tell you ship by ship would be too tall an order, besides taking up too much space. But it is possible to throw some light on the subject and give a general idea, with, perhaps, a little detail in some cases.

Yes! There were quite a lot of them. The Royal Australian Navy, which entered the war in September, 1939, with 16 ships—H.M.A. Ships "Australia," "Canberra," "Sydney," "Hobart," "Perth," "Adelaide," "Stuart," "Voyager," "Vendetta," "Vampire," "Waterhen," "Yarra," "Swan," "Moresby," "Penguin," and the Royal Australian Fleet Auxiliary "Kurumba"—had a strength of 317 vessels at the con-

clusion of hostilities in 1945, that number including 28 Fairmiles, 26 Harbour Defence Motor Launches and 140 miscellaneous small craft, but including also a number of sizeable ships.

Let us begin at the beginning, with those ships which were in existence as R.A.N. units at the outbreak of war.

H.M.A.S. "Australia" is still with us, and is Flagship of the Squadron. Her sister, "Canberra," lies beneath the waters of the Solomon Islands, lost in the first Battle of Savo Island in the early hours of 9th. August, 1942. "Sydney" and "Perth" were both lost in action with the enemy during the war, "Sydney" in action with the German raider "Kormoran"—in which both vessels were sunk—in the Indian Ocean off the Western Australian coast, on 19th. November, 1941; "Perth," in company with U.S.S. "Houston," in action with an overwhelming Japanese force in the Straits of Sunda during the night of February 28th. March 1st, 1942.

H.M.A.S. "Hobart" survived the war, and is in reserve in Syd-

ney. H.M.A.S. "Adelaide" also came through the war safely. But her years were lying heavily on her. Laid down at Cockatoo Island in 1917, she was commissioned in August, 1922, and was thus 17 years of age when the recent war broke out. In the war she performed good and strenuous service. In May of last year, after a quarter of a century of service in the R.A.N., she was disposed of.

None of the five destroyers with which the R.A.N. entered the war in 1939 remains with us today. Three of them were lost during the war. "Waterhen," first to go, was sunk by German air attack on the Tobruk Ferry run in June, 1941. The Japanese sank "Vampire," also by air attack, in the Bay of Bengal in April of the following year. Five months later "Voyager" was lost in operations off Timor in the war against Japan. "Stuart" and "Vendetta" survived the war, but fell victims to age with the conclusion of hostilities, being disposed of for breaking up. "Vendetta" in March, 1946, "Stuart" in February, 1947.

Of the two sloops, H.M.A.S. "Yarra" was lost during the war, sunk in action with three Japanese cruisers and four destroyers while escorting a convoy south of Java, in the early morning of 4th. March, 1942. "Swan" is still doing valuable work with the Royal Australian Navy. As Senior Officer of the 20th. Minesweeping Flotilla she recently completed a large-scale sweeping operation in the Barrier Reef area, and is now operating in New Guinea waters. And the old "Moresby"? Ah! She has gone—disposed of. Old age again.

"The Platypus"? She entered the war in 1939 as H.M.A.S. "Penguin," the depot ship at Garden Island, Sydney. Then, in 1941, renamed "Platypus," she proceeded to Darwin. She is now in reserve in Sydney, where she is Headquarters Ship for the Commanding Officer, Reserve Ships.

Expansion of the Royal Australian Navy went ahead rapidly with the outbreak of war in 1939. Two sloops were building at the time, H.M.A. Ships "Parramatta" and "Warrego." Both took an active part in the war. "Parramatta" was lost, victim to a German submarine while on the Tobruk Ferry run during the night of 27th. November, 1941. "Warrego" came through, and is now employed on survey work on the Australian coastal survey.

Three merchant ships were taken up early in the war for duty as Armed Merchant Cruisers, the "Kanimbla," "Westralia" and "Manoora." After service in various theatres as A.M.C.'s, these three ships were converted to Landing Ships Infantry, and were used in many assault landings against the Japanese in the war in the Pacific. One of them, H.M.A.S. "Kanimbla," is still doing duty with the R.A.N., carrying service personnel. The other two have completed their naval careers, and have been returned to their owners.

Many other vessels were taken

up from the coastal trade, as auxiliary minesweepers, and for other purposes. Some few were lost from various causes during the war. The names "Goorangai," "Patricia Cam," and "Matafele" come to mind. But the great majority of them survived, and have been returned to their owners.

Naval shipbuilding rapidly swelled the numbers of ships in the Australian Navy List from 1940 on. The largest single programme was that of the corvettes, of which 60 were built in Australian yards. Four of these were for the Royal Indian Navy, and did not commission as H.M.A. Ships. A further 20 were built on account of the Admiralty. These, however, were commissioned as H.M.A. Ships, and were manned by Australian personnel during the war.

With the end of the war, they were taken over by Admiralty, which has since disposed of some of them. "Gawler," for instance, renewed that acquaintance with the Mediterranean, which she began in 1943 or thereabouts, when

Admiralty transferred her to the Turkish Navy, along with the one-time H.M.A. Ships "Broome," "Geraldton," "Launceston" and "Piric." Would those of you who served in them in the old days recognise them now? Not under the names they now carry, at any rate. Some others the Admiralty disposed of to the Royal Netherlands Navy. "Cairns," for example, and "Kalgoorlie" and "Tamworth"; "Wollongong," "Burnie," "Ipswich" and "Toowoomba."

"Whyalla" remained in Australia, and has been sold to the Port Phillip Pilot authorities for conversion for use as a Pilot Vessel at Port Phillip Heads. So, those of you who were once members of her ship's company, you will be able to see her in the future, continuing those duties of shepherding and guiding merchant vessels, which she did so well in company with her sisters during the war.

Thirty-six of the corvettes were H.M.A. Ships, built as such. Four have been lost at sea. The Japanese sank "Armidale" in an



H.M.A.S. "Whyalla."



H.M.A.S. "Quiberon."

air attack off Timor in December, 1942. "Wallaroo" was lost in collision off Fremantle in June, 1943. "Geelong" was lost from the same cause in New Guinea waters in October of the following year. "Warrnambool" fell victim to a mine while engaged in sweeping operations with the 20th Mine-Sweeping Flotilla in the Barrier Reef area in September of last year.

The remainder came safely through the war, and the most of them are now in reserve in various Australian ports. "Deloraine," "Echuca," "Katoomba," "Lithgow," and "Mildura" have been doing mine-sweeping work with the 20th Flotilla. "Gladstone" and "Latrobe" are attached to Flinders Naval Depot on training duties.

The frigates came along in another building programme. Twelve of them. All came safely through the war, some few of them not being completed until after hostilities. "Shoalhaven," "Condamine," "Culgoa" and "Murchison" are with the 1st Frigate Flotilla. "Barcoo" and "Lachlan" have been engaged on survey work. "Gascoyne," "Hawkesbury," "Barwon," "Burdekin," "Diamantina" and "Macquarie" are in reserve.

What of that other building programme, the "Tribals"? Those three ships are still with us, and in active commission with the

10th Destroyer Flotilla; "Bataan" being (D.10), "Arunta" and "Warramunga" at present in Japan.

And the "N's"? "Nestor" was lost, sunk by an enemy aircraft in the Mediterranean on 15th June, 1942. The other four—they were all on loan to the R.A.N. during the war—have reverted to the Royal Navy: "Napier," "Nizam," "Norman," and "Nepal." They went back to Admiralty in November, 1945.

"Quiberon" and "Quickmatch" were with the R.A.N. during the war, and are still with us, both being with the 10th Destroyer Flotilla. In addition, three other "Q's" have been made available to the R.A.N. from the R.N., H.M.A. Ships "Queenborough," "Quality" and "Quadrant," at present in reserve.

And "Shropshire"? She was a gift from the British Government after the loss of "Canberra," and many ex-R.A.N. personnel served in her during the war. She is in reserve in Sydney at present.

The list goes on. H.D.M.L.'s, Air Sea Rescue Vessels, G.P.V.'s, tugs. There are many of them in the reserve fleet of the Royal Australian Navy. "Koala" and "Kookaburra" are with us. "Koala" in Sydney, "Kookaburra" at Darwin. The story, as it has been told here, is incomplete. But perhaps it tells ex-Naval personnel, who have been wondering

what has become of the ships in which they served, and of the Navy that Australia put afloat during the war, something of what they want to know. Enough, at any rate, for them to feel that the Royal Australian Navy is something more than a shadow of its wartime self, even though a number of its ships of those days have gone. And enough, also, perhaps, to awaken memories of hours spent in varying circumstances on board those ships, and to send thoughts winging to them, wherever they now are.



Australian Troopships in U.S. Passenger Trade

Two ships which carried troops from this country during the war—the Gdynia American Line motorships "Batory" and "Sobieski"—are making 23 round trips from America this year in maintaining services to the Mediterranean and Poland. The "Batory" is at present on the first of twelve voyages from New York to Southampton, Copenhagen and Gdynia and return, and the "Sobieski" is on the first of eleven round trips with calls at Gibraltar, Naples and Genoa.

"QUEEN MARY" - "CURACOA" COLLISION APPEAL

Reserve Judgement Upholds and Apportions one-third of blame on Liner

IN a letter published in the November, 1947, issue of "The Navy," Mr. S. Burkett, of Goulburn, N.S.W., referred to the judgment in the case to determine liability for the collision between the "Queen Mary" and H.M.S. "Curacoa," which judgment had appeared in the September issue of this magazine, and asked if we had any information regarding a new judgment which had been made as the result of an appeal.

In replying to Mr. Burkett, we said that an endeavour would be made to publish the reserve judgment in a future issue. We now have this, and accordingly reproduce it here, with acknowledgments to the "Merchant Navy Journal."

It will be remembered that the original judgment, given by Mr. Justice Pilcher in the Admiralty Division, held the cruiser "Curacoa" alone to blame for the collision. The appeal by the Lords Commissioners of the Admiralty from this decision was allowed by a majority (Lord Justice Scott dissenting), in a reserve judgment given on 30th July last, in which blame was apportioned as to two-thirds on the "Curacoa" and one-third on the "Queen Mary."

Mr. Justice Scott, in giving judgment, said that Mr. Justice Pilcher's conclusion that grave blame rested upon the cruiser was, in his (Lord Justice Scott's) opinion, undoubtedly right, but the question whether some minor degree of blame ought not also to be attributed to the liner, although Mr. Justice Pilcher exonerated her, raised in the very exceptional circumstances of the case a mixed problem of law and fact of very real difficulty. The "Queen Mary" was the overtaking ship, and if the overtaking rule applied the case would be much simplified, as it would have been her duty to keep out of the way. But in the Judge's opinion, in the special circumstances of the case it did not, and the liner was the stand-on ship and the cruiser the give-way ship. He (Lord Justice Scott) agreed with that.

His Lordship found himself in definite agreement with practically the whole of Mr. Justice

Pilcher's findings, and he entirely agreed with the Judge's judgment. But there was a difference of opinion in the Court of Appeal. The whole Court agreed with him in holding the cruiser gravely to blame, but the other Lord Justices thought the Judge was wrong in acquitting the liner altogether, and they held her liable to the extent of one-third.

Lord Justice Bucknill, in his judgment, with which Lord Justice Wrottesley agreed, said that, subject to certain qualifications, he agreed with the findings of fact of Mr. Justice Pilcher. Without doubt the collision regulations applied to the "Queen Mary," just as the corresponding rules prescribed by the Admiralty for H.M. Ships applied to the cruiser. The next question was: Did the overtaking rule apply? This was a difficult question to answer, but on the whole, though he had some doubt about it, his Lordship thought that, in the exceptional and almost unprecedented circumstances of a combined operation such as this, the overtaking and overtaken rules did not apply, and that good seamanship required the cruiser to take the necessary steps to enable the liner to make her zig-zag pattern by keeping out of the way. He thought, however, it was the duty of the liner herself to avoid collision and to take timely action to terminate it.

The question arose whether the "Queen Mary" acted in accordance with good seamanship in failing to take any steps to avoid collision until the vessels were about 450 feet distant, and to leave it entirely to the cruiser to keep out of the way. Having regard to the "Queen Mary's" weight, speed and other factors, he thought the "Queen Mary" left her action to avoid collision much too late. In his view the blame should be apportioned as to two-thirds on the cruiser and one-third on the liner.

The appeal was accordingly allowed, and the Court directed that the costs in both Courts should be apportioned in accordance with the degree of blame.

Leave to appeal to the House of Lords was given.

Secretary, Department of the Navy

IN THIS POSITION, ALFRED ROY NANKERVIS IS PERMANENT CIVIL HEAD, AND GUIDES THE ADMINISTRATIVE AFFAIRS OF OUR FIRST LINE OF DEFENCE.

ALFRED Roy Nankervis was born at Kadina, South Australia, on 10th. March, 1885, the son of Henry and Mary Nankervis. A second generation Australian, he comes of Cornish stock, his paternal grandfather having arrived in Australia as a young man from the Duchy to carve out a career in the new land.

The story goes that, as soon as he landed in Adelaide, the young arrival was accepted as a recruit in the South Australian Police Force, was equipped with a badge and a baton, and sent out on his beat. The vessel in which he had arrived in Australia was still in port, and in the course of his constabulary peregrinations he came across a bunch of his erstwhile shipmates. The natural suggestion that the meeting should be celebrated over a convivial glass found instant acceptance with all concerned, and an adjournment was made to a convenient hostelry. The result was a reprimand for the newly-enrolled constable, who was so incensed with this interference with civil liberty and with a man meeting his friends, that he resigned forthwith, adopting a less exacting walk in life in which to continue his Australian journey.

With such a Cornish background, it was natural that his grandson should be brought up among the Tres, Pols and Pens of the Cousin Jack fraternity. During his early boyhood, the family of A. R. Nankervis moved south a bit along the Gulf to Moonta, and it was here, in the copper country, that he had his early schooling. He remained there until he was about eleven years of age, when the family shifted north east to the Burra, where he remained at school for another three years before forsaking the mining country for the city.

It was shortly before the turn of the Century, when Posts and Telegraphs were still State affairs, that he went to Adelaide and commenced his career in the Public Service in the Department of the State Postmaster General, South Australia. With Federation, Posts and Telegraphs became a Commonwealth Department, and in 1907 young A. R. Nankervis was appointed to Melbourne, to the Central Administration.

The year 1911 saw the inception of Universal Training, and in that year Mr. Nankervis began

his association with the Department of the Navy, of which Department he was to become the Permanent Civil Head, which position he holds to-day. With the formation of the Royal Australian Navy, he was one of the original Naval Staff Clerks to be appointed to Navy Office, which then occupied premises in Lonsdale Street, Melbourne. With one short break away, he has been with the Department of the Navy ever since.

After a brief stay at Navy Office, Melbourne, previous to the outbreak of the 1914-18 War, Mr. Nankervis was appointed to South Australia, where he took over the civil side of the staff at Port Adelaide, remaining there until 1918, when he was appointed to Port Melbourne. In August, 1919, he was appointed to Navy Office, Melbourne, in charge of the section dealing with post war payments to Naval personnel. From that he graduated to the position of second-in-charge of Naval payments, later being promoted to being accountant in the same division.

Mr. Nankervis had his brief absence from the Department of the Navy during 1938, in which year he spent some time on loan to Canberra, working under Dr. J. B. Bragden and Mr. D. McVey on the accountancy side of National Insurance. Later in 1938, on the appointment of Mr. Ralph Abercrombie to the position of Commonwealth Auditor-General, Mr. Nankervis succeeded him as Director of Naval Accounts and Finance Member of the Naval Board. The following year, when the Department of Defence was divided up into the three Service Departments, Mr. Nankervis was appointed Secretary, Department of the Navy.

Apart from his official duties, Mr. Nankervis is keenly interested in music and, having taken an active part in choral performances in his youth, has a strong leaning towards Bach as a composer.

He married, in 1910, Miss Ward, of Adelaide, South Australia, and is the father of three children, one boy and two girls, all of whom have associations with the Royal Australian Navy. His son, Adrian, served in the Navy as a Reserve Officer during the war; his elder daughter, Marion, married Instructor Lieutenant John Hall; and his youngest child, Joan, qualified as a Nursing Sister and subsequently joined the Royal Australian Navy Nursing Service.



Mr. A. R. Nankervis, Secretary, Department of the Navy.

QUESTION BOX

CONDUCTED BY

Captain R. C. C. Dunn, A.I.N.A., London

Readers are invited to send in any queries on nautical matters, and we shall endeavour to answer them in these columns.

A.J.H. asks what became of the interstate liner "Indarra" which traded between Fremantle and Sydney.

The "Indarra" was a twin-screw steamer of 2,700 tons, completed in November, 1912, by Messrs. Denny & Bros., Dumbarton, for the Australian United Steam Navigation Co. Her dimensions were 451.0 feet long by 60.1 feet wide by 37.4 feet deep and she had a speed of 16½ knots. She had two funnels and two masts, but she was too short to look the part with two funnels, appearing to be, although not, top heavy.

Captain Marcus M. Osborne was in command of her for a number of years. In 1917, she was requisitioned by the British Admiralty, together with "Katoomba" and "Canberra," used in a fast convoy in the Mediterranean. After the Armistice, she was used in the Orient Line's mail service between London and Brisbane. In 1922 she was sold to the Royal Lloyd Belge of Antwerp for use in the Belgian West African trade, which, however, did not develop, as she was sold to the Osaka Shosen Kisen Kaisha, changing her Belgian name, "Pays de Waes," to "Horai Maru."

She traded in Eastern waters until 1942, when, according to American sources, she was sunk on 1st March in 5°56'S, 106°12'E, near Sunda Strait by American, Australian and Netherlands aircraft and American and Netherlands surface vessels. However, in January, 1947, came a report that she had been found sunk in Singapore Harbour, was refloated and was awaiting a purchaser, but with the extensive repairs and overhaul ne-

cessary, it is very doubtful if she will ever go to sea again, except perhaps to be scuttled.

Foretop:—The steamer Ceramic was well known in the Australian trade, can you say what became of her?

"Ceramic" was a triple-screw steamer of 18,481 tons, built in 1913 by Harland & Wolff, Belfast, for the White Star Line. Dimensions, 655.1 x 69.4 x 43.8. Taken up as a troopship under the number A40 by Australia, she was fitted for 100 officers and 2,700 troops. Twice she escaped German submarines, and for a time was used in the American troopship service. She ran regularly in the Australian trade until World War II.

In October, 1940, she was in collision in Cape of Good Hope waters, but arrived safely in a West African port, where she was repaired to resume her passage to Australia. In March, 1942, she was reported at Rio de Janeiro, damaged by gunfire. On 9th. December, 1942, Zeesen Radio, Germany, announced she had been sunk (which she actually had been on 6th December in position 40°30'N, 40°20'W). Then on 21st February, 1943, Lieutenant Henke, commander of the U-boat responsible, broadcast over the German radio how he had fired four torpedoes into the ship, saving only one survivor.

This survivor was Sapper Eric Munday, who, on his arrival in England on 14th October, 1945, gave details of the sinking, in which 655 men, women and children lost their lives, including Captain Elford, the master. Everyone got clear of the ship before she sank three hours after the torpedo-

ing, but the boats and rafts were scattered by the weather, to capsize or sink. Munday's boat capsized, and shortly after the U-boat surfaced near him. A rope was thrown to the few men floating in the water, but only Munday grasped it and was pulled aboard. Despite his pleadings to Lieutenant Henke to rescue the others, the U-boat submerged, leaving them all to their fate.

A new 15,000-ton liner has been named "Ceramic," sister ship to the "Athenic," "Corinthic" and "Gothic."

Shipping Note

The Blue Funnel Line (Alfred Holt & Company) of Liverpool, suffered heavy losses during the 1939-45 war, and amongst ships well known in the Australian trade were "Aeneas," "Anchises," "Ascanius," "Nestor" and "Ulysses," of which "Aeneas," "Anchises" and "Ulysses" were all lost. New ships carrying the names "Aeneas" and "Anchises" are building at present, the former having been launched some time ago; the "Anchises," by the Caledon Shipbuilding Co., Dundee, was running her trials on April 30th last, when she exceeded her designed speed of 16 knots. Her dimensions are 450 feet long, 62 feet wide, 35 feet deep; gross tonnage, 8,300; dead-weight tonnage, 9,300.

43% PROFIT
Don't cash War Savings Certificates about so many—hold on for another 3 years and make an extra 17% in the 43% profit—bringing the total return to 43% on your original investment!

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SEAS, SHIPS AND SAILORS

"THEY DISAPPEARED"
NO. 4 "CITY OF BOSTON"

THE INMAN LINER "CITY OF BOSTON," 2278 TONS 352 FT. OVERALL, SHIP RIGGED, AND FITTED WITH ALL THE LATEST DEVICES & 1000 S.W. WORTHINESS, SAILED FROM HALIFAX N.S. ON JAN. 28, 1870. . . PASSENGERS AND CREW TOTALLED 199. . . NO EXCEPTIONAL WEATHER WAS REPORTED, NEITHER WAS ICE SEEN BY SHIPS IN THOSE WATERS. . . BESIDES A CARGO OF FOOD, SHIP WAS PROVISIONED FOR 98 DAYS. A TWO-BLADED, INSTEAD OF HER USUAL THREE-BLADED, PROPELLOR, SEEMED HER ONLY WEAKNESS. . . SHE WAS NEVER SEEN AGAIN. HER LOSS HAD AN UNUSUAL RESULT. THE INMAN COMPANY SUEED A GOSIP WHO SAID VESSEL WAS OVERLOADED, AND GOT £50 AS DAMAGES!!

"THE WHALE WAS ANNOYED!"

ON AUG. 20, 1858, BOATS FROM THE WHALER "ANN ALEXANDER" HARTBOONED A WHALE, WHICH SMASHED THE FIRST BOAT, THEN THE SECOND REMAINING BOAT, WITH THREE CREWS, —8 IN ALL— JUST REACHED THE SHIP, 7 MILES DISTANT, WHEN WHALE ATTACKED THE WHALER, WHICH SANK IN A FEW MINUTES. CREW WAS RESCUED TWO DAYS LATER!!



MASTER, CAPT NOAH!

ON PRESENT-DAY COMPUTATIONS, SHE ATE 450 A. LONG, WITH A BEAM OF 70 A. AND WAS 45 A. HIGH. DISPLACEMENT WAS 42418 TONS. IT WAS OBVIOUS WITH SLOPING ROOF, FLAT BOTTOM!!

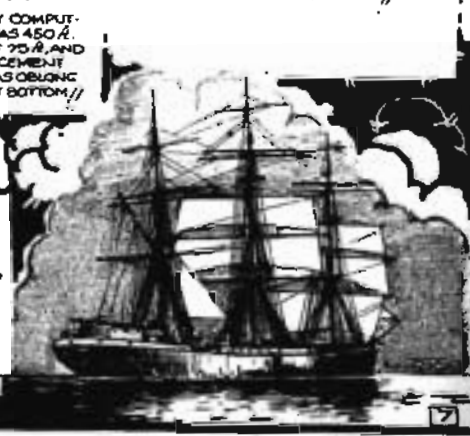
"ROCK" PASSAGE!

FULL-RIGGED SHIP "ROCK TERRACE," 1769 TONS, WITH CASE OIL AND LIME FROM U.S.A. TO JAPAN, STRUCK A REEF, AND THE CREW, AFTER BATTLING WITH LEAKS FOR A MONTH, ABANDONED HER OFF GUAM ON MARCH 1, 1888.

CREW-LESS, BUT STILL UNDER SAIL, SHE CONTINUED TO TRAVEL. MANY SHIPS, INCLUDING THE GERMAN WARSHIP "ZEEB," PASSED WITHOUT SEEING ANYTHING WRONG. "ROCK TERRACE" EVENTUALLY PILED UP AT YAGAWA, GILBERT IS., HAVING SAILED BY HERSELF 1800 MILES THROUGH REEF-STUCK SEAS IN FIVE MONTHS!!

"THE REASON WHY!"

"EAST INDIA-MEN" OF THE 17th CENTURY WERE KEPT DOWN STRICTLY TO 400 TONS. REASON BEING THAT SHIPS OF 500 TONS WERE COMPELLED BY LAW TO CARRY A CHAPLAIN!!





Bid to Defer American Ship Sales Act.

President Truman informed Congress in December that foreign relief needs made it "essential that the Maritime Commission's authority to operate, sell and charter government-owned vessels be continued until June 30, 1949," according to "The New York Times." Under the 1946 Ship Sales Act, this authority would expire at the end of this month. Mr. Truman said the shipping requirements of the European recovery programme and the long-range requirements of the Merchant Marine raised questions which would demand legislative consideration "in the near future." "Our most immediate need, however," he said, "is to assure the maintenance of essential shipping services by continuing in effect the present provisions of law which make possible the use of government-owned ships."

The Royal and Merchant Navies

Replying on behalf of the guests at the Twentieth Annual General Meeting of the Officers (Merchant Navy) Federation last year, Admiral of the Fleet Lord Chatfield expressed great concern at the future of the Royal Naval Reserve, which was a great link between the two services. The Royal and Merchant Navies were not rivals either in duty or in honour. They had both gained the affection of their country, and they could not aim higher than that. In war, they got together, and mixed with each other in their ships. They had learned to respect each other, and they had found the same courage and self-sacrifice and devotion to duty. The common heritage of the sea gave them both the same feeling, and their hearts were the same about the sea and their work. But in peace they separated and forgot each other, and it became very hard to keep to-

gether and remain the comrades which they should always be.

Panama Canal Tolls

As one phase of an industry programme to spur restoration of shipping in the coastal and inter-coastal trades—says the "New York Times"—the National Federation of American Shipping has appealed to Congress to consider reducing Panama Canal tolls. It is the belief of the Federation, says that body's President, Mr. Frazer A. Bailey, that the Canal was constructed for the dual purpose of commerce and national defence, not as a revenue earner, and he suggested that it would be a small enough contribution to struggling American industry to have the interest charges placed against national defence. Offering figures based on a study of Canal finances since its construction, the Federation expressed the belief that if the tolls are based only on covering all expenses incidental to the operation of the waterway, the pre-

The Navy

ent rate of 90 cents a ton for laden commercial vessels could be reduced to approximately 60 cents.

French Merchant Service

The French Government has ordered pre-fabrication to be employed in the construction of a number of 2,600 ton motor ships which it is building. Although this method of building is directly against French tradition, it is considered desirable to employ it in the urgent need for restoring the French Merchant Service as rapidly as possible.

World Tanker Fleet

The United States Petroleum Council's report, using tables supplied by the Maritime Commission, shows that the world tanker fleet as at October 1st. last was 1,868 vessels of 15,286,141 gross tons. The capacity of the world's fleet is now 64 per cent. greater than before the war. At the same time, petroleum demands have increased. The United States domestic demand alone has increased 32.1 per cent., that nation's daily demand for petroleum products being estimated at 5,308,000 barrels, the daily demand for the Atlantic seaboard being 2,000,000 barrels.

Ex-R.N. Ships Said to be Gun-Running

The present troubles in Palestine are reported to have given rise to gun-running on a considerable scale in the Mediterranean, the principal centres being Gibraltar, Tangier, and Oran. According to the "Merchant Navy Journal," a number of the ships concerned appear to be ex-British warships which were sold without due enquiry into the character of the purchasers.

New Liners for U.S.-Mediterranean Trade

The American Export Line has announced plans for two fast 20,000-ton passenger liners for the Mediterranean service at a cost of 40,000,000 dollars. An immediate start on building is

contingent on an assurance from the Maritime Commission that full benefits under the Merchant Marine Act of 1936 are guaranteed. This would mean a 50 per cent. construction subsidy. The new ships would be the largest ordered for the Merchant Service in America since the completion of the liner "America" in 1940. The new vessels would be 683 feet in length, 89 feet beam, with a draft of 30 feet. With 50,000 horse-power they would make 22½ knots at cruising speed, with a top of 25 knots. Each will make fifteen round trips a year to Western Mediterranean ports, with a maximum of 2,000 passengers. Actual capacity for each vessel would be 937 passengers, with 314 in cabin class, 318 in tourist, and 305 in third.

Large Russian Liners

According to rumours circulating from Moscow, the Soviet Government intends to build passenger vessels of up to 50,000 tons each within the next few years.

South African Navigation Aids

A report from South Africa says that the Union Government is equipping the whole coast from Cape Town to Durban with increased and improved radio beacons and other aids to navigation.

German Reparations Ships

Apart from six vessels obtained as scrap, the number of ex-German merchant ships allocated to the United Kingdom as reparations is 89, of 350,000 gross tons. Of these vessels, seven are not yet completed and four have become total losses. Seven of the passenger ships are being retained for trooping service, and one of special construction for use as a cable ship. One ship has been transferred to Newfoundland. The remainder are being disposed of to United Kingdom buyers.

Smuggling Into U.K. Rifle

The crews of British Atlantic liners in American ports are being approached more frequently than ever to undertake the smuggling of

ging of nylons, watches, etc. The special tobacco tax now imposed in Britain has led to an immense increase in tobacco smuggling, in which business Eire is reported to be one of the principal sources of supply.

Atlantic Passenger Trade

Over 100,000 people in the United States are on the waiting list for passages to Europe, most of them being to Britain, and applications for sea passages in 1949 are already being lodged. There is a growing tendency to book by air only if no steamship berths are available.



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NORCO

On Board the "Castlecrag"

Mr. Pryke, the Second Mate, tells of the discussion on the matter of Improvements in Conditions on Shipboard

By Mr. Pryke

"I see," said Mr. McPherson, the Chief Engineer of the "Castlecrag," "there's a laddie here has designed a fourteen-and-a-half knot cargo ship, w' every member o' the crew housed amidships, an' single berth cabins for all. He's a man o' ideas an' discretion, yon. Forby," he added modestly, "he's an engineer."

High tea was over in the "Castlecrag's" saloon, and the occupants were relaxing after the meal, topping off with highly sweetened cups of the brew that cheers but does not inebriate. Captain Bates, the Master, a youngish man with fair curly hair and a bright and speculative blue eye, had just had his cup refilled by the steward from an enormous white enamelled teapot, and was looking round the table.

"Give the sugar a fair wind will you, Chief?" he asked, and then, as he put in three heaped spoonfuls and stirred reflectively, "What's that you've got hold of?"

"'Tis a magazine was in the bundle sent on board by the Mission parson," said Mr. McPherson. "And here's an article on the improvement of conditions for the ship's crew. A day-room and a bed-room and a bath-room for the Chief Engineer, and an office for the Second, and a change room for all the engine room personnel. Man! This would make the auld "Castlecrag" look up."

"What about the rest of us?" asked the Captain. "The improvements are not confined to the engine room crowd, are they? What about the Captain?"

"There's a mention o' him in the discussion that followed the reading o' the paper on this matter," said Mr. McPherson, "at

the Institution o' Naval Architects. One speaker said that it appeared to him that there might be a grain o' truth in an old story 'that if these things went on much further no ship's captain would be allowed to grow a beard because when he went on his rounds kissing the crew goodnight they would object'. And here's another suggesting that the crew would be made so comfortable that they might forget they were going to sea to see the work. 'Tradition,' he said, 'had always been that the crew slept together, and he thought that some might prefer it that way for comradeship.'"

"Yes," said the Old Man. "And then again, some might not. Let's have a dekho, Chief."

He took the proffered magazine, his eye being caught at once by the sketch profile of the proposed ship. "Hello!" he said. "Here's a Crews' games deck, and a Crews' sun deck." He appealed to the old Mate. "How does that strike you, Mr. Travers?"

It did not strike the Mate favourably. "Lot of high falutin' rubbish. They've tried it before, and where did it get them? There was a ship called the 'Nonsuch' in which the owners tried..."

"I know," said the Old Man. "I remember hearing that yarn when I was serving my time. They tried something like this, so it was said. Sheets on the Jacks' beds, and messrooms, and so on. And the sailors and firemen are supposed to have torn up the sheets and smashed the crockery and played old Harry with everything. I don't know if there was any truth in it. I never met anyone who sailed in the ship."

"It's what they would have

done, anyway," growled old Mr. Travers. "I don't know what things are coming to at sea these days. It's hard enough running a crowd as it is and getting anything done, without putting all these ideas into their heads. Now when I first went to sea—"

"Yes, Mister," the Old Man interrupted again. "And what was good enough for you ought to be good enough today. I've heard that before. When I first went to sea there were four of us in a half-deck six feet by eight feet, with four bunks and a let-down table on the bulkhead, and a locker to keep our grub in. It was under the break of the fo'c'sle head, and when there was a head sea and she was taking it over board there'd be water swishing around the deck of the room up to the doorstep, about a foot of it. And we were watch and watch, and the only obligation under the indentures, that I can remember, was that we boys didn't frequent alehouses and taverns when we were ashore."

"Well," said the Mate, "you were none the worse off for it?"

"Maybe! We were none the better for it, anyway. And those conditions were good to what they had been." He was struck by a sudden memory, and turned to the Wireless Operator. "Hey, Marcy! Where's that book you lent to me? You know, 'Two Years Before The Mast.'"

"It's up in my room. I'll get it for you, Sir."

The Wireless Operator went on his mission, and the Mate, who had taken the magazine from Captain Bates, grunted his disapproval. "Listen to this," he invited. "From the plan of the upper deck it will be seen that the seamen and motormen are housed in single-berth cabins on the port and starboard sides respectively of No. 4 hatch, which is trunked through to the deck above, separate washing and sanitary facilities being provided for each, together with oilskin lockers, etc., and private entrances each side. A large common

smoke-room is provided here, having sufficient small tables and seating for all, arranged in the form of cubicles for four men, such that card games, writing, or other forms of recreation can be enjoyed at the same time without causing disturbance to others."

He tossed the magazine down in disgust. "They'll be thinking they're signing on for a luxury cruise," he said, "not as sailors and firemen—motormen" they call them here—on board a ship."

"Thanks, Marcy!" Captain Bates took the book with which the Wireless Operator had returned. "That's all right, Mister. That's one side of the picture. But listen to this, and see which is the better. Where is it?..."

He flicked over the pages. "Ah! Here we are. This chap's describing life in the forecabin in sail in the American merchant service. 'The forecabin of most of our ships are small, black, and wet holes, which few landmen would believe held a crew of ten or twelve men on a voyage of months or years; and often, indeed in most cases, the provisions are not good enough to make a meal anything more than a necessary part of a day's duty; and on the score of sleep, I fully believe that the lives of merchant seamen are shortened by the want of it. I am not sure that I have stated, in the course of my narrative, the manner in which sailors eat, on board ship. There are neither tables, knives, forks, nor plates, in a forecabin; but the kid (a wooden tub, with iron hoops) is placed on the floor, and the crew sit round it, and each man cuts for himself with the common jack-knife, or sheath knife that he carries about him. They drink their tea out of tin pots, holding less than a quart each. These particulars are not looked upon as hardships, and, indeed, may be considered matters of choice. Sailors, in our merchantmen, furnish their own eating utensils, as they do many

of the instruments which they use in the ship's work, such as knives, palms and needles, marine-spicke, rubbers, etc. And considering their mode of life in other respects, the little time they would have for laying and clearing away a table with its apparatus, and the room it would take up in a forecabin, as well as the simple character of their meals, consisting generally of only one piece of meat, it is certainly a convenient method, and, as the kid and pans are usually kept perfectly clean, a neat and simple one."

Captain Bates looked up from his reading. "What do you think of that?"

"How long ago was yon?" asked McPherson.

"Oh! A hundred years or so."

The Mate laughed. "A hundred years! Times have changed since then. And besides, didn't the chap who wrote that say that they did not look on those conditions as hardships, but took to them as matters of choice?"

"Maybe they did—then," said the Old Man. "But as you say, times have changed, and conditions with them. You don't have to go back a hundred years to find conditions you would consider hardships today, and far from being matters of convenience. You wouldn't like to go back to watch and watch for the Mate and Second Mate, and being on your pound and pint, would you?"

"Of course I wouldn't," admitted old Travis. "But things are different now. That extreme case you were reading was a hundred years ago."

"I know," said the Captain. "But I was reading only the other day a description of a British sailing ship's fo'c'sle only 40 years ago, the only furniture being the bunks, an oil lamp, and the chain cables for seats; the men providing their own donkeys' breakfasts, eating utensils, bedding, and everything else; and

signing on for three pounds a month and a provision scale of three quarts of water, one pound of bread, an eighth of an ounce of tea, a half-ounce of coffee and two ounces of sugar a day; and one-and-a-half pounds of beef four times a week; one-and-a-quarter pounds of pork, half-a-pound of flour and a third-of-a-pint of peas three times a week; and half-a-pound of rice once a week. Do you reckon that was very good?"

"No," admitted the Mate. "No! but, of course, times have changed."

"Of course they have," said the Old Man. "And they're still changing, and for the better all the time. That's what owners—and sailors too—are realising. And that's where the designer of this ship we're talking about is on the right track. What's that, Chief?"

He broke off, to turn to the Chief Engineer, who had picked up the magazine again.

"Times have changed, right enough," said McPherson. "Ye'll mind the auld saying about Welsh ships: 'Three days out o' Cardiff, an' short o' provisions?'"

"I do," said Captain Bates.

"Aweel," said McPherson. "I see yon felly who wrote yon paper on improving conditions at sea belongs to a Cardiff shipping company."

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SHOT AN AIRCRAFT DOWN WHILE SINKING

Lieutenant Ian Desmond Rhodes, R.A.N.V.R., won the R.A.N.'s only conspicuous gallantry medal in the late War

IAN Desmond Rhodes joined the Royal Australian Navy as an Ordinary Seaman R.A.N.V.R. in September, 1940, entering at Port Melbourne. He went overseas immediately to the Royal Navy, his first seagoing appointment being to the destroyer H.M.S. "Kashmir."

On May 20th., 1941, the Germans opened their main attack on Crete with heavy air attacks on the island, followed by air-borne landings from gliders. Simultaneously they attempted to carry out seaborne landings, and to counter these attempts three strong squadrons of the British Mediterranean Fleet were patrolling in Cretan waters.

Among the vessels so engaged was H.M.S. "Kashmir," a unit of the 5th. Destroyer Flotilla, attached to a squadron of which the main units were the cruisers H.M.S. "Naïad" and H.M.A.S. "Perth," under the command of Rear-Admiral King. This squadron, later reinforced by the cruisers "Carlisle" and "Calcutta," accounted for a German convoy of caiques escorted by destroyers in the Aegean early on the morning of the 22nd. May, leaving most of them sinking or on fire. The following day the ships were returning to Alexandria to refuel and re-ammunition, when they underwent a series of heavy air attacks south of Crete, and the "Kashmir" was hit and sunk.

Let the citation accompanying his award of the Conspicuous Gallantry Medal tell the story of Ian Rhodes' part in this:

"When his ship, H.M.S. 'Kashmir,' was hit by a bomb and sinking rapidly, he left the port-gun, of which he was gunlayer, and which was going under water, and climbed to the starboard gun. This he turned on an aircraft which was machine-gunning his shipmates, and brought it down in flames into the sea."

Ian Rhodes thus became the only winner of the Conspicuous Gallantry Medal in the Royal Australian Navy during the 1939-45 war, and the holder of a distinction very rare among commissioned officers.

He received his commission in January, 1942, as Sub-Lieutenant, being promoted to Lieutenant in August of the same year. He subsequently served in H.M.S. "Sheffield" with the Royal Navy, and was appointed to H.M.A.S. "Shropshire" when that vessel was commissioned in England in 1943. He remained in her until July, 1944, later returning to the Royal Navy and serving in H.M.S. "Mount Stewart" and in Colombo. He was demobilised in April, 1946.

SOME COOK MEMORIALS.

Continued from page 12.

and New Caledonia. In New Zealand there are Poverty Bay and Abundance Bay, Mercury Bay and that River Thames which reminded him of London's river at Greenwich, Cape Palliser and Cape Colville, Hawke's Bay, Bank's Peninsula, and Cook Strait. He gave us one Christmas Bay in Tierra del Fuego and a Christmas Harbour in Kerguelen, and named that other cold southern land of South Georgia. Down in the Roaring Forties he commemorated his fellow explorers Marion due Fresne and Crozet in the islands that bear their names on our charts today.

We can follow him up the Eastern Australian coast from Point Hicks to Botany Bay, Port Jackson, Bustard Bay, Thirsty Sound, Cape Tribulation, the Endeavour River, and on to Possession Island. Here, perhaps, was established his greatest memorial of all, when he "a little before sunset, took possession of the country in his Majesty's name, and fired three volleys of small arms on the occasion, which was answered from the ship," and thus secured Australia for the people of the British Race.

"We are to consider," he wrote, "that we see this country in the pure state of nature: the industry of man has had nothing to do with any part of it, and yet we find all such things as nature has bestowed upon it in a flourishing state. In this extensive country, it can never be doubted but what most sorts of grain, fruit, roots, etc., of every kind would flourish here were they once brought hither, planted and cultivated by the hands of industry, and here are provender for more cattle at all seasons of the year than can ever be brought into the country."

Could he see his Australian memorial today, he could feel that his estimate had not been too high, and, one imagines, a degree of satisfaction and of faith.

SYDNEY-HQ2/RT RACE, 1947-49.

This splendid aerial picture shows the fleet of yachts leaving Sydney Harbour, escorted by craft of all descriptions.

"S.M. Herald" Photo.

WHAT THE NAVY IS DOING

SINCE the last issue of this series of notes in the January number of "The Navy" there have been only minor changes in personnel and in dispositions. The main ship of the Australian National Antarctic Research Expedition, the *Wyatt Earp*, after some delays due to industrial troubles in Adelaide, sailed to the southwards but suffered damage through heavy weather and was ordered to return to Melbourne. The second ship of the Expedition, the *L.S.T. 3501*, has been carrying out her work at Heard and Kerguelen Islands according to programme. The usual list of promotions came forward at the New Year, and details are given elsewhere in this issue of "The Navy." At the time of writing these notes—in January—the position and future programme are as follows:—

SQUADRON DISPOSITIONS

The Cruisers

H.M.A.S. Australia (Captain H. J. Buchanan, D.S.O., R.A.N.), wearing the flag of Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., R.A.N., Flag Officer Commanding the Royal Australian Naval Squadron, has been in Sydney since her return from Japanese waters in December, 1947. This month she is taking part in Squadron exercises at Jervis Bay and in Tasmanian waters.

H.M.A.S. Hobart (Acting-Commander A. J. Travis, R.A.N.) is in Sydney in reserve.

H.M.A.S. Shropshire (Commander G. L. Cant, R.A.N.) is in Sydney in reserve.

10th Destroyer Flotilla

H.M.A.S. Bataan (Captain (D) 10, Captain J. C. Morrow, D.S.O., D.S.C., R.A.N.) has been in Sydney since her arrival from Japan in December. She is taking part this month in the Squadron exercises at Jervis Bay and Tasmania.

H.M.A.S. Arunta (Commander F. N. Cook, D.S.C., R.A.N.) is in Japanese waters with the British Commonwealth Occupation Forces. She will be relieved there next month by **H.M.A.S. Quiberon**.

H.M.A.S. Warramunga (Commander G. C. Oldham, D.S.C., R.A.N.) is in Japanese waters with the British Commonwealth Occupation Forces. **H.M.A.S.**

Quickmatch relieves her there next month.

H.M.A.S. Quiberon (Commander J. L. Bath, R.A.N.) carried out anti-submarine exercises during January. She takes part in the Squadron exercises at Jervis Bay and in Tasmanian waters during this month, and on the 8th of March is due to depart Sydney en route to Japan to relieve **H.M.A.S. Arunta**.

H.M.A.S. Quickmatch (Lieut.-Commander C. J. Stephenson, R.A.N.) carried out anti-submarine exercises during January, and takes part with the Squadron in the exercises to be held this month. She is expected to depart Sydney on 8th March to relieve **H.M.A.S. Warramunga** in Japan.

H.M.A.S. Quadrant is in Sydney in reserve.

1st Frigate Flotilla

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-Cole, R.A.N.), after refitting at Williamstown, has joined the Squadron for the exercises to be held this month at Jervis Bay and in Tasmania.

H.M.A.S. Shoalhaven (Lieut.-Commander Keith Tapp, R.A.N.) has been in Sydney since her return from New Guinea in December, and has joined the Squadron for the exercises this month at Jervis Bay and in Tasmanian waters.

H.M.A.S. Condamine (Lieut.-Commander J. H. Dowson, R.A.N.) relieved **H.M.A.S. Shoalhaven** in New Guinea waters in December, and will remain there until relieved in April by **H.M.A.S. Culgoa**.

H.M.A.S. Murchison (Lieut.-Commander J. McL. Adams, O.B.E., R.A.N.) is in Sydney attached to **H.M.A.S. Watson** for radar training. During January she carried out exercises with **H.M. Submarine Aeneas**.

20th Minesweeping Flotilla

H.M.A.S. Swan (Captain R. V. Wheatley, R.A.N.) spent the Christmas and New Year period in Sydney, previous to proceeding on sweeping operations for magnetic mines in the New Guinea area.

H.M.A. Ships Deloraine (A/Lieut.-Commander J. A. Doyle, R.A.N.R. (S.)), **Echuca** (A/Lieut.-Commander N. S. Townshend, R.A.N.V.R.), **Katoomba** (Lt. R. H. Grant, R.A.N.V.R.), **Lithgow** (Lieut.-Commander H. J. Hull, R.A.N.R.), **Mildura** (Lieut.-Commander A. W. Savage, R.A.N.) departed Sydney on the 5th January for Fremantle, where they will pay off into reserve on arrival.

H.D.M.L.'s 1328 and 1329 were in Sydney throughout December. They are remaining in commission and accompanying **H.M.A.S. Swan** in the New Guinea sweeping operations.

H.D.M.L.'s 1323 and 1326 are in Sydney in reserve.

M.S.L. 706 is in Sydney in reserve.

10th L.S.T. Flotilla

L.S.T. 3017 (Lieut.-Commander H. K. Dwyer, R.A.N.R.) is in Sydney for dumping ammunition.

L.S.T. 3014 (Lieut.-Commander W. A. Wilson, R.A.N.R.) is in Western Australia for dumping ammunition.

L.S.T. 3501 (Lieut.-Commander G. M. Dixon, D.S.C., R.A.N.)

is engaged on the operations in connection with the Australian National Antarctic Research Expedition. She reached Heard Island according to programme and, having completed her work there, proceeded on to Kerguelen, there to establish a fuel dump. The landing on Heard Island was made on 26th December, when the Australian flag was raised ashore. The Minister for External Affairs (Dr. Evatt) announced a few days later that equipment put ashore from **L.S.T. 3501** included a bulldozer, 50 tons of lighter stores, and more than 200 drums of oil, which were floated ashore. The landings and discharge of stores and equipment took place in the usual bad weather conditions experienced at Heard Island, and in consequent difficult circumstances. The fauna of the island—its flora is negligible—was conspicuous in the shape of penguins, skua gulls, and sea lions.

On her return from Kerguelen Island, **L.S.T. 3501** arrived at Melbourne on 18th January and proceeded to Williamstown Naval Dockyard for refit before continuing her programme.

A London report states that, on the same day that the party from **L.S.T. 3501** hoisted the Australian flag on Heard Island, an expedition from South Africa landed on Prince Edward Island, some fourteen hundred miles west by north from Heard Island, and there hoisted the Union flag. Both islands will be used as meteorological stations, and it is suggested that Prince Edward Island will be used as a link in Commonwealth air communications in the Southern Hemisphere.

Landing Ships Infantry

H.M.A.S. Kanimbla (Captain A. P. Cousin, D.S.O., R.A.N.R. (S.)) spent December and January in Sydney for leave and refit after carrying ex-internees and displaced persons between Melbourne and Fremantle. She is now the

only L.S.I. remaining in commission in the R.A.N.

Australian Minesweepers

These two vessels are based on Flinders Naval Depot for training Depot personnel:—

H.M.A.S. Gladstone (Lieut.-Commander H. A. E. Cooper, R.A.N.).

H.M.A.S. Latrobe (Lieut. D. H. D. Smyth, R.A.N.).

Survey Ships

H.M.A.S. Barcoo (Lieut.-Commander D. A. T. Gale, D.S.C., R.A.N.) is at present engaged on surveying duties in Spencer Gulf. She is due to refit at Williamstown Dockyard in April, and, on completion, she will be employed on the north-west coast of Australia for the remainder of the 1948 survey season.

H.M.A.S. Warrego (Lieut.-Commander R. B. A. Hunt, O.B.E., R.A.N.) is engaged on surveying work in Bass Straits. She is due to proceed to Sydney for the making good of defects in April, and will then continue survey operations on the north-west coast of Australia.

H.M.A.S. Lachlan (Lieut.-Commander C. G. Little, D.S.C., R.A.N.), after refitting in Williamstown Dockyard, pays off into reserve at Sydney.

H.M.A.S. Jabiru is tender to **Warrego**.

GENERAL

H.M.A.S. Air Rest (Lieut. W. I. A. Key, R.A.N.V.R.) is in Sydney.

H.M.A. Tug Reserve (Lieut.-Commander J. M. Adie, R.A.N.R. (S.)) is in Sydney.

H.M.A.S. Kangaroo returned to Sydney after inspecting corvettes' moorings at Corio Bay, Victoria.

H.M.A.S. Karangi is at Fremantle, boom defence vessel.

H.M.A.S. Woomera (Lieut. A. R. Pearson, R.A.N.V.R.) is in Sydney.

H.M.A.S. G.P.V. 956 is at Cairns on R.M.S. operations.

H.M.A.S. G.P.V. 957 (Lieut. L. Mushins, R.A.N.) is at Cairns on R.M.S. operations.

Australian National Antarctic Research Expedition

H.M.A.S. Wyatt Earp (Commander K. E. Oom, O.B.E., R.A.N.) departed Melbourne on 19th December for Hobart, and sailed from Hobart on 26th December for Macquarie Island, with scientists on board, as main ship of the Australian National Antarctic Research Expedition. Unfortunately, heavy weather which the *Wyatt Earp* encountered after leaving Hobart opened up a leak in the hull, and the vessel was directed by the Naval Board to return to Melbourne to Willemstown Dockyard for inspection and repairs. She arrived back at Melbourne on 7th January.

GENERAL

The programme for the Squadron exercises to be held this month, and in which **H.M.A. Ships Australia** (Flag), **Bataan**, **Quiberon**, **Quickmatch**, **Shoalhaven**, **Culgoa** and **Murchison** will take part, includes the following itinerary:—**Jervis Bay**, 2nd-10th February; **Hobart**, 12th-23rd February; **North-West Bay or Norfolk Bay**, 23rd-27th February. **H.M.A. Ships Quiberon** and **Quickmatch** will then return to Sydney. The remainder of the Squadron will visit Hobart from 27th February to 1st March.

Promotions, R.A.N.

The following promotions were announced by the Naval Board on 1st January:—

Commander to Captain: Captain W. H. Harrington, D.S.O., R.A.N.

Lieutenant-Commander to Commander: Commander V. A. Smith, D.S.C., R.A.N. Commander Smith is Staff Officer, Air, at Australia House, London.

Lieutenant-Commander (E.) to Commander (E.): Commander (E.) L. N. Dine, R.A.N. Commander Dine is at Sydney, H.M.A.S. Kuttabul.

Instructor Commander to Instructor Captain: Instructor Captain F. G. Rednall, M.A., R.A.N. Instructor Captain Rednall is at Navy Office, Melbourne.

Instructor Lieut.-Commander to Instructor Commander: Instructor Commander J. A. Gloury, M.B.E., R.A.N. Instructor Commander Gloury is at Navy Office, Melbourne.

Surgeon Commander (D.) to Surgeon Captain (D.): Surgeon Captain A. R. Woolcott, R.A.N. Surgeon Captain Woolcott is at Sydney, H.M.A.S. Kuttabul.

Surgeon Lieut.-Commander (D.) to Surgeon Commander (D.): Surgeon Commander P. J. Ward, R.A.N. Surgeon Commander Ward is in H.M.A.S. Australia.

Commander (S.) to Captain (S.): Captain (S.) P. Perry, O.B.E., R.A.N. Captain Perry is at Navy Office, Naval Secretary to the First Naval Member.

Lieut.-Commander (S.) to Commander (S.): Commander (S.) K. T. Ridley, Commander Ridley is at Sydney, H.M.A.S. Penguin. Promotions, R.A.N. Reserves.

Lieutenant to Lieut.-Commander: Lieut.-Commander R. V. A. Corbett, R.A.N.V.R., of Sydney; Lieut.-Commander R. G. Burnell, R.A.N.V.R., of Hawthorn, Vic.; Lieut.-Commander J. B. J. Osborne, R.A.N.V.R., of Sydney; Lieut.-Commander F. M. Osborne, D.S.C., R.A.N.V.R., of Sydney; Lieut.-Commander T. Christy, R.A.N.V.R., of Sydney; Lieut.-Commander G. A. Johns, R.A.N. V.R., of Sydney.

Engineer Lieutenant to Engineer Lieut.-Commander: Engineer Lieut.-Commander R. H. Chambers, R.A.N.V.R., of Elwood, Vic.; Engineer Lieut.-Commander A. S. H. Spain, R.A.N.V.R., of Sydney; Engineer Lieut.-Commander C. S. McVey, R.A.N.V.R., of Sydney.

Lieut.-Commander (S.) to Commander (S.): Commander (S.) R.

T. Bennetts, R.A.N.R. (S.). Commander Bennetts is in H.M.A.S. Karimbla.

Lieutenant (S.) to Lieut.-Commander (S.): Lieut.-Commander (S.) J. A. Burstal, R.A.N.V.R., of Sydney; Lieut.-Commander (S.) R. Kennedy, R.A.N.V.R., of Brisbane; Lieut.-Commander (S.) W. E. Orr, R.A.N.V.R., of Kew, Vic. R.A.N. Carrier Pilots Selected.

Last month the first 24 officer pilots selected by the R.A.N. to fly its carrier-borne aircraft entered Flinders Naval Depot as Probationary Acting Lieutenants to undergo a special course in naval training. On completion of this course they will be sent to England for flying courses on naval aircraft, conversion courses to aircraft of carrier types, and deck landing training. After courses at the R.N. operational flying school at Lossiemouth, Scotland, they will join the air group of one of the Australian carriers. All of the men selected are fully qualified pilots who served in the recent war, when seven served with the Navy and 17 with the Air Force. Four of them have been decorated.

Fourteen rating pilots entered Flinders Naval Depot in December for three months' training as ordinary naval recruits, after which they will go to the R.A.A.P. Station at Point Cook for their initial flying training. After eighteen months at Point Cook they will proceed to Britain for training in operational flying and deck landing. Subsequently they will be posted to the air group of one of the Australian carriers. Of the fourteen men concerned, five are R.A.N. personnel who have transferred from other branches of the Service to Naval Aviation. The numbers of successful applicants in this group of new entrants are from the following States: New South Wales, 4; Queensland, 3; Victoria, 2; Western Australia, 4; Tasmania, 1.

New Cadet Midshipmen.

Twenty-eight boys entered the Royal Australian Naval College at the end of last month as the successful candidates for 1948 entry.

Four more than last year, this number is the largest since 1919, when 32 were entered. The record number of entries was 36 in 1918.

Two of the boys have special cadetships, of which two are reserved annually for the sons of persons who have been on active service abroad in the Royal Australian Navy or in an Expeditionary Force under the provisions of the Commonwealth Defence Act, including Forces sent by the States of Australia to the South African War. The successful boys are:—

Continued on page 37.

Navy League Official Recognition

The Minister for the Navy (Mr. Riordan) announced on the 29th December that official recognition has been given by the Naval Board to the Navy League in Australia, and to the Navy League Sea Cadets. The Minister said that, in taking this action, the Government had given consideration to the objects of the Navy League in Australia, and the work it is doing for the youth of the community generally. The aim of the Navy League and Sea Cadet Corps is to keep before the British Empire the importance of sea power, and the necessity for maintaining an adequate Navy; and to instil in the boys and young men of this country the principles of comradeship and good citizenship. In addition to giving technical sea training to boys, many of whom subsequently enter the Navy or embark upon a Merchant Service career, it is the aim of the Sea Cadet Corps to provide for the spiritual, social and educational welfare of the cadets and to develop character and good citizenship in their widest sense.

Personal.

After 37 years in the Department of the Navy, Mr. George William Mitchell, Director of Navy Accounts, Navy Office, Melbourne, is retiring from the Public Service, in which he has had a total of 48 years' service. Entering the Service in the Crown Law Department on 24th March, 1900, Mr. Mitchell transferred to the Department of the Navy on 1st July,

BLIGH, Lawrence Robert
BARTHOLOMEW, Ian

ANDREWARTHA, John
BAIRD, Richard Malcolm
BEAUMONT, Alan Lee
BODMAN, William Thomas Hayes
CHAMBERS, Kenneth James
CURTIS, John Lyle
FERGUSON, John
GOUGH, Donald Bert
HARPER, Kenneth James
HARRIS, Robert Graeme
HOARE, Peter James
HODKINSON, Leslie John
HORTON, Anthony Rockley
HUNT, Doynne Tremayne
JACOBS, Bruce Edwin
MCDONALD, Digby Philip
MACHIN, Robert Graham
MORRICE, James Osborne
PEDLER, Evan Albert
SIMPSON, Paul Hudson
SINCLAIR, Peter Ross
STEVENSON, Hugh
VINCENT, Keith Robert
WALLIS, James Harvey
WHITE, Peter Adrian
WOODLEY, Cecil Mervyn

1911. He became Director of Navy Accounts in 1940. On behalf of his colleagues, the Secretary of the Department of the Navy (Mr. A. R. Nankervis) presented Mr. Mitchell with an easy chair and a standard lamp.

Mr. H. N. Mortensen, Director of Naval Stores, has returned to Australia after spending six months in Great Britain studying post-war developments at the Admiralty, including Naval Aviation supply problems. He also attended the Empire Conference on development, design and inspection of clothing and general stores.

Notes from the Petty Officers' Club, Flinders Naval Depot. By Petty Officer M. R. Collier, R.A.N.

A "Village Green" atmosphere prevailed at a cricket match held just before the start of the leave period in December. Combined Chiefs and Petty Officers' team versus Wardroom, in which Wardroom were defeated by a narrow

SPECIAL CADETSHIPS

Ashfield, N.S.W.
North Perth, W.A.

Port Street Boys' High School, Petersham.
Perth Boys' High School.

ORDINARY CADETSHIPS

Sale, Vic.
Newtown, Geelong, Vic.
Argenton, N.S.W.
Yarram, Vic.
Rutherglen, Vic.
Launceston, Tas.
Newtown, Ipswich, Qld.
Lannercost, Qld.
Maryborough, Qld.
Belgrave Heights, Vic.
Belmore, N.S.W.
Longford, Tas.
Dee Why, N.S.W.
Launceston, Tas.
Kew, Vic.
Cremorne, N.S.W.
Burwood, N.S.W.
Tahmoor, N.S.W.
Cottesloe, W.A.
Wyong, N.S.W.
Balgowah, N.S.W.
Mont Albert, Vic.
Glen Iris, Vic.
Barwon Heads, Vic.
Bendigo, Vic.
Rockhampton, Qld.

Sale Technical School.
Geelong College, Geelong.
Newcastle Technical High School.
Yarram Higher Elementary School.
Sogich College, Melbourne.
Launceston Church Grammar School.
Ipswich Boys' Central School.
Long Pocket State School.
Maryborough Boys' Intermediate School.
Wesley College, Melbourne.
Newington College, Stanmore.
Launceston High School.
North Sydney Boys' Technical High School.
Launceston Church Grammar School.
Melbourne Church of England Grammar School.
Naremburn Intermediate High School.
Port Street Boys' High School, Petersham.
Barker College, Hornsby.
Fremantle Boys' High School.
Canberra Grammar School.
North Sydney Boys' High School.
Box Hill High School.
Caulfield Technical School.
Geelong Grammar School.
Bendigo High School.
Leichhardt Ward Boys' State School, Rockhampton.

margin. After the match, the Chiefs and Petty Officers, with their guests, were entertained at afternoon tea by the Officers.

Late in January an interesting match will take place, when a combined Chiefs and Petty Officers' team will play the Victorian Cricket Association Umpires.

The Petty Officers had a field day at the Depot Sports on Wednesday, 17th December. They won four cups: three-quarter mile

relay, 440 yards relay, 880 yards relay, and the cup for the highest aggregate points. Petty Officer G. Thew (P.T.I.), in addition to winning the obstacle race, helped to build up points by his efforts.

Congratulations have been forthcoming to Petty Officer Bernie Lawler on his recent marriage. He received moral support from Petty Officers Alf Harris and Bob Cooper, who were best man and groomsmen respectively.

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One Up

Sybil: "Do you see that hand—some Lieutenant over there? I rejected him once."

Sylvia: "That's nothing, Dear. I rejected him twice."

Censorship

Old Lady: "Why wouldn't the Naval Authorities tell us how many enemy submarines were sunk while the war was on? It would have cheered us up."

Nobby: "I know, Mum. But we didn't have enough spare divers then to walk about the bottom and count 'em."

Over Heard

Two ratings from L.S.T. 3501 were vying with each other in describing to interested listeners the cold down at Heard Island.

"It was so cold," said one, "that the flame in our hurricane lamp froze, and we couldn't put it out."

"But that wasn't the worst," said the other. "I told the buffer off a beaut one day, but he never heard me. The words turned to ice and—stuck in my throat."

Asked For It

Wolf: "Excuse me, but haven't I met you somewhere?"

Red Riding Hood: "Possibly. I'm rather careless about where I go."

The Cynic

Small Boy: "Father, what is 'planned economy'?"

Parent: "An economic system, my boy, under which the Government either gives you all you have or takes all you've got."

Simple Mathematics

Jones: "I see here that a few years ago wives were responsible for the expenditure of 70 per cent. of the family income, but that figure has now dropped to 30 per cent."

Smith: "Yes! Wives and the other form of taxation have changed places."

No Nip

Indignant Barman: "What do you mean, walking in here and asking for a drink of water, and then walking out?"

McNab: "What did ye expect me tae do? Stagger out?"

Faith Healing

A newspaper report says that a man arrested in London last week on a burglary charge was found to be stone deaf. He will, however, get his hearing at next petty sessions.

Plonk

A correspondent recalls that he attended a ship launching in America during the prohibition era, when the ship was christened with a bottle of champagne from the local bootlegger's. When the bottle hit the stem, it blew a fuke off the port anchor and made two unauthorised scuttles under the flare of the starboard bow.



"Reporting fire in the magazine, Sir"

News of the World's Navies

Current R.N. Decorations

Despite the fact that the war ended two-and-a-half years ago, officers and men of the Royal Navy are still earning decorations. The first naval decorations for gallantry and distinguished service made in connection with the interception of illegal immigrant ships in the Mediterranean, were announced in the "London Gazette" in November last. They include a Bar to the Distinguished Service Cross, two D.S.C.'s, six D.S.M.'s, and 22 Mentions in Despatches.

U.S. Naval Strength

An article, "Arms and America," published in "American Outlook," sets out the following details concerning the U.S. Navy. Approximate strength—432,000 men, 45,000 officers; 80,000 men in the Marine Corps, and 8,000 officers; 550,000 men in Naval Reserves, and 266,000 officers. "American policy from the Arctic to Australia and from Britain to Korea," says the article, "is thus poised on a narrowing base of military strength. If that strength were suddenly challenged in widely sundered portions of the globe simultaneously, it could prove as embarrassing for America as it was for Britain between 1935 and 1941."

Naval Prize Money

Asked in the House of Commons recently whether he could now give an estimate of the amount of prize money available, and when grants could be made, the Parliamentary Secretary to the Admiralty (Mr. John Dugdale) replied: "No, Sir. Complete returns have not yet been received and cannot be expected for some time in view of the complexity of the position in some Dominions. Until the returns have been received in a final form it is not possible to make a reliable estimate of the amount of prize money available. For the

same reason I am unable to make any forecast of when the grants can be made. Approval has been given, however, to the inclusion of a Prize Bill among the Bills which it is hoped will be taken later in this session."

U.S. Navy to Cut Base Staffs

Admiral Louis E. Denfield, who recently succeeded Admiral Chester Nimitz as U.S. Chief of Naval Operations, has reported that the expiration of 200,000 enlistments would leave the Navy 75,000 men short of its present personnel figure at the end of this fiscal year. According to the "New York Times," Admiral Denfield said that the shortage of men would force the Navy to cut Base Staffs in order to enable it to maintain fighting strength.

Admiralty Forms W.R.N.S. Reserve

For the purpose of building a strong reserve of women with knowledge of the Navy, the Admiralty has decided to form a Women's Royal Naval Reserve, which will become known by the initials W.R.N.R. This decision means that thousands of wartime W.R.N.S. officers and ratings, now demobilised, may renew their association with the Navy. The reserve will be open to those women of British nationality with a satisfactory record of more than 12 months service, who will be prepared to volunteer to be called up for Naval service in the event of any future emergency. Officers and ratings who are selected will be enrolled as members of the W.R.N.R. but will not receive pay or allowances. There will be no compulsory training, but it is under consideration to arrange voluntary training for certain categories.

Russian Navy's Submarine Fleet

According to the "New York Herald Tribune," U.S. Secretary of the Navy, John L. Sullivan, testifying on U.S. Naval strength

before President Truman's Air Policy Commission, said that Russia is currently operating more than five times the fifty submarines with which Germany entered the war "and nearly won the Battle of the Atlantic." The Russians, he said, also have facilities to produce on short notice large numbers of the latest type of under-sea craft "vastly superior to any operated by the German Navy."

Jet Aircraft Lands on "Illustrious"

Britain's latest jet fighter, the Supermarine "Attacker," has carried out successful trials on board the aircraft carrier H.M.S. "Illustrious." There were serious difficulties in adapting the Attacker—one of the fastest fighters in the world—for landing-on and taking-off. The main difficulty was with the jet motor throttled back the pilot could not control the rate of sink when coming in to land—a vital need when landing on a surface which may rise or fall 20 feet with the movement of the sea. The Attacker is reported to have a speed of about 600 miles an hour.

U.S. Carrier-Borne Jet Fighter

Also capable of 600 miles an hour is the U.S. carrier-borne "Panther" fighter, which made its first public appearance recently. Describing a display given with a Panther at a shore field, the "New York Times" says that the aircraft—a Grumman fighter with folding wings—took off within 500 to 600 feet, climbed steeply, and made several passes at the field at speeds of more than 500 miles an hour. It went into steep climbs, banked sharply, and rolled before landing at about 85 miles an hour. Incidentally, it was powered by a British-made Nene jet engine capable of producing a static thrust of about 5,000 pounds. Equipped with external wing tip fuel tanks, the

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Panther will have a combat operating radius of 300 miles, and in addition to its role as a fighter plane, will carry bombs for raiding missions.

U.S. Britain Renounce Share of Italian Navy.

The Foreign Office has announced that Britain has, with a few small exceptions, renounced her rights under the peace treaty to a share of the Italian Navy. A similar decision by the United States Government was earlier announced by Count Sforza, the Italian Foreign Minister. The renounced ships must be scrapped, and cannot be added to the Italian Navy, composition of which is fixed by the peace treaty. But the Italian Navy will be spared the humiliation of handing over its ships to the Allies. Among ships originally allotted to be shared between Britain, the United States and Russia, were the battleships "Italia," 35,000 tons; "Vittorio Veneto," 35,000 tons; and "Giulio Cesare," 23,622 tons. Altogether there were some 30 warships.

U.S. Discards Many Pacific Air Bases.

The air arm of the U.S. Navy, which once had mighty naval air bases operating over the Pacific, has but six bases left in the entire area west of Hawaii, according to "Naval Aviation News," the official air magazine of the Navy. "You would never recognize the old battleground now,"

the magazine says. "Vice Admiral John D. Price, Commander Air Force, Pacific Fleet, has forwarded a report which would surprise many sailors who sweated out those long months before V-J Day. The only air bases to survive the peacetime 'rollback' to keep within budget limits are Agana and Orote on Guam, Kwajalein, Midway, Sangley Point in the Philippines, and Tanapag on Saipan. Discarded or inactivated are many old familiar bases—Majuro, Eniwetok, Truk, Manus, Espiritu Santo, Guadalcanal, Samar and Tinian."

R.N. Ship to Shore
Telephone Service.

A short range Radio-telephone service is now available for calls between Home Fleet ships and other ships on the Home Station, and telephone subscribers in Great Britain, Northern Ireland, and Eire. The service is not available to ships employed on troop or to any ships on passage to or from foreign stations. The effective range of this service is about 150 miles from Coast stations in the United Kingdom. The inclusive charges for all radio-telephone calls made from H.M. Ships to Admiralty, Naval Establishments or private subscribers in Great Britain, Northern Ireland and Eire are:—10/6d. for three minutes (minimum charge), plus 3/6d. for each additional minute or part of a minute.

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The Navy

EX-NAVAL MEN'S Association of Australia

Patron-in-Chief



His Majesty The King

Federal Council

In recognition of the valuable services rendered to our Association in Queensland, the Federal Council has approved of the award of Vice-Patronage to Captain E. P. Thomas, R.N. We trust that this gentleman will long continue his activities and keen interest in the Association's affairs.

Commander (E) O. F. McMahon, R.A.N. (Rtd.) first President of the Sydney Sub-Section, is kept busy welcoming ex R.N. and R.A.N. ranks and ratings into our Association besides taking an active part in the functions of the N.S.W. State Council.

Official opening of the N.S.W. Headquarters, which will be situated at "Denyer House," George St., Sydney, will be eagerly awaited by the local members who have contributed to the cost of purchasing this building.

Mr. A. R. J. Trimming, Hon. State Secretary of Western Australia, who has been in ill health for some months has tendered his resignation from office. The Federal Executive wishes Mr. Trimming a speedy recovery and good luck on his retirement from duty.

Victoria Section

THE State President and members of the State Council are pleased to announce that with the close of the year 1947, there were established in Victoria four Sub/Sections, and they look forward to more being inaugurated in the year 1948.

The Sub/Sections already formed in Victoria are:—Melbourne Sub/Section (Hon. Secretary, Mr. W. A. Juler, Box 1201 k., G.P.O., Melbourne);

Essendon Sub/Section (Hon. Secretary, Mr. C. L. Leggo, 24 Laura St., Moonee Ponds); Footscray Sub/Section (Hon. Secretary, Mr. W. J. Greenwood, 73 Madden St., Maidstone); Sandringham Sub/Section (Hon. Secretary, Mr. W. K. Y. Bromley, 238 Bluff Rd., Sandringham). All ex Naval personnel residing in these districts are invited to contact the respective Hon. Secretaries with a view to becoming members of our Association.

It is the desire of the State Council to have established in the various Metropolitan districts and in Country centres, Sub/Sections which will be of advantage to the ex Naval personnel residing in these areas, and request anyone interested in the formation of a Sub/Section in their district to contact the Hon. State Secretary (Mr. W. H. Sullivan), 383 Flinders Lane, Melbourne, for full particulars.

It is only by having all who served in the "Silent Service" in one Association that we can reasonably expect to give you the service for which we were founded: "Each for All" & "All for Each."

Obituary

It is with considerable regret that we have to report the death of the following members during the past quarter: Messrs. W. G. Patterson, L. J. Sibbett, G. Broadmead and W. G. Monteith. To the deceased's relatives we extend the heartfelt sympathy of all Officers and members of our Association.

H. E. Ivey,
State President.
W. H. Sullivan,
Hon. State Secretary.

Services Canteen Trust Fund.
A welfare fund of £2,000,000 has been established by the Trustees of the Services Canteen Trust Fund to be distributed for assistance in certain cases.

All applications for assistance are to be investigated by the State Regional Welfare Committee through various approved organizations or direct. Assistance will be granted in the following classes if authorised by the committee:—

1. To dependants of an ex-serviceman who dies, leaving them in need of assistance, if the committee considers the case particularly deserving.
2. To an ex-serviceman, with dependants, who is sick or unable to work through illness or an accident.
3. To an ex-serviceman whose wife or dependant child is sick and requires attention additional to that provided by social services.
4. To any ex-serviceman's widow who is in need of assistance due to sickness of herself or her dependants or to circumstances beyond her control.
5. To ex-servicemen or their dependants who are in necessitous circumstances and who are, in the opinion of the committee, deserving of assistance.
6. To the dependants of any totally or permanently incapacitated eligible ex-serviceman in need of assistance.

For the benefit of Ex-R.A.N. personnel who served in the 1939-1945 World War between the 3rd September, 1939, and 30th June, 1947, all of whom, in

February, 1948.

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case of need, are eligible to apply for assistance from the Canteen Trust Fund, the Ex-Navalmen's Association of Australia (Victorian Section) has engaged the services of a Welfare investigating Officer (Ex. W.R.A.N.S.) to handle their applications for assistance. This investigating Officer has had considerable experience in handling the cases of R.A.N. personnel under the R.A.N. Relief Fund and is conversant with the problems of Ex-R.A.N. Personnel. The Welfare Officer can be contacted at the Victorian Section Office, 383 Flinders Lane, Melbourne. January 1st, 1948, has been set down for the commencing date on which distributions in approved cases will be made.

QUEENSLAND.

Decision of the Brisbane Sub-section to introduce a Family night as an adjunct to each quarterly meeting was a move in the right direction. This was evident by the responsive attendance of members, relatives and friends at the inaugural function on December 1. Capt. E. P. Thomas, R.N., was among our guests.

Highlight was an illustrated talk on Asia-Minor by the State president (Mr. A. C. Nichols). The speaker related his experiences as a prisoner of war in Turkey for three years, from 1911 to 1918. He was a member of the crew of the AE2 which was abandoned after being struck astern by shellfire in the Sea of Marmara, on April 30, 1915. All aboard were saved.

AE2 was one of first two underwater craft commissioned by the Royal Australian Navy. The other was AE1. Both were ill-fated. AE1 was lost with all hands in New Guinea waters shortly after the outbreak of hostilities in 1914.

In post-war years Mr. Nichols kept in touch with Turkish affairs. He was in communication with the Minister for Education who supplied him with informa-

tion and photographs depicting the progress made by that country under the leadership of Kemal Pasha (or Kemal Attaturk as he was better known).

Mr. Nichols was accorded a hearty vote of thanks at the instance of Mr. Norman Pixley (Brisbane Sub-section president). The next Family Night is scheduled for March 1 when we hope to welcome a public figure who will address us on current affairs.

Then followed our first Christmas Tree party on December 13. Circumstances compelled a last minute change in venue to the V.A.D. Club rooms. Altogether 74 children of members and departed mates, aged from 6 weeks to 12 years, were entertained. Parents, too, turned up in force. Mr. W. M. Macdonald filled the role of Santa Claus in a highly efficient manner.

Success was due to the energy

NAUTICAL QUIZ

- (1) What is the association of the following ships, in stories of the sea by well-known authors? (a) The brig "Pilgrim"; (b) The clipper "The Bird of Dawning"; (c) The steamer "Nan-Shan"; (d) H.M.S. "Diomedé"; (e) The East Indiaman "Agra"; (f) The whaler "Pequod"; (g) The Elizabethan ship "Rose."
- (2) The name of Admiral Henderson is prominent in Australian naval defence. Who was Admiral Henderson?
- (3) Do you remember the names of the opposing Commanding Officers in the action between H.M.A.S. "Sydney" and S.M.S. "Emden" on 9th. November, 1914?
- (4) H.M.A.S. "Canberra" was lost in the Savo Island battle of 9th. August, 1942. Does any other Navy possess a "Canberra"?
- (5) The former Japanese Mandated Islands, the Marianas, were originally called the Ladrões. By whom were they so named, and why?
- (6) Over a long period of years a famous annual trade was carried on across the Pacific. Do you know it?
- (7) Do you know an essential constructional difference between the Panama and Suez Canals?
- (8) Where do you find the following types of craft? (a) Feluccas, (b) Dghaisas, (c) Cobles, (d) Catamarans, (e) Caiques, (f) Gufas, (g) Kayaks.
- (9) For what is the American cruiser "Maine" famous?
- (10) Who manufactured the first practical chronometer?

Answers on page 56.

presided at the piano.

The election of Miss Hazel le Marchand, as our first honorary member is worthy of comment. This lady promises to prove a tower of strength to our association. Already through her good graces, and other silent supporters, we have come into possession of a goodly quantity of crockery, glassware and furniture.

There appears every likelihood that State Council will launch a building fund appeal in 1948. Plans, so far, are in the elementary stage. An objective of £20,000 is spoken of as the target. Raising this sum would entail a considerable amount of hard work but should be well within our scope.

We are represented on the Australia Day Celebration Committee by Messrs. H. Forbes and W. M. Macdonald. Plans are afoot for us to be appropriately represented in the procession.

Miss M. Beresford (State Secretary) and Mr. C. Lambourne are our welfare and education representatives respectively on the Services Canteen Trust Fund. Administration in this State has been set up. The Navy and Air Forces now come within its scope.

Mr. J. P. Hills has resigned as Secretary at Rockhampton. He is now domiciled at Maryborough. The president is carrying out the secretarial duties until a successor is appointed. Rockhampton is running a series of dances in conjunction with the Air Force Association and The Australian Legion.

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BOOK REVIEWS

By G.H.G.

"AS YOU WERE—1947." A Cavalcade Of Events With The Australian Services From 1788 to 1947. Published by the Australian War Memorial, Canberra. Set up, printed and bound, by Hailestead Press Pty. Ltd., Sydney.

"As You Were—1947" is the twentieth in an imposing list of books published during and since the war by the War Memorial Board. Its predecessors, which, during the war years, consisted of separate volumes for each Service, set a high standard, both in content and in presentation and production. "As You Were—1947" maintains that standard.

As was its immediate fore-runner, "As You Were—1946," this book is one written and illustrated by members and ex-members of the three Services. It ranges far and wide in space and time, from the Army in Australia before Waterloo and the days of the Sudan Contingent of 1885, to the recent past and immediate past of the two world wars, and the present with the Occupation Forces in Japan. Therein lies something of the value of this book and of last year's production. The record of distant events which yet remain in personal memory find a permanency within their pages. The chances are that otherwise they would be lost, save to the few intimately connected with private records, odd diaries, letters and so on. As to more recent events, it is good that they should be recorded while their details are still fresh in memory, and before the elusive stuff of atmosphere has dissipated.

Most of the material in this book is factual. Much of it is reminiscence. There is plenty of humour. Because so much is factual and reminiscence, it is good. The authors wrote of what they knew and felt. There is a refreshing simplicity, a lack of straining after effect, a sincerity, which makes for enjoyable reading. The trouble with this book, from a reviewer's point of view, is that it

offers an embarrassment of riches. There is much of which one would like to write, but space does not allow for it.

"Too late now to pull out and go in again farther south. Day would be cracking very soon and as the leading boats touched the shingle a light flared on a knoll to the south, and against the dim skyline now in the eerie first light, was seen the tiny, agitated figure of the first Turk. A light flared again, a hoarse cry floated over the hills, a rifle flashed and a spark leapt from the shingle as the bullet struck. And then began Anzac." E. V. Timms, First and Second A.I.F., tells of it in "One Sunday Morning."

Crayton Burns, First A.I.F., in his "The Army in Australia Before Waterloo," justifies the claim in his opening paragraph that the early history of the Australian Military Forces offers engrossing reading to the student whose interest takes him back to those turbulent days of the late 1780's. Crayton Burns is an accomplished, tidy, and economic writer, who loses nothing of colour in his condensation. His contribution is a valuable one. He makes grateful acknowledgment of the use of research material gathered by the former Defence Librarian (the late Mr. R. K. Peacock) in the notes "The Imperial Troops from 1783 to 1870," which are now preserved in the Australian War Memorial at Canberra. An enquiring mind, and years of association with the Defence Library, made Mr. Peacock an authority with a great knowledge of Australian Military history, and with his death this country suffered a considerable loss.

In "Measures of Severity," David Griffin, 2nd A.I.F., tells the story of Changi Camp, and of the dreadful episode of the Selarang barrack square. The story loses nothing by the sober way in which it is told. In the filth and degradation of Selarang, the courage of the prisoners shines, a jewel made brighter and more serene by its setting. It is a story to inspire. Incidentally, it is illustrated by two authentic and damning photographs.

Two historic and interesting photographs also illustrate B. A. Harding's story of "The Battle of Macquarie Point," a battle which took place in Sydney Harbour in April, 1881, and the moral of which, according to a contemporary newspaper editorial, was that "at all costs we must keep an enemy out, and if that idea is fixed firmly in the minds of legislators, the powder that was burnt yesterday was blazed away to good advantage."

Austin Laughlin's—First and Second A.I.F.—"Closing Loopholes" is an interesting account of publicity censorship during the war. His description of the test carried out to show the possibility of communication with an enemy by medium of audience-participation radio programmes, offers convincing evidence of the necessity of strict control during wartime. Tom Gunning, a member of the New South Wales Sudan Contingent of 1885, has written an interesting account—and again there are good historic photographs. Tom Ronan's—Second A.I.F.—"The Songs We Sang" will awaken memories.

Dr. C. E. W. Bean, in his "The Stretcher-bearer Tradition," has written with feeling of a fine body of men. That tradition was established on the 25th April, 1915. . . . The stretcher-bearers, ambulance and regimental, were determined that, come what might, they would show themselves as ready to stake their lives on doing their job as were any fighting men. They showed this from the first hours of the Landing at Anzac. In the

battle which that day flowed over the ridges, where the low holly-oak scrub gave cover from bright only about knee high, many companies had every stretcher-bearer killed or wounded. Wherever a wounded man was seen in the scrub or a cry went up for bearers, these men made their way, whatever the danger." Dr. Bean tells a number of stories of individual heroism, and of quiet patience and tenacity.

One of the most delightful stories in the book is "The Boy With the Tin Iggis," by Lawson Glassop, Second A.I.F. It tells of how Sorbi Mahomed, Abdul and Achmed came to the camp at Deir Suneid one day, to know if anyone wanted to buy "tin iggis." It tells how Lawson Glassop liked Sorbi Mahomed; and of Abdul Azem, who had read "Robinson Crusoe" and "The Water Babies" and "David Copperfield," and was going to be a policeman. Incidentally, it throws a sidelight on the Arab feeling regarding Palestine. It is a story written with insight and delicacy.

Max Coolahan's—Second A.I.F.—"The Battle of Wadi Ya Rekn" will make you smile, as will J. C. H. Gill's—R.A.N.—story of "Bloody Bill" in "Lost By Enemy Action." And Biddy Moriarty's—Australian Red Cross Field Force—"Among My Souvenirs" will evoke memories in the most pleasant way. One could go on, for all are good. But we must leave the authors.

Of the artists represented, there are those past and present. George Lambert's "Cairo Street Scene" and "Es Salt Raid" are two good reproductions in full colour of typical work by this fine artist. Colin Colahan's "Ballet of Wind and Rain," another full-colour reproduction of a painting of airmen battling against a squall on their way across the field to their aircraft, is a completely satisfying piece of work, as is Ivor Hele's "Italian Prisoners Surrendering." Frank Norton, Roy Hodgkinson, William Dargie, Donald Friend, J. C. Goodchild and Dennis Adams are among the contemporary artists.

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tims represented to the book's great benefit.

Of considerable interest is the reproduction of the painting by Robert Hofman of the bombing of Wadi Fara by aircraft of No. 1 Australian Squadron on the 21st September, 1918. Robert Hofman, an artist by profession now living in Melbourne, was then an Austrian artillery officer serving with the Turks. He was in Wadi Fara, and the destruction of that day remains in his memory, and the painting is the result. Also on the pictorial side, Lieutenant-General Sir Carl Jess has produced two most interesting water colours illustrating military uniforms in Australia at the opening of last century, those of The Loyal Association, 1800, and The N.S.W. Veterans' Corps, 1810.

"As You Were—1947" is a credit to its contributors, its publishers and its printers. It is a book well worth having, and one that this reviewer can commend to you wholeheartedly.

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Won Award in Russian Convoys

Able Seaman Worden's Distinguished Service Medal was earned on the Arctic Murmansk route

AMONG personnel of the Royal Australian Navy who put in the bulk of their wartime service with the Royal Navy is Able Seaman Frederick Neville Worden, D.S.M., R.A.N.R.

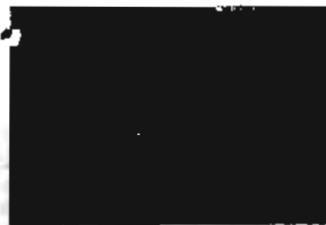
A New South Welshman, Able Seaman Worden entered the Royal Australian Navy at Sydney as an Ordinary Seaman in December, 1940, and proceeded overseas nine months later, remaining with the Royal Navy until his return to Australia in November, 1945. His service was mainly performed in Motor Launches, in M.L. 471 and M.L. 173. He was also, however, in H.M. Ships "Hornet" and "Bamborough Castle," and it was while he was in this last named ship, from April, 1944, until August, 1945, that he performed service which earned for him the award of the Distinguished Service Medal. When, on June 22nd, 1941, Germany attacked Russia, a heavy new commitment was imposed on the Royal Navy. Russia was in urgent and continuous need of fighting equipment, and the Arctic route to her northern ports was the main supply line by which it could be transported to her. The first convoy sailed from Britain for Archangel on 21st August, 1941, and with it began a regular service of military supplies to the Soviet. The route was one which was subject to great rigours and great dangers. To the rigours of the Arctic weather, long black nights, heavy gales, sleet and snow and ice, and penetrating cold. To the ever present danger of enemy attack, by air, by submarine, and by surface ships.

The story of the Russian Convoys is one of gallantry and endurance on the part of the men of the Royal Navy and of the Merchant Service against the bitter Arctic weather and sea conditions, and against a resourceful and determined foe, and Able Seaman Worden's award was made for his service and the part he wrote in the story of these convoys.

The citation accompanying his award reads: "For gallant service, endurance and devotion to duty while serving in H.M.S. "Bamborough Castle" in the Arctic Sea while escorting convoys to and from North Russia."

Able Seaman Worden was demobilised in February, 1946.

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The Navy

SISTERS UNDER THE SKIN

By "The Passenger"

MY friend, Mr. Arthur Jenkins, the Saloon Deckman of the "Southern Star," spluttered and gasped for breath so that I was fain to pat him on the back to assist in his recovery. We were sitting in his locker on the boat deck, watching the blue horizon rise and fall gently and regularly over the snowy boat covers as the "Southern Star" rolled easily to the long Atlantic swell. He had been in the act of drinking from the bottle of beer I had thoughtfully provided, and when I had nudged him to attract his attention, the result had been as unexpected to me as it had been, apparently, to him.

"Ere! Wot did you go a'doin' of that there for?" he asked with considerable indignation when he had at last subdued his choking. "Made me apill 'arf that there beer, you did. It were a good job it weren't near the end of the bottle, or you might 'ave caused a serious accident."

He wiped his chin resentfully with the sleeve of his faded dungaree jacket, while I apologised humbly. "I wanted," I explained, "to draw your attention to those two girls."

A couple of young passengers, they had walked past the locker, and were now at the far end of the deck, just turning to come our way again in the course of their promenade. Identical in height and feature, they were dressed similarly in green and white striped fishermen's stocking caps, orange coloured pull-overs, short green skirts, bobby socks and canary sports shoes. Aged about sixteen, they were a colourful pair who had joined the ship a couple of days earlier at Tenerife. I remarked on their appearance and similarity to the Saloon Deckman,

and ventured the opinion that they were twins.

"They are, Mister," he said. "Name of 'Amilton. And as stuck-up a pair of young smart Alecks as you'd find in a day's march. Take after their old woman, they do. One of these 'ere bossy sort. Brought their own deck chairs with 'em, they did. And all the time it's 'Put my chair 'ere, Deckman,' an' 'Put my chair there, Deckman,' as though I 'aven't got enough to do without dancin' attendance on 'er all day. 'Ad to tick 'er off before she'd been aboard the bloomin' ship five minutes, I did. Stooard! Called me stooard!"

The Saloon Deckman bridled with indignation at the thought, and his normally sunburnt and freckled countenance took on a richer hue under the stress of emotion.

"Has she a husband?" I asked.



"An' 'a pulls out a quid note an' sends it to me."

"Im!" said the Saloon Deckman. "Colonel 'Amilton, 'e is. Leastways, that's wot's on the card on 'is deck chair. But 'e don't count. Colonel! Bloomin' prisoner of war, that's wot 'e is, condemned perpetual to life in a 'orror camp. Can't call 'is soul 'is own. And to think," continued my friend, embarking on a philosophical strain, "that there's two poor blokes 'oppin' around this 'ere world, as free as birds an' not knowin' they're well off, as is condemned to 'ave 'er for a mother-in-law before many years is passed, once them two twins gets their nips in."

"Oh, I don't know," I expostulated. "They 'ook quite nice girls. Young, of course, and at the silly age. But they look quite pleasant."

"That's wot some poor unfortunate blokes is goin' to think," said Mr. Jenkins darkly, "until they wakes up w'en it's too late to do anything about. I seen it 'appen, time an' time again."

"They might," I suggested, "take after their father. Girls often do. And if one does, it's pretty certain that the other will also. Twins are nearly always alike."

"Don't you believe it, Mister," said my friend. "They may look alike, but that don't mean nothing. Like ships, they is. You can get sister ships wot is identical in every way. Built to the same plans in the same yard, engineered the same, every bloomin' thing the same about 'em. Yee they'll be 'ave as different as chalk from cheese. Take this 'ere ship wot we're now on board of. She's as good a ship as you'll find, even if I does say it as shouldn't, seein' the responsible position I 'as on board, wot might 'ave something to do with 'er efficiency, as you might say. An' then take 'er sister, the 'Southern Cross'. A knot slower, 'igher fuel consumption, always in trouble an' breakin' down, an', in fact, completely different from this 'ere ship. Of course, I know as she 'asn't got no outstanding personality on board, like me, in a manner of

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speakin', an' that night 'ave somethin' to do with it. But the fact remains, as they say."

The Saloon Deckman shook his head. "No, Mister," he said. "You can't go on looks, nor you can't go by twins, neither, as Captain Rogers, of the 'Southern Cross,' found out to 'is sorrer."

"Tell me about it," I suggested, and, as my friend cast a longing look at the empty beer bottle, I added, "I have another one down in my room, which I'll bring up later."

"All right," said the Saloon Deckman. "I'll tell yer, seein' as it might be a warnin' to yer. But," he added, apropos of the beer, "I don't want no hribin', Mister. That ain't in my line, though if . . . Owever! It were this way."

LYIN' in Cape Town Docks, we was. The 'Southern Cross' on one side of the pier, an' us on the other. As like as two peas to look at, but different in natures, as you might say, as I was a tellin' yer. It were pretty late at night, an' everything's quiet like, an' me 'avin' a quiet look around the saloon deck, w'en a bloke comes up the gangway from ashore an' starts to walk for'ard as though 'e owns the bloomin' ship.

"A youngish bloke 'e were, an' by the looks of 'im 'e'd been ashore enjoyin' 'isself. 'Ad one or two under 'is belt, as you might say. I thought as 'ow 'e were probably a passenger, but I thinks I'll keep my eye on 'im, and to my surprise 'e goes straight along the deck an' up the boat deck ladder. So I follows."

"You can imagine my surprise w'en 'e makes straight for the Ol' Man's room, the Ol' Man bein' ashore, an' the door bein' on the 'ook; an' this 'ere bloke, 'e un'ooks the door as large as life, an' walks in."

"Well, I don't know wot to do for a minute or so, an' I 'angs about outside, an' presently I 'ops round an' 'as a dekkio through the port, wot 'ad a curtain drawn."

An' then I sees this bloke is makin' 'isself at 'ome. 'E 'as took 'is 'at 'an coat off an' chucked 'em on the settee, an' 'as opened the Ol' Man's drink locker an' got out a bottle of wisky an' mixed 'isself a drink, an' 'as picked up a framed photo of a tabby wot was on the Ol' Man's desk, an' 'is lookin' at it an' talkin' to it. 'And where did you come from, my dear?' I 'ears 'im say."

"An' then I 'ops round to the door an' walks in an' confronts 'im, as the sayin' is, thinkin' 'ow proud the Ol' Man will be when 'e learns as 'ow Arthur Jenkins 'as been lookin' after 'is interests in 'is absence."

"Well, this 'ere strange bloke, 'e ain't a bit put out when I 'ops in on 'im like that. Instead, 'e faces up as bold as brass."

"An' 'oo the blazes might you be?' 'e says to me."

"That there were just the question I were goin' to ask you," I tells 'im, dignified like."

"Oh! Were it?" 'e says. "Well, let me tell you, my lad, you'll find out 'oo I am quick an' lively," 'e says. "Are you one of the crew of this 'ere ship?" 'e asks."

"I am," I says. "Then you must be drunk," 'e says, 'to come 'oppin' into the Captain's room like this. You 'op off quick,' 'e says, suddenly gettin' very fierce like, 'or I'll log you in the mornin' my lad,' 'e says, 'an' make you sorry for these 'ere carryin's on."

"You'll log me," I says, sarcastic like. "Listen, Mister, I'm gettin' the police to run you in, see? An' just then I 'ears footsteps on the deck outside, an' I carries on. 'I ain't 'avin' you a'bustin' into the Captain's room, wot is the finest Captain in the Merchant Service of the ol' bloomin' seven seas."

An' just then I'm interrupted by our Ol' Man comin' in an' sayin': 'Wot's goin' on 'ere?' them bein' 'is footsteps wot I'd 'eard."

"An, to my surprise, when 'e sees this 'ere strange bloke, 'e says: 'Why, Captain Rogers, this 'ere's a pleasant surprise. An' then 'e

turns on me like a pickpocket. 'An' wot the blazes are you a doin' of in my room?' 'e asks."

"Which just shows you, Mister," said the Saloon Deckman, "ow grateful people is, 'im 'avin' 'eard me praisin' of 'im up only a minute before, me 'avin' raised me voice on purpose."

"But that's all you expect from people these days, an' I gets emptied out of his room, an' blow me if it don't turn out that this 'ere strange bloke is Captain Rogers, of the 'Southern Cross,' wot 'ad come back from a night ashore an' walked aboard the 'Southern Star' by mistake, them bein' sister ships an' 'im bein' a bit under the weather, as you might say."

"Well, I'm down on the saloon deck again, thinkin' over this 'ere perversion of 'uman nature, when about 'arf a hour later, Captain Rogers, 'e comes along from the Ol' Man's room on 'is way back to 'is own ship. 'E comes up to me when 'e sees me, an' 'e says: 'Well, my man,' 'e says, 'I'm sorry about that there mix up. It is a thing, wot might 'appen to anyone, 'e says, an' 'e pulls out a quid note an' 'ands it to me. 'We'll forget all about it,' 'e says. An' 'e's just walkin' off when 'e sort of remembers something an' comes back. 'By the way,' 'e says. 'You wouldn't 'appen to know the name an' address of that there lady 'oo's picture's on the Captain's desk up there, would you?' 'e says."

"I tells 'im no, I didn't. An' then 'e says as 'ow 'e thinks she's a old friend of 'is, 'oo's address 'e's mislaid. An' 'e particular wants to get in touch with 'er. 'If you could get that there information for me,' 'e says, 'an' nick across with it to-morrow mornin'. It'll be worth a fiver to yer,' 'e says."

"Well, Mister, 'e were a nice bloke, an' I wanted to oblige 'im if I could. An' I got that there information off of the Captain's Tiger. Cost me a quid, it did, 'im bein' a thievin' 'ound. Says as 'ow it were against 'is principles for to go givin' away information like

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that, seein' as 'ow the Ol' Man were very sweet on this 'ere girl, an' wanted to keep other blokes off, especially blokes like Rogers, 'oo might cut 'im out. She were a very sweet girl, too, the Captain's Tiger says. Simple an' kind an' gentle, an' it would be a pity for some third party to come in bustin' up a romance. Still, a bloke 'ad to live, an' 'e'd do it for a quid.

"So I gets the information, an' I ducks over to the 'Southern Cross' next morning an' collects a fiver for it from Captain Rogers. A Sydney girl she were, one of twins, an' as we was 'omeward bound to England an' the 'Southern Cross' were on 'er way out to Australia, this 'ere Captain Rogers gets in a jump 'ead of our Ol' Man, an' in no time 'e's all tied up, an' blow me if the followin' voyage 'e weren't married. An' Mister, 'e's rued the day ever since, for a real tiger she turned out to be."

"But," I began, "I thought you said that she was a simple and kind . . . Oh!" I continued, as light dawned on me. "You said she was one of twins. I suppose he married the other sister, eh?"

"Well, you suppose wrong," said the Saloon Deckman. "E married the simple and kind and gentle looking one wot our Ol' Man 'ad been after, an' our Ol' Man married the twin. An' our Ol' Man rued the day just as much as that there Rogers did. Both of these 'ere girls was simple and kind and gentle lookin'. But, bless you, Mister, that don't make no difference. They was tigers for all that. The same as Mrs. Jenkins.

"That's where women an' ships is different. Ships may look the same but be different. It don't matter whether women look different or the same. They're all sisters under the skin. An' that's why, if a bloke 'as any sense, 'e gives 'em a wide berth.

"An' now, Mister, wot about that there 'bottle o' beer?"

The Navy

Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

His Excellency the Governor-General in Council has approved of the following changes being made:—

PERMANENT NAVAL FORCES OF THE COMMONWEALTH (SEA-GOING FORCES).

Appointments.—Commander Guy Beauchamp Hodgkinson, D.S.O., is appointed on loan from the Royal Navy, with seniority in rank of 30th June, 1941, dated 20th September, 1947. Lieutenant-Commander Henry Peter Aillingham is appointed on loan from the Royal Navy, with seniority in rank of 26th May, 1947, dated 20th September, 1947. The Reverend Gordon Reginald George is appointed Chaplain (on probation), dated 18th November, 1947. Alan Gibb McParlane (Lieutenant (S), R.A.N.R.) is appointed Lieutenant (S), with seniority in rank of 25th September, 1940, dated 18th October, 1947.

Promotions.—Lieutenant (Acting Lieutenant-Commander) William John Dovers, D.S.C., is promoted to the rank of Lieutenant-Commander, dated 16th November, 1947. Sub-Lieutenants Dean Charles Bennett and John Charles Michael are promoted to the rank of Lieutenant, dated 16th November, 1947. Sub-Lieutenant Jack Scott-Holland is promoted to the rank of Acting Lieutenant, dated 10th November, 1947. Sub-Lieutenant (E) Peter Terrington Edwards is promoted to the rank of Acting Lieutenant (E), dated 16th September, 1947. George Raymond William Beavis, Acting Commissioned Gunner, is promoted to the rank of Commissioned Gunner, dated 1st October, 1947. Thomas Henry Fisk, Chief Petty Officer, official number 19948, is promoted to the rank of Boatswain (Acting), dated 6th October, 1947. Stanley Arthur Hall, Chief Petty Officer Telegraphist, official number 22039, is promoted to the rank of Warrant Telegraphist (Acting) (Shore Wireless), dated 9th October, 1947.

Confirmation in Rank.—Acting Lieutenant John Ferguson, D.S.C., is confirmed in the rank of Lieutenant, with seniority in rank of the 1st July, 1943, dated 5th November, 1947.

Termination of Appointments.—The appointment of William Evan Crawford Allan as Acting Temporary Commissioned Boatswain is terminated, dated 30th October, 1947. The appointment of Verner Williams Marks as Temporary Warrant Engineer is terminated, dated 21st October, 1947.

EMERGENCY LIST.

Appointment.—Brian Walter Bourke (Ex Temporary Sub-Lieutenant (E)) is appointed Sub-Lieutenant (E), with seniority in rank of 12th October, 1944, dated 27th October, 1947.

RESERVE LIST.

Termination of Appointment.—The appointment of Lieutenant-Commander (E) Edwin John Rose for temporary service is terminated, dated 13th October, 1947.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH. ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Termination of Appointments.—The appointment of Ronald Hugh Creasey, D.S.C., as Temporary Lieutenant (Acting Temporary

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Lieutenant-Commander) is terminated, dated 24th September, 1947. The appointment of John Richard Neville as Temporary Lieutenant is terminated, dated 19th September, 1947. The appointment of William Bruce Jeavons as Temporary Sub-Lieutenant is terminated, dated 13th August, 1947. The appointment of Francis Gerald Squire as Temporary Commissioned Officer from Warrant Rank is terminated, dated 16th September, 1947.

ROYAL AUSTRALIAN NAVAL RESERVE.

Termination of Appointments.—The appointment of Ian Geoffrey Allen as Lieutenant is terminated, dated 4th September, 1947. The appointment of Alexander Joseph Lyons as Lieutenant is terminated, dated 8th September, 1947.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointment.—John Herman Picken, D.S.M., is appointed Warrant Engineer, dated 29th October, 1947.

Promotion.—Lieutenant Montague William Mathers is promoted to the rank of Lieutenant-Commander, dated 1st September, 1947.

Resignation.—The resignation of Charles MacDonald of his appointment as Acting Lieutenant-Commander is accepted, dated 16th October, 1947.

CORRIGENDUM.

With regard to Executive Minute No. 46—notice of which appeared on page No. 2141 of Commonwealth Gazette, No. 145 of 8th August, 1946—that portion relating to the termination of the appointment of Lieutenant (Special Branch) James William McNiff, Royal Australian Naval Volunteer Reserve, is cancelled.—(Ex. Min. No. 62—Approved 9th December, 1947.)

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

FIRST NAVAL MEMBERS.

Continued from page 18.

part in the first-war operations in the Baltic and Black Seas. Captain of Dockyard and King's Harbour Master, Rosyth, 1921 to 1923; Senior Officer Reserve Fleet, the Nore, 1924 to 1925; he was Commanding Officer of the aircraft carrier H.M.S. "Eagle" from 1925 to 1926. Promoted Rear-Admiral in 1927, he was appointed Rear-Admiral First Battle Squadron, Mediterranean Fleet, in 1928. His term of office as First Naval Member was from 1929 to 1931. Promoted Vice-Admiral, he became Vice-Admiral Commanding, Reserve Fleet, from 1922 to 1934. Created K.B.E. in 1935, he was promoted Admiral and placed on the reserve list the following year.

Vice-Admiral Sir George Francis Hyde, K.C.B., C.V.O., C.B.E., R.A.N., was the first R.A.N. Officer to become First Naval Member when he succeeded Rear-Admiral Kerr in 1931. Born in 1877 at Portsmouth, England, he entered the Royal Navy and transferred to the Royal Australian Navy. Commander of H.M. A.S. "Australia" from 1913 to 1915, he was Commanding Officer of H.M.S. "Adventure" and Flag Captain to Admiral Sir Lewis Bayly from 1915 to 1917. He spent the following year at the Admiralty, and was Commodore Commanding the Royal Australian Naval Squadron from 1926 to 1929. From 1930 to 1931 he commanded the Third Battle Squadron. His term as First Naval Member was from 1931 to 1937.

Admiral Sir Ragnar Musgrave Colvin, K.B.E., C.B., was Vice-Admiral Hyde's successor, and was First Naval Member at the outbreak of war, remaining in the appointment until ill-health forced his retirement in 1941. A cadet in H.M.S. "Britannia" in 1896, he was promoted Lieutenant in 1902, Commander in 1913, and Captain in 1917. A gunnery specialist, he served in H.M.S. "Revenge" at the Battle of Jutland. From 1922 to 1924 he was

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Naval Attache for China and Japan, and was subsequently Flag Captain to the Commander-in-Chief, Atlantic Fleet; and Director of the Tactical School, Portsmouth. Promoted Rear-Admiral in 1929, he became Chief of Staff to the Commander-in-Chief, Atlantic Fleet, from 1930 to 1932; Rear-Admiral Second Battle Squadron, 1932 to 1933; and Vice-Admiral Commanding, Royal Naval War College, Greenwich, from 1934 to 1937.

Vice-Admiral Sir Guy Charles Cecil Royle, K.C.B., C.M.G., succeeded Admiral Colvin as First Naval Member in 1941. Born in 1885, he had wide and distinguished service in the Royal Navy. From 1924 to 1927 he was Naval Attache at the British Embassy, Tokio. From 1933 to 1934 he was Commanding Officer, H.M.S. "Glorious"; following which he was for two years ashore as Naval Secretary to the First Lord of the Admiralty. From 1937 to 1939 he was Vice-Admiral Commanding, Aircraft Carriers; and during the first year of the late war was in command in H.M.S. "Ark Royal." Previous to his appointment as First Naval Member in 1941, he was for a year Fourth Sea Lord at Admiralty.

Vice-Admiral Sir Louis Henry Keppel Hamilton, K.C.B., C.B., D.S.O., the present First Naval Member, succeeded Admiral Royle in 1945. Born in 1890, the son of the late Admiral Sir F. T. Hamilton, G.C.V.O., K.C.B., and Maria Walpole, daughter of Admiral of the Fleet the Honourable Sir Henry Keppel, G.C.B. he entered the Royal Navy from Osborne. As a Lieutenant he served in the 1914-18 War, and was awarded the D.S.O. for services in the Cameroons. He served with distinction in the recent war, being awarded a Bar to the D.S.O., and the Russian Order of St. Stanislas and the Norwegian War Cross. From 1943 to 1944 he was Flag Officer-in-Charge

Malta. Sir Louis Hamilton was promoted Admiral in 1945.

These, then, are the men, all officers of the Royal Navy, whom Rear-Admiral Collins now succeeds as the first graduate of the Royal Australian Naval College to occupy this important position. They are the men who, during the formative years of the Royal Australian Navy—those years during which the boys entering the College fresh from school have trained in that greater, more exacting school of the Sea, the Navy, and warfare—have guided the destinies of the Service and built it up, holding it in trust until an Australian, Australian-trained, could take over and carry on.

Australia generally, and the Royal Australian Navy in particular, owes them and their great parent Service, the Royal Navy, an enduring debt of gratitude. Through them, and through the Royal Navy, both our Country and its Navy have benefited by example and precept, by sound advice and never-failing interest. We can be sure, now that the Royal Australian Navy has reached maturity, that none are more happy than they to see it, and that their sincere blessing, with that of the Admiralty and the Royal Navy, goes to the newly appointed First Naval Member and the Service of which he is the head.

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Answers to Nautical Quiz

- (1) (a) The brig "Pilgrim" is the vessel in which Richard Henry Dana sailed from Boston in "Two Years Before The Mast"; (b) The clipper "Bird of Dawning" is the ship in Masfield's novel of that name; (c) The steamer "Nan-Shan" is the heroine of Conrad's "Typhoon"; (d) H.M.S. "Diomedee" figures in Marryat's "Peter Simple"; (e) The East Indiaman "Agra" is in Charles Reade's "Hard Cash"; (f) The whaler "Pequod" was Captain Ahab's ship in Herman Melville's "Moby Dick"; (g) Charles Kingsley wrote of the "Rose" in "Westward Ho".
- (2) It was Admiral Sir Reginald Henderson who, invited by the Commonwealth Government to visit Australia and give his opinion on "all measures to be taken, both forthwith and in the future, on the formation of the Fleet," drew up his "Recommendations" which formed the basis for the Australian Naval defence programme of 1911.
- (3) The Commanding Officer of H.M.A.S. "Sydney" was Captain J. C. T. Glossop, R.N. The Commanding Officer of S.M.S. "Emden" was Captain von Muller.
- (4) Yes, the United States Government named one of its cruisers, launched early in 1943, U.S.S. "Canberra," in honour of H.M.A.S. "Canberra." The naming ceremony was performed by Lady Dixon, wife of the Honourable Sir Owen Dixon, K.C.M.G., then Australian Minister to Washington.
- (5) They were so named by their discoverer, Ferdinand Magellan, from the Spanish word for "robbers," because of the thieving habits of the natives.
- (6) It was the trade carried by the Spanish between Manila in the Philippines and the west coast of America; originally with Callao, in Peru, and then with Acapulco, in Mexico, so that the ship making this yearly traffic became famous as the "Acapulco Galleon." Manila became the market for all Indian commodities which were sent in the galleon to the South Seas, then to return to Manila from American mines.
- (7) Owing to the different levels between the Pacific and the Atlantic and the Panama Canal system of locks. The Panama Canal has no locks.
- (8) (a) Feluccas in the Nile and on the Niger; Dhghaisas at Malindi; Cobles on the south coast of England; amaranis at Colombo; Caiques in Greece; Gufas on the Euphrates; (g) Kayaks among Eskimoes.
- (9) The blowing up of "Maine" in Havana harbour on 15th. March 1898, led to the Spanish-American War.
- (10) The Yorkshireman, Harrison, 1693-1776.



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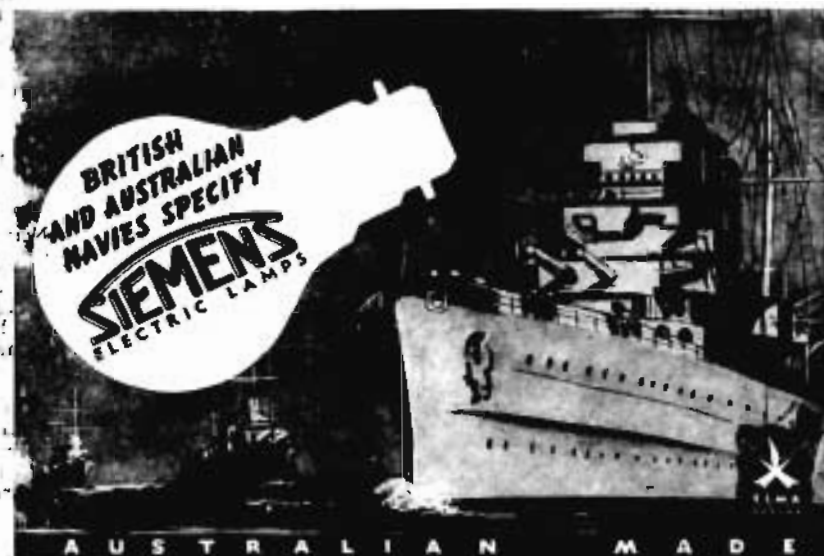
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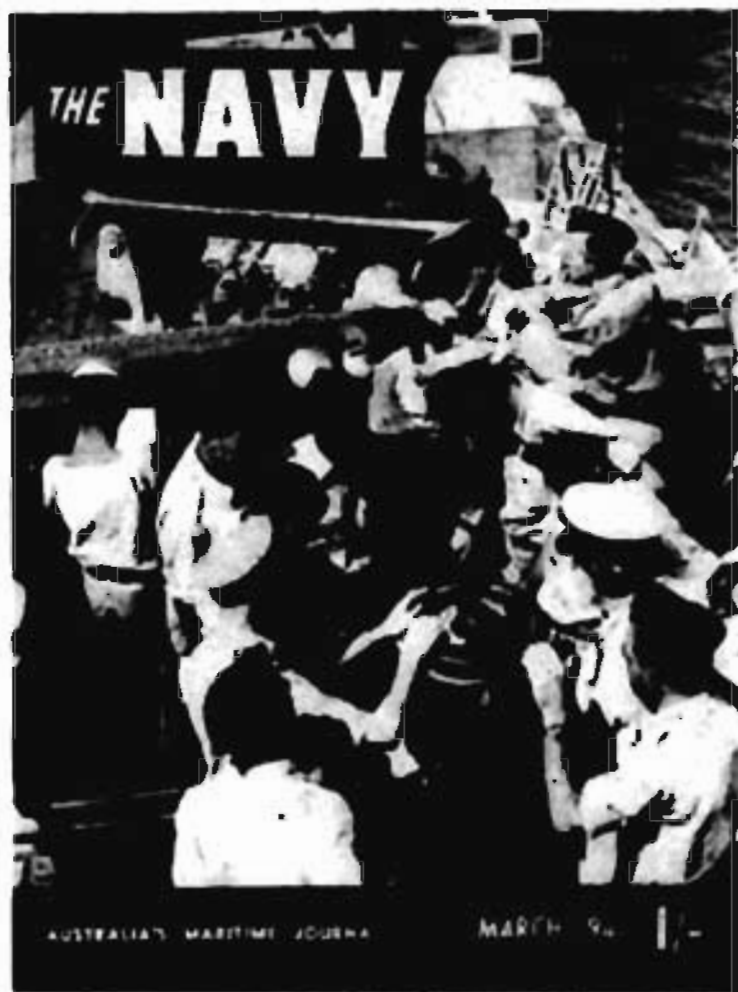


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March, 1948.

CONTENTS

VOL. 11.

MARCH, 1948

No. 3

EDITORIAL

Letters to the Editors	5
Editorial	10

ARTICLES

The Roaring Forties	Sidney James	12
Destroyers of the R.A.N.	Reuben Ranco	22
Censorship and Publicity	John Clerk	25
Diving Has Its Moments	R. L. White	35

PERSONALITIES

Lieut.-Commander G. J. Cliff, R.A.N.V.R.	15
Captain (S) Patrick Parry, O.B.E., R.A.N.	20
Chief Petty Officer J. H. Hutchings	41
Chief Petty Officer Cook (S) R. H. Bland	41

OVERSEAS NEWS.

News of the World's Navies	27
Maritime News of the World	29

SPECIAL FEATURES

The R.N.S.A. Solent Class Cruiser	14
Seas, Ships and Sailors	Norton 19
Nautical Question Box	Captain R. C. C. Dunn, A.I.N.A. 31
Navy Spotlight	Social Reporter 32

HUMOUR

Navy Mixture	37
Premdergast	37

NAVAL OCCASIONS

What the Navy Is Doing at Sea and Ashore—	
Squadron Dispositions	38
General	39
Personal	40

BOOK REVIEWS

"It Might Happen Again"	Admiral Lord Chatfield	42
-------------------------	------------------------	----

FICTION

A Most Successful Evolution	A. E. Morrison	53
-----------------------------	----------------	----

GENERAL

"The Navy" for Next Month	3
Naval Appointments, etc.	48
Nautical Quiz	58

ASSOCIATIONS, CLUBS.

The Navy League	9
Ex-Naval Man's Association of Australia	47

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The Navy

THE NAVY FOR NEXT MONTH

A number of correspondents have written in to us asking that consideration be given to suggestions they make regarding publishing certain items in "The Navy." Various considerations govern our ability to fall in with the suggestions made. Most of them are good ones, which we hope to be able to meet, and which we are giving thought to now. We always welcome suggestions from our readers. So let us have them. If we can use them to meet your requirements, we shall do so. If we cannot, we shall tell you why. But certainly some that we have already received will be met in a forthcoming issue. In the meanwhile, in "The Navy" for April, you will find among the contents:

A Sailor's Delight

Something of the old days of sail, in picture and story, especially in picture. A contributor who made a voyage home to "Falmouth for orders" as an apprentice in the Finnish barque "Winterhude" some years back, has sent along a brief article outlining his experiences, and some interesting photographs which will delight all those who love sail—and they are many. So watch for this in the next issue of "The Navy."

Half-Way House

The Union of South Africa is a very pleasant half-way house on the via-the-Cape route to Australia, and a contributor, in an illustrated article, tells something of the run to the Cape from the United Kingdom, and of the Cape itself from the visiting seamen's viewpoint, and of the South African coast round to Durban. Many R.A.N. personnel, as well as Merchantmen, have had experience of the Union, and this article may jog their memories of a pleasant spot on this earth.

They Wrote Of The Sea

The sea has produced quite a number of writers who have become recognised as masters of their second craft, men such as Masfield, Conrad, Marryat, and others; while the sea has coloured the writings of many other authors who wrote from but fleeting experience or even—although authoritatively—at second hand of ships and seamen. In an article in the April issue, a contributor discusses some of these, and the work they have produced.

Mr. Pryke Again

Mr. Pryke, and the Master and Officers of the S.S. "Castlecrag" come to us again in the forthcoming issue, and discuss sea affairs over high tea in the ship's saloon.

General

All the usual features will be included in next month's issue. Editorial Comment, "Maritime News of the World," "News of the World's Navies," "What the R.A.N. is Doing," A Short Story, and the latest from the Navy League and the Ex-Naval Men's Association.

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LETTERS TO THE EDITORS

"City of Adelaide"

Sir,

I enclose a cutting from a Melbourne paper which gives the story of "City of Adelaide," the hulk which lies beached at Cockle Bay, Magnetic Island, North Queensland. From this you will no doubt be able to ascertain whether or not she is the same vessel as the one mentioned in "The Colonial Clippers," this being the information asked for by Mr. N. Allen, ("The Navy," January, 1948).

I find your magazine most interesting, but trust that more articles of Merchant Service interest will continue to appear.

Memories were revived by "One Of The Wavies" reference to the Sultan of the Maldives' brig in his article on Colombo in the issue for January. Like many other Australian seamen I was infatuated by this beautiful brigantine, "Fathul Bari," as I understood her to be at the time. Her wood and rope work would have to be seen to be believed, as would the perfect cleanliness of the vessel generally. The neatness with which the half-naked native officers kept their sight books would put the average deck officer to shame. A visit on board her was certainly an unforgettable experience.

Yours faithfully,

H. W. Bolles,
Second Officer,
M.S. "Corinda."

Thank you for your letter, and for the cutting you enclosed. In regard to the Sultan of the Maldives' yacht in Colombo, it is interesting to note that you understood her name to be "Fathul Bari." You will notice that "One Of The Wavies," in his article to which you refer, did not himself ascertain her name when he was in Colombo, but saw in a letter published in the English nautical magazine "The Trident," that she was called the

"Athiyyathurrahman," so that it is possible that there may be some misunderstanding regarding the name, although it is unlikely that two ships are involved. If any other reader can throw any light on this, his remarks would be appreciated. For the benefit of other readers who have not seen the newspaper cutting about the "City of Adelaide," it is from the Melbourne "Age" of 8th November, 1941. Written by "C.D.G.," it gives a short but full history of the "City of Adelaide" from the time of her arrival on the Australian coast in 1864 and her employment on the Sydney-Melbourne run as a brig-rigged steamer, on through her career as a "Jackass" rig four-masted barque, and to her final period of service as a Howard Smith coal hulk at Townsville.

Ed., "The Navy."

Not the Lubbock "City"

Sir,

In the January number of your magazine Mr. Norman Allan enquires re "City of Adelaide." The hulk referred to is not the ship mentioned by Basil Lubbock, but was a brig-rigged steamer built in Scotland in 1864, and owned by the old A.S.N. Co. She traded between Sydney and Melbourne mostly. The following details I take from the Register of Australian and New Zealand Shipping, 1879. "City of Adelaide"—Master, D. Walker 238—Iron S.S. 200 H.P. Reg. Tonnage, gross 1211, net 824. Length 252-8. Beam 28-3. Depth 24-4. Port of Registry, Sydney. No. 40261. Date of Registry, 1871. Built, Renfrew, 1864. Signal letters, WSHB. Owners, A.S.N. Co. Survey and reference, 1/209, R/1047. Her last appearance as a steamer in Port Phillip was in 1885. She was afterwards laid up until 1889, when she was sold and converted into

LETTERS TO THE EDITORS

a sailing vessel, rigged as a four master Jackass Barque. In 1896 I remember seeing her in the timber basin, Yarra, unloading American lumber. Some years later Howard Smith converted her into a hulk for service at Townsville. Later still she was superseded by the "Konowarra," then sold, gutted and beached in Cockle Bay. When last at Townsville I made a special trip to Magnetic Island in order to see what remained of her, and was surprised that she stood upright for so long—a tribute to the workmanship and material used in 1864.

Yours etc.,

John B. Walker,
Seaford,
Victoria.

Many thanks for your letter and for the information it contains, which in addition to answering Mr. Allan's question will be of considerable interest to others of our readers.

Ed., "The Navy."

Some Suggestions

Sir,

I have just finished reading my third copy of your very excellent book "The Navy." But I have a couple of suggestions I would like to make which I think would be of interest to lots of your readers:—

(1) While you print promotions and appointments regarding the R.A.M. there is nothing ever said about the Mercantile Marine or as it is more familiarly known as, the Merchant Navy. Lists could be obtained from the various examination centres of all those who have passed their examinations successfully, and I suggest that they be printed in this book.

(2) For the information of the "Landlubber" would it not be possible to print the meaning of

Continued on page 8.



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LETTERS TO THE EDITORS

the initial letter such as Captain (S) or Lieutenant-Commander (E)?

(3) Would it be possible to trace through your pages the history of Britain's old "Wooden Walls," those training ships where a lot of present-day officers of both the Navy and the Merchant Navy got their first start? I think that this would be of interest to your readers.

Yours faithfully,
G. Mackenzie Cluness,
43 Beaumont Street,
Waterloo, N.S.W.

Thank you for your letter. It is most gratifying to learn that you find it "excellent," and that you are good enough to offer suggestions. All of those you have put forward are good, and we are seeing what can be done to adopt them. In regard to (2), the two initials you mention, (S) stands for "Supply," and is used to denote personnel of the Supply Branch, this designation replacing the earlier one of "Paymaster"; and the (E) stands for "Engineering." However, a full list of initials and their meanings will be published in a near-forthcoming issue.

Ed., "The Navy."

A Correction

Sir,

I have been requested by Captain J. C. Morrow, R.A.N., to inform you that in a recent publication of your magazine you referred to the birth of his daughter. This is incorrect and should have read "Son."

Yours faithfully,
Lieutenant (S) R.A.N.,
I. McFarlane,
Secretary to Captain
(D) 10th. D.F.,
H.M.A.S. "Batzen."

It is regretted that this mistake was made, and we are glad to take this opportunity of correcting our error.

Ed., "The Navy."

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END OF A PHASE

Phase One has come to and end. Phase Two is opening. It is not only the fact that College graduates have now reached Flag rank and have assumed command of the Service that marks the transition. The Royal Australian Navy, in common with other Navies, is on the threshold of a new era, that of Atomic Energy. It is in a stage of reconstruction, of re-adjustment to meet changed conditions. A very brief stocktaking is, perhaps, not out of place.

AT EITHER END

Within the past few weeks "The Navy" has had the privilege of discussing Australia's Naval

Service with two senior officers, one of whom was intimately connected with it in the years of its establishment between 1911 and 1914, the other of whom has just relinquished administrative control. Rear-Admiral Sir Eldon Manisty, K.C.B., C.M.G., who is at present on a visit to Australia, was Finance Member and First Naval Secretary in the earlier period. Admiral Sir Louis Hamilton, K.C.B., D.S.O., was for two-and-a-half years previous to his departure for England last month, First Naval Member and Chief of the Naval Staff. Rear-Admiral Manisty took part in the formative planning that ushered in Phase One. Admiral Hamilton is responsible for laying the foundation on which a reconstructed Royal Australian Navy enters Phase Two.

IN RETROSPECT

It was merely a case of greater opportunity for action. The basic achievement was the same. That of keeping open the lines of communication, or of restoring them where they had been closed, whether for the maintenance of trade, or for the carrying of the war to enemy-held coasts. With that object in view the Royal Australian Navy had been created. For that is the whole objective and function of Sea Power, to ensure the use of sea communications to yourselves, and to deny them to your enemy. In what it had done as an instrument of Sea Power working in conjunction with the other Navies of the British Empire and its Allies, the Royal Australian Navy, in both wars, had done a notable work, and, especially in the recent war, when hostilities were brought to our own shores, had justified itself to Australia.

Rear-Admiral Manisty could see one cause for disappointment in considering our naval development, but that is an important one—the failure of our population to increase at the rate visualised when the Henderson "Recommendations" were

drawn up. In the smallness of our population and its slow rate of increase lies a serious naval weakness. Not alone does the cost of a Navy commensurate with its responsibilities in the defence of so large a trade, overseas and coastal, as Australia enjoys, place a heavy burden on so small a number of people, but we are in the position of the people of the Southern States during the American Civil War, of whom Mahan reminded his readers that, apart from the fact that they had no navy and were not a seafaring people, they were "not proportioned to the extent of the sea-coast they had to defend."

LOOKING AHEAD

Admiral Sir Louis Hamilton, looking ahead into that Phase Two upon which we may say that the Royal Australian Navy is just embarking, feels that in the five-year plan which the Government has laid down, there is a firm basis on which to build Australia's naval forces. So far as lies within Australia's financial strength—which again means population strength—and so far as can be seen of the trend of naval development, the carrier task force is the correct type of Navy for Australia. One thing is unchanged. The function of the Navy remains the same, the maintenance of our lines of communication, and the fostering and protection of our sea-borne trade. The extent of that trade, both overseas and coastal, and the dependence of Australian industry, both primary and secondary, upon that trade is, he said, something which is not realised by the majority of people ashore. Yet it affects the lives and the livelihood of the farmers hundreds of miles from the sea coast as intimately and as vitally as it does those of the merchant and factory worker of the coastal cities, and of the people directly concerned in shipping activities in our ports.

As Sir Louis said, reiteration is not argument. But about this there is no argument, and reiteration is justified if the fact is thereby brought home to our people. The merchant ship is the world's most important vehicle, and there have been no developments to suggest that its importance is in any degree waning. As an island, even although a large one and in many aspects self-contained, Australia is peculiarly dependent on the merchant ship and the maintenance of its lines of communication. Australia should, therefore, foster her merchant service and her maritime industries, and do all in her power in times of peace to insure the integrity of her sea communications in times of war.

Therein lies the value of the five-year Government plan for the reconstruction of the Royal Australian Navy in the light of the experience

Continued on page 22.

The Roaring Forties

THEY WERE ONE OF THE WORLD'S MAIN HIGHWAYS IN THE GOLDEN DAYS OF SAIL. NOW, WITH THE EMERGENCE OF AIR TRANSPORT THEY MAY REGAIN AND PERHAPS EXCEED THEIR PAST IMPORTANCE By Sidney James

IN "The Oxford Companion to English Literature" there are three items under "Roaring": the "Roaring Boys," those quarrelsome London blades of the 16th to 18th centuries; "The Roaring Girl, or Moll Cutpurse," a roaring comedy of the 17th century; and "Roaring Forties—see Forties." Turning to "Forties, The Roaring," one finds: "The exceptionally rough part of the ocean between 40 degrees and 50 degrees of north latitude; also occasionally applied to the part of the ocean between 40 and 50 degrees of south latitude."

Surely the "occasionally" is misplaced here. If, in relation to the Roaring Forties, one hemisphere is thought of occasionally as against the almost constantly of the other, it is the northern. For myself, when I think of the Roaring Forties I always think of that realm of the albatross where sailed Coleridge's Ancient Mariner, steering his ship so that

"The sun came up upon the left,
Out of the sea came he!

And he shone bright, and on the right
Went down into the sea.

The ship drove fast, loud roared the blast,

And southward aye we fled."

The Southern Ocean, surely, is the home of the Roaring Forties. That almost unbroken waste of water girdling the southern hemisphere, with Tasmania, New Zealand's southern island and Patagonia offering the only substantial barriers to the Westerlies and the eastward march of the seas they drive before them.

"Roaring Forties" there may be in the Western Ocean, and in the northern Pacific, between Hokkaido and Oregon, but I'll guarantee that they do not roar as loudly nor as continuously as the Roaring Forties of the south. Amsterdam Island is above the fringe of the Roaring Forties in the Southern Indian Ocean. "but," says Volume I of the "Australia Directory," "the strong westerly gales and thick weather so

frequently met with near this and St. Paul Island, especially in winter, render caution necessary in approaching them." The Azores lie in the same northern latitude as Amsterdam does southern, but in their mild climate the people grow fruit and wines in place of Amsterdam's tufted grass and small stunted trees. No! For consistency in roaring giving them a right to the name against all comers, give me the southern Forties every time.

Time was when they played a major part in keeping the commerce of the world going. Theirs was, in the main, a road of one-way traffic. Part of that wind-system made for the sailing ships of Europe, they took over—from the South-east Trades and the variable winds that were met with below their southern Atlantic fringe—with the Westerlies that filled the stout heavy-weather canvas and hurried the ships eastwards along the road to Australia. And they continued on for the homeward bounders, driving them eastward from Australia to the Horn. Day after day, with but occasional changes from another quarter, the Westerlies blow along them, and more than one ship, trying to weather the Horn against them, has been forced eventually to run with them the long way round.

It is likely that, for the ships of the sea, they have passed their heyday. They were the high road of the sailing ship. With the coming of steam, and the opening of the Suez and Panama canals, their traffic went by other routes, and the great seas roll eastwards alone in their majesty, and one wonders what the albatross find to follow as they glide and soar across the grey-backed combers.

To those in the ships following



High seas and a steady, meaning gale. L.S.T. 3501 snoring into typical "Roaring Forties" weather.

that road of the Roaring Forties, the albatross and other pelagic birds were a constant source of interest. The log of the ship "Holmsdale," reproduced in Basil Lubbock's "The Blackwall Frigates," is full of references to them. "Strong N. wind," it records a week or so after leaving Melbourne, when in 47 40 South on the first stretch for the Horn, "increasing to gale, overcast and very hazy. Going with topsails and courses. Several birds in company—Cape hen, mollyhawk and albatross." And a few days later, "Several birds in company, different species of mollyhawk, many stormy petrels and Cape pigeons."

It was, by the way, a lucky voyage for the sailors, for it was on a Thursday that they "Crossed into W. long. Jack gets double 'duff' day with fresh soup and potatoes." Some days later they were more definite with their ornithological observations: "Strong N.W. sea making. Main royal set. 2 albatross, 2 mollyhawks, 2 Cape pigeons and 2 mutton birds still in company."

Of them all, the albatross is the king. With his proud hooked bill, his haughty indifference, the gleaming white and black of his plumage, the effortless ease and grace with which he climbs and swoops and rides the gale, he is

the embodiment of flight. The wind is his element. Only when landing on the sea with feet splayed before him, or running awkwardly as he takes off from the surface, does he lose his dignity. For the rest, he glides along beside you, outstripping your fourteen or fifteen knots without a beat or quiver of his wide-spread pinions; he soars into the wind, and turns and swoops in a long dive to skim the face of a mile-long sea with one wing-tip; he speeds ahead of you and swings, surrendering himself to the rough

embrace of a squall, sideways athwart your bows in a wild rush.

Only once has the author seen one caught by an error of judgment. He was a magnificent bird, and had been hanging in the wind abeam of us a few feet from the wing of the bridge. Suddenly he soared ahead and upwards, and swung sideways to cross just ahead of the foremast. Maybe the ship yawed suddenly to a sea under the quarter. Maybe his judgment had failed him. But he struck the foremast and, with one wing broken, came tumbling down on to the well deck. He was killed. But not by a cross-bow. Perhaps it was only that fact which saved us from the fate of the Ancient Mariner.

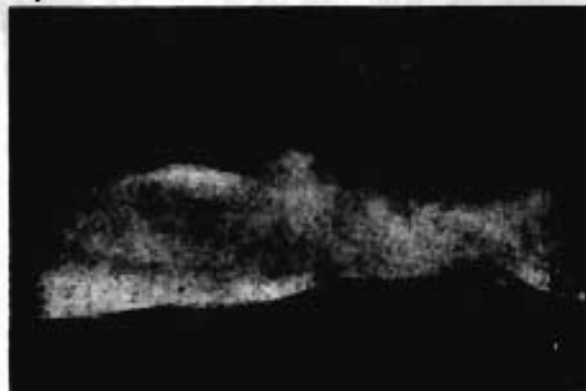
There is a fascination, also, in the great seas that march eastwards along the Roaring Forties. Where else do you see such noble pattern as in the regularity of those serried ranks trooping so inexorably? There is the pulse of the infinite in their rhythm. They are majestic in their scale, and in their timeless indifference. The sudden skirling squalls may beat with hail and driving sleet upon their heads and fling their tattered locks in flying spume, but they cannot hurry them nor check them. They are of the ages past and future, with the calmness of the elemental.



Heard Island looms up, stark, sombre and sheer.



"One wing broken, came tumbling down onto the well deck. He was killed."



L.S.T. 3801 approaching Atlas Cove, Heard Island. The landing was made inside the narrow spit in the foreground.

Yet they can be dangerous. Let us turn to the "Australia Directory" again, and see what it has to say of the Great Circle track from the Atlantic to Australia. "The disadvantages attending the selection of any route in high latitudes should be clearly understood by the seamen, especially for passenger ships proceeding at a high speed, or small, ill-found or deeply laden vessels. The steadiness and comparatively moderate strength of the winds with the smoother seas and more genial climate, north of 40 S., compensate by comfort and security for the time presumed to be saved by taking a shorter route, with tempestuous gales, sudden violent and fitful shifts of wind, accompanied by hail and snow and the terrific and irregular seas which have been so often encountered in the higher latitudes; moreover the islands in the higher latitudes are so frequently shrouded in fog that often the first sign of their vicinity is the surf beating against them."

How many ships, running in thick, squall-laden weather and uncertain of their position, have known of their impending doom by a last-minute sound of that beating surf against St. Paul, or Kerguelen, or the Crozets, or some other of those islands in the Roaring Forties between the Cape and

Australia? That there have been some we know for sailors from them have later been rescued. The "Meridian" was wrecked on Amsterdam Island in June, 1853, the 105 of her company, passengers and crew, being rescued after much suffering, by the American whaler "Monmouth." On the night of November 13th 1889, the English four-masted barque "Holt Hill," 2366 tons, ran on to the weather side of St. Paul, all of her crew, except one, managing to climb the cliffs, 200 to 300 feet in height, and living ashore on penguins for eight days until rescued by the Adelaide barque "Coorong." The Norwegian schooner "Catherine" was wrecked on Possession Island in the Crozets in December, 1906, and lived on the provisions in the depot established there until they were rescued two months later by the steamer "Turakina."

These wrecks we know of. But what of the others which left no sign? Seeing one of these lonely islands of the Roaring Forties, it is almost inevitable that this question should spring to mind. One imagines a black, noise-filled night. The ship straining and labouring in the great seas, staggering before a westerly gale, the crests of the combers hanging threateningly over the taffrail as it lifts and she

yaws to the upward thrust under the counter. The moan and thrum of the gear aloft. And suddenly, terrifyingly, another ominous sound added to the orchestra of wind and sea, and the startled cry from the forecabin, "Breakers ahead!" Then, from the blackness, the blacker mass of iron-bound cliffs towering overhead. A rending crash of impact, a worrying of rocky teeth, a thunder of falling gear. Cries . . . And silence, save for the roar of wind and water.

The author recalls one evening when this picture came to his mind. We were running our Easting Down from the Cape to Melbourne on the composite track along the Fortieth Parallel. But for some days the wind had been hanging stubbornly in the south, sometimes to the east of south, blowing half a gale, and the captain had kept her away to the northward, so that we were off our beaten track, and would sight St. Paul. That fact aroused our interest in the island, and brought forth the story of the Second Mate's experience, the time he had been there in sail, when they made the island on a fine day, and they had hope to off it and sent a boat ashore, which had got into Crater Lake through the kelp, and found nobody ashore and come away away again.

That story, too, raised visions. For St. Paul is the peak of a volcano. The island is the rim of the crater, the southern side of which is broken down, so that the sea entered and formed a lake, above which the remaining rim climbs some 800 feet above the sea. There is volcanic activity still on St. Paul. Hot smoking ground, sulphur impregnated. Thermal springs and hot stagnant pools. The fauna consists of wild goats and cats, rats and mice, petrels, gulls and whale birds, and penguins in the breeding season. The flora is long coarse grass, ferns, mosses and mushroom. What a cataclysm when the sea finally battered down that southern rampart

of St. Paul, and roared and hissed and boiled into the crater.

We sighted the island, lonely, dark and forbidding across the rolling sea, just before dusk. Fine on the port bow. We could see, as it drew abeam, the entrance to Crater Lake, the slopes of the high land, the precipitous cliffs with the spray smoking round their feet. From our lower bridge rockets soared into the darkening sky, and detonating signals banged and echoed with a second explosion high overhead, and our siren wailed its signal across the water. But there was no answering light or sound from the gaunt, lonely rock, and it swung past on our port quarter, to melt in the darkening gloom astern.

Ice can be met in the Roaring Forties, and has been seen as far north as their upper limit. The "Runic," in 1921, sighted a berg on the run to Australia from the Cape, and in July, 1895, the "Tainui" passed 13 icebergs between latitudes 44½ and 45½ and longitudes 44 East and 61 East.

There are not many ships seen down in the Forties these days. The busy traffic of the days of sail has gone, and the steamers that clung to the route after the opening of the canals have become fewer and fewer. But life may come to them again, and the roar of aircraft engines supplant the tattered wail of the chanties that used to whirl away on their rushing winds. The Great Circle track runs athwart them. And with stratosphere air travel it is possible that once again they will form part of a main highway in human voyagings across the earth.

Therein, possibly, lies the value of some at least of those lonely islands which rear their heads above the rolling wastes girdling the Antarctic continent. And as such, these specks which have hitherto been no-man's land in the Roaring Forties, may attain an importance unforeseen until now, and, in doing so, bring to the southern Forties an importance transcending that of their halcyon days of the past.

Bomb and mine disposal was a dangerous game. It called for "Gallantry and Undaunted Devotion"

Among decorated officers in the Royal Australian Navy's list of personnel who were awarded recognition for services in the recent war, are a number who earned that recognition in carrying out the extremely hazardous operations in connection with mine and bomb disposal.

The pace was set early in the war by Lieutenant-Commander Ouvry, R.N., who, leading a party of experts, stripped down a German magnetic mine washed ashore in the Thames Estuary, and thus gave the secret of this weapon to the British authorities, enabling counter measures to be devised. Others to continue and expand the work were not wanting, including a number of volunteers from the Royal Australian Navy.

One of these was Lieutenant-Commander G. J. Cliff, R.A.N.V.R., who, for his work in bomb and mine disposal in various theatres, was awarded the George Medal in June, 1942, the Bar to the George Medal in the following November, the M.B.E. in September, 1943, and the O.B.E. in the following April.

A New South Welshman from Collaroy, Lieut.-Commander Cliff, joined the R.A.N.V.R. as a Sub-Lieutenant under the Yachtsman's Scheme in January, 1941, and following courses at "Rushcutter" and "Cerberus," proceeded to the United Kingdom to "King Alfred," being later appointed to H.M.S. "President" for duties outside Admiralty with the Director of Torpedoes and Mines. He was later, in 1944, again appointed to H.M.S. "President" for duty with the United States Navy.

Little is said in the citations to his awards to indicate the nature of his work, the citations in each case reading "For gallantry and undaunted devotion to duty." The awards, however, speak for themselves. Lieut.-Commander Cliff was one of those who represented the Royal Australian Navy in the Victory March in London in 1946.



A Heard Island stone beach—and two natives. It was no such unpromising bottom that L.S.T. 3801 beached.



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Beam (max.)	10' 6"	Lead Keel	3.12 tons
Beam at W.L.	9' 8"	T.M.	13.4 tons

NOW that the Royal Naval Sailing Association has established a Branch Secretariat on the Australia Station, it is felt that members in Australia will be better served and able to further the interests of the R.N.S.A. and the encouragement of yachting generally in the R.A.N.

The R.N.O.'s at leading ports throughout the Australia Station have been asked to recommend suitable local officers so that the organisation could cover as wide a range as possible.

The Central Executive at Portsmouth has generously presented a "Silver Torch Trophy" to be competed for annually for the best performance in races conducted by the R.N.S.A. in all ports, and the Rear-Commodore, Lt./Cdr. G. Paxton, R.N.V.R., has presented a massive Silver Mug as a Challenge Trophy.

There is also the R.N.S.A. Trophy for competition by members in Service Whalers in the Anniversary Regatta held in Sydney each year. H.M.A.S. "Rush-cutter" is the present holder of this trophy.

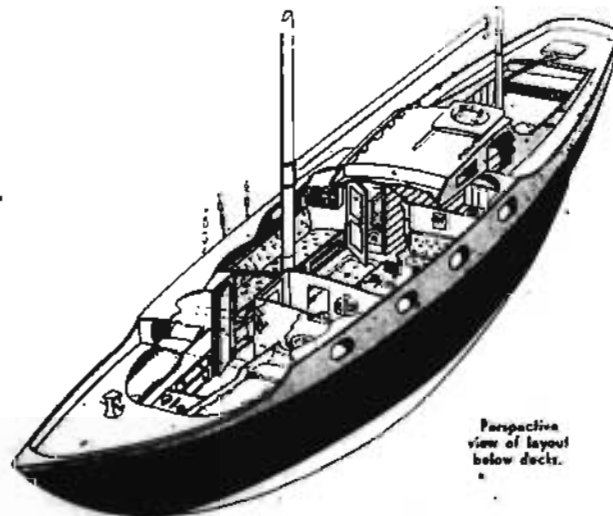
Allocation of two ex-German yachts to the R.N.S.A. on the Australia Station has been made by Admiralty, and the arrival of these two yachts is looked forward to with great interest. They will be attached to H.M.A.S. "Rush-

cutter" and be maintained by the R.N.S.A. These two yachts will be a welcome addition to the racing yachts of this port.

As the interest in ocean racing is again being encouraged, the time seems opportune to draw attention to the R.N.S.A. Solani Class Cruiser, which is recommended as a suitable type for deep-water cruising along the Australian coast.

In 1944 the Executive Committee of the Royal Naval Sailing Association decided to call for designs that would appeal to members and possibly be adopted by the Admiralty for training of naval cadets.

Vice-Admiral Sir Geoffrey Blake, K.C.B., D.S.O., the Commodore of the Royal Naval Sailing Association at the time, put the matter in hand, and the design for a



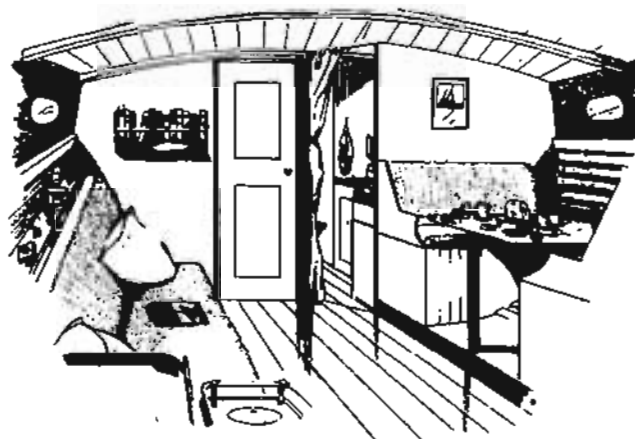
Perspective view of layout below decks.

28ft. 5in. W.L. cruiser, the subject of this article, was accepted, the designer being Maurice Griffiths, A.I.N.A.

The design of the craft called for was a moderate displacement auxiliary cruising yacht which must be safe and easy for an inexperienced crew to handle, comfortable for four persons to cruise in, reasonably fast, and equally suitable for deep water passages and for estuary cruising or "ditch crawling." Finally, the design of

In view of the use to which these yachts were to be put, it was decided that a shoal-draft vessel would have many practical advantages over a design with a deep keel appendage. Running aground in a deep-keeled cruiser by an inexperienced crew can be not only uncomfortable but a dangerous situation, while many of the more attractive creeks, anchorages and small coastal harbours are rendered inaccessible. The design of the shoal-draft centreboard

constructed of metal or of moulded ply, the designer produced a set of lines with easy flaking curves from bow to stern and with no reverse curves to the garboards. The lines were actually a development of the same designer's "Carimon" (17 tons), "Ionia" (29 tons), "Loon" (9 tons), "Tawana" (10 tons) and "Lone Gull" (10 tons). When ready they were shown, amongst others, to leading American and New Zealand yachtsmen and received their un-



Artist's impression of the saloon, looking aft towards galley.

hull and rig must be inexpensive to build and every advantage taken of unit production.

Mr. J. N. Lancefield, Managing Director of Veneercraft Ltd., was called in to advise on the use of resin-bonded materials in the construction, and he was further requested to "collect the experts and produce the right ship" under the direction of Admiral Blake. Mr. C. Scantlebury, Lloyd's inspector of wood-built craft, who was at that time advising the Admiralty, was also asked to give his advice on the question of construction. Incidentally, it should be made clear that all the work entailed was undertaken in off-duty time as a relaxation from war work.

type, however, must be just right or it may easily prove a failure, and it was therefore considered essential to employ a naval architect who had great experience in designing and actually sailing such craft. Maurice Griffiths was therefore given the Association's requirements and invited to prepare a design.

It was known that this ship would be subjected to much criticism, for sailing men are well known to disagree on every single point respecting new craft intended for their use, and it was anticipated that there would be no mercy. Keeping in mind the need for a hull which could be planked up with the minimum wastage of timber, or plated easily if con-

qualified approval. The plans have now been accepted by the Royal Naval Sailing Association and have received approval from the representatives of the Service yacht clubs. It might be said that this design was one of the "most vetted" small cruisers ever!

Tank Tests

As the proof of the pudding is in the eating and it was out of the question to build a full-size yacht to prove a design, a model was made from the lines and tried out in a ship-model testing tank. This model, made in wax to a scale of 4in. to the foot, or one-third full size, was 12ft. 1in. in length and 3ft. 6in. breadth. The sheer was built up and the model decked

with varnish pine. A shaped centreboard was fitted as on the plans, while the amount of rudder need to keep the model on a straight course under varying angles of heel and speeds was recorded on a graduated tiller quadrant specially designed for these tests.

A long series of runs was carried out in the 900ft. tank and very interesting data recorded on the behaviour of this type of hull. The model was towed from various points on the hull and from the calculated (and very variable) positions of the C.E. of the sail plan when the model was heeled at different angles from 5 to 20 deg. by lead weights placed along the "lee" deck, and the sails were assumed to be trimmed from close-hauled to a broad reach. By this means it was thought that the actual conditions of sailing in light to fresh breezes on various courses would be simulated as practically as possible.

At varying speeds and angles of heel the wake and wave formations set up, together with the amount of resistance caused by the passage of the model through the water were very satisfactory. One of the photographs (reproduced) taken during the trials shows the smoothness of the wake and the comparatively small amount of disturbance caused by this design at a "model" sailing speed of 6 knots.

The amount of "weather helm" needed to maintain a straight course proved steady at all speeds and angles of heel, and no more than the helmsman in the full-size ship could hold with one hand or under the crook of his arm. The model showed no tendency to develop wild antics at maximum practical sailing speeds (estimated here at 7.5 knots under normal conditions) nor to carry lee helm at slow speed in the equivalent of light winds. The undesirability of the shoal draught yacht being balanced so as to carry no weather helm at all when close-hauled is well known to naval architects, and the results indicated a docile

vessel without inherent vices. This series of trials confirmed the belief that here was a thoroughly well-balanced design which should have a comparatively high turn of speed and prove easily controllable under all weather conditions.

Construction

Having settled on the design of the hull, many forms of construction were considered so as to arrive at the best and least costly method of duplicating this class. Orthodox wood planking with steel, special alloy or bonded-plywood frames was considered against a double-planked hull with seam battens or an all-metal construction. The possibilities of moulded plywood were also considered, but it was found after every method had been closely examined that, with cost and length of life of the vessel in mind, normal construction with wood planking on wood frames and unit-pro-

duced parts was to prove the best and most lasting.

Contrary to some popular belief, the war did not develop any revolutionary form of ship construction which could be adopted for a yacht of these dimensions and which would not only last a normal yacht's life but prove acceptable to the average owner. Centreboard

The centreboard is especially mentioned because in "Solani" the C.B. case is flush with the cabin sole except at the after end, where it extends to the deck, forming a convenient bulkhead between the engine-room and the galley. The heavy log case, through bolted to the keel, instead of weakening the hull acts as a substantial keelson and adds considerably to its strength. The board itself may be of oak or elm planks through-bolted or of bonded plywood,

Continued on page 28.



SEAS, SHIPS AND SAILORS - by NORJON -

THEY DISAPPEARED - No 5

EARLY IN 1890 FOUR SHIPMASTERS IN NEW ZEALAND ARRANGED TO RACE HOME FOR A SWEEPSTAKE OF £200. AUCKLAND AND KYLEMORE RACED NECK-AND-NECK ALL THE WAY - THE LATTER, WITH A BETTER TUG, BERTHED IN LONDON THREE HOURS AHEAD OF 'AUCKLAND'.

'MARLBOROUGH' WITH CREW OF 29 AND ONE PASSENGER LEFT LYTTELTON JAN. 11, 1890. 'DUNEDIN' LEFT OAMARU N7 ON MARCH 20 CREW NUMBERED 24. BOTH SHIPS WERE REPORTED SOON AFTER DEPARTURE - AND THEN DISAPPEARED. DUNEDIN MANY YEARS LATER REPORTED THAT THE 'MARLBOROUGH' WITH SKELETONS, WAS ON THE BEACH NEAR CAPE HOORN. EVIDENCE IS ENTIRELY UNSATISFACTORY, AND IS GENERALLY DISCREDITED //



WATER SPOUTS... ARE FRESH WATER NOT SALT. WHIRLING SPOUT IS CONDENSED ATMOSPHERIC VAPOR, AND EVEN WHEN FORMED OVER THE OCEAN, THE SPOUT OFTEN EXCEEDS 5000 FT IN HEIGHT. A CLOUDBURST ON LAND IS COUNTERPART OF A WATER SPOUT AT SEA //

BIG BOATBUILDERS.

[ABOVE] TO PREVENT CONVICTS ESCAPING FROM SYDNEY BY SEA, GOVERNMENT ORDERS DATED APRIL 9, 1791. READ THIS: "NO BOAT IS TO BE BUILT BY ANY INDIVIDUAL IN THIS SETTLEMENT WHOSE LENGTH FROM STEM TO STERN EXCEEDS 14 FEET."

[CIRCLE, RIGHT] IN JUNE, 1860 A LIGHTHOUSE ON THE SOUTHERN HEADLAND OF JERVIS BAY, NSW CAME INTO OPERATION. THE SITE WAS UNSATISFACTORY, BUT THE LIGHT WAS SHOWN AS A "TEMPORARY" LIGHT TILL MAY 1, 1898 - TEMPORARY FOR 38 YEARS //



BEFORE - OR SINCE //

THE 'GREAT EASTERN' OF 1858 - GROSS TONNAGE, 1894 - HAD CABINS FOR FOUR THOUSAND PASSENGERS: 1,800 FIRST CLASS, 2,000 SECOND, AND 1,200 THIRD CLASS. NO SHIP HAS EVER EQUALLED THIS NUMBER - NOT EVEN THE 'G. ELLABETH' (224), 'G. MARY' (198), 'HONGKONG' (197), 'MELANIA' (1600) OR 'AMERICA' (1050). NUMBERS GIVEN ARE POST-WAR FIGURES //

CAPTAIN (S) PATRICK PERRY, O.B.E., R.A.N.

Captain (S) Patrick Perry, O.B.E., R.A.N., the present Secretary to the First Naval Member of the Australian Commonwealth Naval Board, was born on the 14th. February, 1903, at Oakey, Queensland. He was the son of the late Frederick Charles Perry, and of Catherine Mary Perry, of Toowoomba, Queensland.

Educated at St. Patrick's College, Toowoomba, Patrick Perry entered the Royal Australian Navy on 1st. February, 1921, as a Paymaster Cadet. He was promoted Commander (S) on the 31st. December, 1939, and Captain (S) on 31st. December last. His experience in the Royal Australian Navy, both afloat and ashore, has been wide and varied, and in his secretarial capacity he was associated with many of the officers commanding the Royal Australian Naval Squadron previous to his appointment to Navy Office as Secretary to the First Naval Member.

In 1924 he was in H.M.A.S. "Adelaide" during her cruise with the Special Service Squadron. There followed a year ashore at the Royal Australian Naval College, Jervis Bay, and then a long spell afloat during which he served on the Staffs of Rear-Admirals John Saumarez Dumarquesque, Albert Percy Addison, G. F. Hyde, and Edward R. G. R. Evans, in H.M.A. Ships "Melbourne," "Sydney," "Adelaide," and "Australia."

Coming ashore from H.M.A.S. "Australia" in 1931, Captain Perry was appointed Secretary to the Captain-in-Charge, Sydney, remaining there until his appointment as Secretary to the Second Naval Member, Navy Office, the following year. He remained at Navy Office until 1935, and then proceeded to the United Kingdom, where he took the Account Officers' Technical Course at Portsmouth in 1936. There followed a period with the Royal Navy in H.M.S. "Ramillies" previous to his appointment, in 1937, as Naval Liaison Officer, Australia House, London, where he remained until 1941. This was a period of much work, which intensified with the outbreak of the war and the German air-blitz on England's capital. Captain Perry was Naval Liaison Officer during the years before the war when H.M.A. Ships "Hobart" and "Perth" commissioned and later, during hostilities, when the "N" Class destroyers were commissioned, and there was, naturally, much to do in connection with these ships.

Returning to Australia in 1942, Captain Perry

was appointed to the Squadron, first as Secretary to Rear-Admiral J. G. Grace in H.M.A.S. "Australia," in which he took part in the Battle of the Coral Sea, and later as Secretary to Rear-Admiral V. A. Crutchley, also in "Australia," taking part in the assault on Guadalcanal in the Solomons in August, 1942, and the later assaults on Cape Gloucester, Arawe, and Hollandia. Captain Perry was awarded the O.B.E. for his services during these operations. In 1944 he was appointed to his present position as Secretary to the First Naval Member at Navy Office, first with Admiral Sir Guy Royle, and then with Admiral Sir Louis Hamilton.

A keen all-round sportsman, Captain Perry has been a successful oarsman in Fleet regattas, and has represented the R.A.N. at Cricket, Rugby, Hockey, Tennis and Squash Racquets; the Home Fleet at Cricket and Squash Racquets; and the Royal Navy at Squash Racquets. He is especially well known as a Squash Racquets player in Victoria.

Captain Perry married, in November, 1938, Barbara Reynolds Riley, daughter of the late Charles R. Riley. Her death, in August last year, was a great loss, not only to him, but to her many friends in the Service who remembered the great work she had done on behalf of Naval personnel both in London and in Australia. During the first two years of the war in London, Mrs. Perry was one of the enthusiastic little band of pioneers that laid the foundation of the Boomerang Club. In the early days, when sailors were the only visitors to England, and later through the months of the Blitz, they worked and provided comforts and food parcels, Australian papers, tea, and a warm welcome and advice about leave, etc., for Australian Service men, first in a room upstairs in Australia House, and later in the basement, where the Boomerang Club afterwards flourished. Back here in Australia she was a willing worker for Navy House, Melbourne. The news of her death brought to Captain Perry many letters from Naval personnel who remembered, with gratitude, those early days in London and the work done by Mrs. Perry and those with whom she was associated, Mrs. Stanley Bruce (now Viscountess Bruce), Mrs. John Duncan (the wife of the Deputy High Commissioner), and Mrs. Frank McNamara (wife of the Australian Air Liaison Officer).

Captain (S) Patrick Perry, O.B.E., R.A.N.



Tribal Class Destroyer.

H.M.A.S. "Arunta."—S.M. Herald Photo.

Destroyers of the R.A.N.

SINCE THE FIRST OF THE TYPE, THE "RIVER" SHIPS OF THE 1914-18 WAR, THEY HAVE SET A HIGH STANDARD BOTH IN CONSTRUCTION AND ACHIEVEMENT. THE R.A.N. NOW HAS GOOD SHIPS BUILDING, AND GOOD MEN TO MAN THEM AND FORWARD THE HIGH TRADITION ESTABLISHED

by **Ramona Russo**

SOME few years ago a Member of Parliament, speaking on the question of defence, spoke slightly of destroyers of the "River" class, which, he suggested, would be useless, suitable as they were only for work in rivers. He was putting himself in the position of a foe who would say, with Juliet, "Tis but thy name that is my enemy," and was thereby deceiving himself.

The "River" class destroyers, to which Australia's first vessels of that class belonged, were so named merely because they took their names from rivers. As to the work they performed, it was done in all sorts of weather and in all sorts of seas. The Australian ships dur-

ing the 1914-18 war, for instance, gave a good account of themselves in the Mediterranean and the Adriatic, in the Black Sea and the Western Pacific among other places.

"Parramatta," "Yarra" and "Warrego" were the first three, all being in commission when the war broke out in 1914. They were followed by "Huon," "Torrens" and "Swan" in 1916, these three being built in Australia at Cockatoo Island Dockyard. "Parramatta," "Yarra" and "Warrego" were early in the picture, taking part in the operations in connection with the capture of German New Guinea. Later in the war, during 1917, all six de-

stroyers proceeded to the Mediterranean, "Warrego," "Parramatta" and "Yarra" from Australia, where they had been engaged on patrol duties, and "Huon," "Torrens" and "Swan," which had been operating in Malayan waters, from Singapore. Based on Brindisi, they did good work in the Adriatic and Mediterranean, and later in the Black Sea, before their return to Australia via the United Kingdom, reaching Darwin on 26th April, 1919. During 1919 the destroyer strength of the R.A.N. was doubled. In recognition of the intimate co-operation of the Royal Australian Navy throughout the war, and of the readiness

with which the Commonwealth Government has acceded to every Admiralty request as to the employment of Australian Naval Forces, the Admiralty offered as a gift to the R.A.N. six modern destroyers, a gift which was gratefully accepted by the Commonwealth Government. They were: the flotilla leader "Anzac" and the destroyers "Tasmania," "Swordsman," "Success," "Stalwart" and "Tattoo." These six vessels did not reach Australia until 1920, arriving in Sydney on the 29th of April of that year.

The record of these twelve destroyers in the R.A.N. for the remainder of their lives was one of peacetime routine during which, for considerable periods and owing to the financial stringency of the times, they were in reserve. The six "River" class vessels were, for instance, in reserve from 1922 until they were finally broken up during 1930 and 1931. A year or so later the six "S" class destroyers, "Anzac," "Tasmania,"

"Swordsman," "Success," "Stalwart" and "Tattoo" were disposed of, being replaced by five vessels made over on unlimited loan by the Admiralty.

These were the flotilla leader "Stuart" and the four destroyers "Vampire," "Voyager," "Vendetta" and "Waterhen." They were to write their name large in the history of the Royal Australian Navy as "The Scrap Iron Flotilla," and during the 1939-45 war to do great work in the Mediterranean and other theatres.

The period of rearmament during the years preceding the outbreak of war in 1939 saw history repeat itself in Australia with the local building of destroyers being undertaken at Cockatoo Island. The first of these vessels—which are large destroyers of the "Tribal" class, mounting eight 4.7in. guns and with a speed of 36 knots—was H.M.A.S. "Arunta," launched towards the end of 1940, and followed by H.M.A.S. "Warramunga" and, at the end of

the war, by H.M.A.S. "Bataan." At her launching, "Arunta" showed a reluctance to take to the water. It rained very heavily during the ceremony, and possibly that had in some way affected the grease on the ways. She started off all right, but stopped before being water-borne, and remained for some hours. No harm, fortunately, resulted.

Admiral of the Fleet Lord Chatfield tells of a similar happening at the launching of a destroyer in England, when the ship, owing to a cold spell of snow and severe frosts, had become frozen to the ways and refused to move when the launching button was pressed by Lady Chatfield. She was eventually started with jacks and tackles, but moved so slowly that it was obvious that she would not reach the end of the slipway before the tide fell, and would run the risk of breaking her back. She had to be stopped, and was brought up again after some trouble. "There is," said Lord

Chabfield, "always a certain amount of superstition about ships, and we left rather unhappy that this one had made a bad start in life. Great was my wife's joy, therefore, when, about a year later, she received a letter from her captain, then in Eastern waters, saying that she was a successful and exceedingly happy ship."

Any superstition that may have attached to "Arunda" as a result of her bad start-off proved, also, to be unfounded. Both she and "Warramunga" had most successful wartime careers in operations against the Japanese in the Southwest Pacific, and suffered but few casualties and little damage, while taking part in major assault landing operations from New Guinea to the Philippines.

Some months previous to the launching of the "Arunda," Australian naval history had found a parallel in the departure of the five ships of the "Scrap Iron Flotilla" in the tracks of the six "River" class vessels of the 1914-18 war, across the Indian Ocean to the Mediterranean. There, as members of the 10th Destroyer Flotilla, under the command of Captain (D) 10, Captain Hector Waller, D.S.O. and Bar, R.A.N., they made a great name for themselves. They represented the flotilla, either together or individually, in the major actions of those early days of warfare in the Mediterranean. At

Calabria, at Matapan, in the battles and evacuations of Greece and Crete, and as leading lights in the Tobruk Ferry Service.

It was during the days of the Tobruk Ferry that "Waterhen" was lost on 29th June, 1941, the first Australian ship to be lost in action against the enemy since the loss of the submarine AE2 in the Sea of Marmora in the 1914-18 war. With the outbreak of the Japanese war, the remaining four ships returned to eastern waters, "Vampire" being lost in April, 1942, during an air attack by the Japanese in the Bay of Bengal, and "Voyager" being lost later in the year in operations at Timor. "Stuart" and "Vendetta," after performing valuable service in north-eastern waters in the war against Japan, were disposed of subsequent to the conclusion of hostilities.

During the war, Australia's destroyer strength was increased by modern vessels made available by Admiralty, manned by R.A.N. personnel, and classed as H.M.A. Ships. First of these were the two "N" class ships "Napier" and "Nizam," which joined the British forces in the Mediterranean early in 1941. They took part in the Grecian campaign and also in the Tobruk Ferry service, and continued the high tradition set by the forerunners, the old and gallant "V" and "W" ships. Other "N" class ships came along later, "Nestor," "Norman" and

"Nepal."

"Nestor" was lost in a German air attack while with a Malta convoy force on 16th June, 1942, fortunately, as in the case of the "Waterhen" a year previously, without casualties. "Norman" and "Nepal," as did "Napier" and "Nizam," survived the war, and did a good job of work against the Japanese, mainly with the Eastern Fleet. They were represented in various operations against the Japanese, including air strikes on the Dutch East Indies, and in the Burma campaign in support of the 14th Army, when "Napier" was (D)7. One of her officers was the first ashore at Akyab, being a few hours ahead of the army coming down the coast from the north, and hoisted the Union flag in the town.

Two other modern ships were made available to the R.A.N. on similar terms to those governing the transfer of the "N" ships. These were the two "Q's," "Quiberon" and "Quickmatch." "Quickmatch" was in conflict with the enemy in the Atlantic in November, 1942, when she was one of a number of convoy escorts that intercepted an Italian ship trying to run the blockade. "Quiberon" was at the North Africa landings in November, 1942, and was one of a force which fought a night action against an Axis convoy trying to run troops across to Tunisia. The action lasted about an

Continued on page 28.

Censorship and Publicity

EACH IS A POTENT WAR TIME WEAPON — BUT DOUBLE-EDGED. THEIR STUDY IS WORTHY TO RANK WITH THAT OF OTHER OFFENSIVE AND DEFENSIVE WEAPONS

By John Clark

IN his book, "Secret Service," Sir George Aston, who spent many years in the British Intelligence Service, tells a story of how an obscure paragraph in a small German provincial newspaper gave British Intelligence the warning of the impending German attack on General Gough's Fifth Army before Amiens in March, 1918.

In the early months of that year the Fifth Army was considerably weakened by the extension of its front from about 12 miles to 42 miles in length. No reinforcements were available and, lacking as he was in strength, intelligence of the enemy's plans was vital to General Sir Hubert Gough. That intelligence was obtained, and on 3rd February, 1918, the general deduction was drawn: "The main German attack may be expected against the Third and Fifth British Armies, with Amiens for its objective."

Some time earlier, British Intelligence on the Western Front had received news about new German methods of attack which had been employed very successfully by General von Hutier. He had commanded the German army which inflicted the final defeat on the Russian army at Riga. He was credited with the plan of attack which resulted in the Italian defeat at Caporetto. His presence on the Western Front would have indicated the imminence of an attack there.

During January, 1918, a young German airman was shot down in the Fifth Army area. He died in a British hospital and was given a military funeral. Some time later, a British agent in Switzerland, whose duty it was to search through German newspapers for any items which might give useful information, noticed, in a Baden journal, a letter to the edi-

tor from the mother of the German airman. In this letter she quoted a letter in praise of her son which she had received from an officer of high rank, the German Army Commander in the St. Quentin area. It was signed von Hutier.

General Gough thus became aware of von Hutier's presence opposite him, and reached certainty of conviction that the weight of the German attack would be directed against the Fifth Army. The result was that Gough was prepared, and although the line of the Fifth Army was bent back almost to Amiens, it did not break, and the great German plan failed.

The story gives an example of how a small, and apparently harmless, item of news can convey information of the utmost value to an enemy. It may appear completely unrelated to events, yet it may be the final piece which, dropped into an incomplete mosaic, makes the finished picture which has been sought. It may provide the confirmatory evidence that transforms conjecture into certainty. By itself it is harmless. But taken in conjunction with other scraps of information, it can provide the key to a puzzle.

It is to guard against such leakages, through any medium, that censorship is introduced in wartime. Censorship is not an easy matter, for the censored or for the censors. So far as the censored are concerned—in the case of publicity censorship, the newspapers and other publications and the radio stations—they have no desire, naturally, to publish anything that they feel may be of any possible help to an enemy. So far as the censors go, they have no wish to hamper publishers or broadcasters, but sometimes find it diffi-

cult to convince them of the necessity, or wisdom, of their decisions. They have to give due heed to the requests of the Services for silence on such and such matters and, when convinced of the necessity of the request, to issue a censorship to the publicity media.

To those not aware of the implications of apparently harmless and unrelated items of information, and the value that they might have for an enemy, the requests of censorship can easily appear to be frivolous and unwarranted. Generally, however, once it had been made clear how information could be divulged by apparently harmless news items, publicity censorship worked fairly smoothly in Australia. Newspapers and radio stations were, in general, willing to co-operate, and sympathetic to the censors, and after some teething troubles the system worked efficiently and without undue friction.

From the earliest days of the war the Government took the attitude that it was desirable to have as little interference as possible with the freedom of expression of press and broadcasting. Within less than a week from the commencement of hostilities in September, 1939, the Prime Minister (Mr. Menzies) informed the House of Representatives that the Government had decided to establish a Ministry of Information, and that "one of the most important activities of the Ministry of Information will be wartime censorship, the administration of which will be taken over from the Defence Department."

Under the arrangement that was reached, censorship of published material operated only in the interests of security, and censorship was one of fact, not of opinion. Naturally, the Services were most



One of the "Q's"—H.M.A.S. "Quiberon."

News of the World's Navies



"Six transports, laden with troops, left Sydney this morning at 11 o'clock, escorted by H.M.A.S. 'Hobart,' sailing south."

interested in the maintenance of security of information, but their authority was limited to advising Censorship and, where they considered it necessary, requesting the imposition of censorship on classes or specific items of information. They had no power themselves to impose censorship, or to forbid the publication of any material. They advised—and made their requests to, the Department of Information through the State or Chief Publicity Censors. The final decision lay with the Minister for Information, after discussion if necessary with the Service Minister concerned.

Publicity censorship in Australia, as in the United Kingdom and the United States of America, was voluntary. "The publicity organizations were expected to observe the decisions made by Censorship, and to submit for censorship any material regarding which they were in doubt, but there was no legal compulsion upon them to do so. Under the National Security regulations it was, however, an offence for anyone to publish or convey to the enemy information likely to be of value in carrying on the war.

After some preliminary difficulties, the system worked well. Administration was not simple, for it was well-nigh impossible to lay down set rules save in the broadest way. Individual cases had to be treated on their merits, and in

borderline cases it was often difficult to convince petitioners or opposers of the merits of their case.

The Services naturally felt that it was their duty to guard against any possibility of leakage of important information, and there was with them a tendency to play safe. In the United Kingdom, Francis Williams, in his book, "Press, Parliament and People," tells how: "Censorship in its early days had been plagued by a blight of admirals and other senior naval officers nominated by the Admiralty on the grounds that, as the senior—and silent—Service, it was the most capable of handling newspapers. Most of these officers were convinced that the way to deal with the Press was to treat all newspapermen as potentially mutinous naval ratings who should be warned that they would be put instantly in chains if they disobeyed an order." Among a few of the less enlightened, that frame of mind did exist in Australia in the early days, and it was not confined to the Navy. But it was overcome.

On the other side, newspapers and broadcasting stations were at first inclined to over-estimate the extent of "common knowledge." For example, mentioned was not permitted of the presence at various times in Australian waters of the two large Atlantic liners, "Queen Mary" and "Queen

Elizabeth." Yet for days on end these ships swung to their anchors in Sydney Harbour, in full view of thousands of people from the shore and from ferries and other passing vessels. Their presence there was "common knowledge."

But common knowledge inside a country does not necessarily mean common knowledge outside. The great problem of spies is not the collection of information, but its transmission to interested parties beyond the borders, and it is in the effort of that transmission that most spies have been detected and caught. It was the obvious job of Censorship to prevent the publication of anything that would establish the fact that at a certain time those liners were, or had been, in Australian waters, since a newspaper paragraph or photograph, or a reference on the wireless, could easily, even although delayed in reaching those seeking information, provide a missing link or confirm a doubtful report.

That it would have been possible to convey a message by wireless broadcast was amply illustrated in a test carried out by Military Intelligence during the war. At the time certain radio stations were including audience participation sessions in their programmes. The announcer would invite casual members of the public to step to the microphone and answer questions on this and that

Continued on page 60.

The "Pocket" Battleships.

That the German "Pocket" battleships were utter technical failures is the conclusion reached in an article published in the "Nautical Magazine." At a cost of £375 a ton "Washington" displacement, they were the most expensive ships on record. Their armour belt of 4" was certainly not the standard of a capital ship. Under active service conditions they showed ominous cracks parallel to the lines of welding. Their diesel engines were very heavy, terribly noisy, and gave a lot of trouble by vibration.

Pembroke Dockyard

When Lord Chatfield was Controller of the Navy between 1925 and 1928, during the years of retrenchment, he had to sign the order closing down Pembroke Dockyard, an action which caused him particular regret. Taken over again by the Admiralty, it has once more been relinquished, and has been let to private interests for engineering, ship repairing, and ship-breaking.

U.S. Navy League

The United States Navy League has launched a membership campaign to raise its enrolment from 16,834 to 300,000 during this year. Addressing the League recently, Mr. John L. Sullivan, Secretary of the Navy, said that the U.S.A. had pared its defences to the minimum, and he doubted if the nation had security. He said that the size of the U.S. Navy as envisaged in "Post-War Plan One" was an enlisted strength of 500,000 men and 56,000 officers. It was now down to 383,000 men and 45,000 officers, with 761 ships, of which only 222 are combat vessels representing "the ready force of America's sea power today."

The "Altmark's" Sister

The German naval tanker, "Northmark," sister to the war-time prison ship "Altmark"

which attained prominence when Captain Vian took the destroyer "Cossack" into Josing Fiord and removed British Merchant Service prisoners from her, has been commissioned in the Royal Navy as H.M.S. "Buloway."

Royal Navy Reductions

With the reduction of British capital ship strength to the four "King George V." battleships and the "Vanguard," and with no capital ship construction in sight, the "New York Times" suggests that "Today it is the 'back room boys' devoting their time and 400,000,000 dollars of the nation's money to defence research, including atomic bombs and guided missiles, who form Britain's first line of defence."

U.S. Navy Rejects Air Supremacy

Casting doubt on the value of air power in repelling invasions, Mr. John L. Sullivan, U.S. Secretary of the Navy, told the President's Air Policy Commission recently that at Okinawa the Japanese "lost 7,830 aircraft, of which number 4,155 were shot down by the fleet that came to stay . . . Only 36 American ships were sunk. Of this number 12 were destroyers, two were destroyer escorts, and the rest were smaller craft. In other words, in a three-months engagement in which the Japanese lost 7,830 aircraft, they did not succeed in sinking one single American carrier, one single American battleship, one single cruiser or one single transport."

Brazilian Navy

The Brazilian Navy has increased its strength by the purchase of the U.S. cruisers "Nashville" and "Phoenix." Of the "Brooklyn" class, built shortly before the recent war, these ships are of 10,000 tons displacement, 100,000 horsepower giving them 32.5 knots, armed with 15.6" guns, 8.5", and smaller anti-aircraft armament. Equipped

with catapult aircraft, they have hangar and elevator in the stern.

U.S. Navy Crane

The world's mightiest crane, built by the U.S. Navy at San Francisco at a cost of 2,500,000 dollars, recently lifted a 630-ton metal and concrete block at a demonstration. "So delicate are its controls, that it set down this great weight on a hen's egg without cracking the shell. The weight was then eased downwards again enough to break the shell without disturbing the yolk. According to the "New York Times," engineers said that the crane could lift a 400-ton battleship gun turret "with its little finger."

R.I.N. Corvettes for Siam

Recent additions to the Siamese Navy are the corvettes H.M.I. Ships "Burner" and "Betony," both formerly of the Royal Indian Navy, and H.M. fleet minesweeper "Minsirel," which have been purchased by the Siamese Government.

Emergency Steering

When a British naval boarding party boarded the illegal Jewish emigrant ship "Madina Jvrit" recently, the crew welded themselves into the wheelhouse, thinking that they thus had the controls sewn up. The boarding party thereupon destroyed the steering connections, and rigged an emergency gear aft.

"Conway" Scholarship

A Scholarship of £160 per annum, plus £20 for extras, which will operate annually in H.M.S. (School Ship) "Conway" from the January term of this year, has been awarded by the Indo-China Steam Navigation Company, Hong Kong. Limited to the son of a Merchant Navy or R.N.R. Officer who was killed or died on active service during the 1939-45 war, the Scholarship is named the "Wilkinson Memorial Scholarship," and has been established in order to perpetuate the mem-

ory of the late Lieutenant Thomas Wilkinson, V.C., R.N.R., who served with the Company.

Weather Ship

It was some time ago decided to establish a chain of weather observing ships in the Atlantic Ocean, using ex-Royal Naval corvettes for this purpose. The first of these to take up her station—ex-H.M.S. "Marguerite," now "Weather Observer"—has recently commenced her duties in 60 degrees North, 20 degrees West.

Polar Submarines

The United States Navy is following in the wake of the Australian explorer, Sir Hubert Wilkins, in polar exploration by submarine, and is at present experimentally fitting four submarines for this work.

R.N.S.A. SOLANI CLASS CRUISER.
Continued from page 18.

either form being suitably weighted and shaped to offer the least resistance. As in the designer's own "Lone Cull," the case extension in the galley can be opened up above the L.W.L. and the board examined and cleaned of mud and stones while the yacht is afloat.

The displacement of the ship being under 8 tons, a moderate sail area will be sufficient for ordinary cruising requirements. Alternative Bermudian sloop and ketch rigs were adopted, and in both rigs all gear is inboard. The sloop has a standing masthead backstay.

The raised midship deck gives a very strong midship section whilst adding 5ft. 10in. headroom under the deck beams. This construction was adopted because it is both stronger and less expensive to build than the coachroof form, it is less liable to deck leaks, and gives far more roomy accommodation below as well as better stepping of the mast. This wide deck also allows a 10ft. dinghy to be carried.

The design is open to yachtsmen outside the Service clubs who would have the freedom to build

in whichever yard they preferred. One stipulation would be made, however, and that is that any yachts built to this class must be built under Lloyd's survey. A certain amount of preliminary work has been done by two yards who are prepared to jig the design, thereby very greatly reducing the cost per ship, which has now been estimated at £1955. This figure includes designer's fees, a 10-20 h.p. engine, sails and a full inventory but does not include purchase tax nor such equipment as bedding, cutlery, carpets or cushions.

Enquiries outside the R.N.S.A. should be addressed to Mr. J. N. Lancefield, Veneercraft Ltd., 18 Bedford Square, London, W.C.1, from whom fuller particulars may be obtained.

Service enquiries should be made to the Branch Secretariat, R.N.S.A., Box 1, P.O., Edgecliff, Sydney.

DESTROYERS OF THE R.A.N.
Continued from page 24.

hour, and "Quiberon's" report recorded a "total bag for the night of three destroyers and four merchant ships, two of which were troopships." The following morning "Quiberon" had a hectic time alongside a British destroyer which had been torpedoed during a torpedo-bomber attack and was sinking. "Quiberon" removed her complement, during which procedure she was bombed and cannoned by attacking aircraft, the attack being pressed after she got clear with low-level bombing, dive-bombing and torpedo-bombing. She came through, however, to continue the war against the Japanese, as did "Quickmatch," with the Eastern Fleet and later the British Pacific Fleet.

With the conclusion of hostilities, the four "N" class ships "Napier," "Nepal," "Norman" and "Nizam" reverted to the Royal Navy. "Quiberon" and "Quickmatch" remained with the Royal Australian Navy, and in place of the "N" vessels the Admiralty made three more "Q's"

available as H.M.A. Ships, "Queenborough," "Quality" and "Quadrant."

And now Australia is repeating the past in the further building of destroyers. Recently the new "Battle" class, H.M.A.S. "Tobruk," was launched at Cockatoo Island yard in Sydney. Another vessel of the same class will soon be ready for launching at Williamstown Naval Dockyard. The building programme includes further destroyers of the "Daring" class.

Much water has flowed under the destroyers' bridges since the days of the Australian "River" class in the 1914-18 war. They founded the tradition of the R.A.N. in destroyer work. Three of them founded the tradition of Australia's building of these ships. Those at present under construction are a great advance in size, in striking power and in speed on their forerunners. But even so, they have a high standard to maintain in achieving that set by those that went before—both in the ships themselves and in the men that will man them.

EDITORIAL
Continued from page 11.

gained during the recent war. Therein also lies the value of the nursing and development of Australia's shipbuilding industry, and the general continuity of employment in maritime industries which gives confidence of future security to those employed in them, and thus builds up a healthy and vigorous sea-minded and sea-faring population. The growth of such a population, Sir Louis said, is of the utmost importance to Australia, as to any maritime power. For it is on such a population that a country's Navy depends. While the sea communications retain their significance, the dictum "He who would be secure on land must be supreme at sea," retains its truth. And he who keeps that fact before Australia is doing his country a service.



From our Correspondents in LONDON and NEW YORK

Cunard Centenary

It was a hundred years ago on the 28th. December last when Samuel Cunard laid the foundation of New York's greatness as a seaport with the inauguration of the first regularly scheduled trans-Atlantic service between New York and Europe. On 28th. December, 1847, the Cunard steamship "Hibernia" arrived at Jersey City, a significant event following by seven years the establishment of regular trans-Atlantic service between Boston and Europe by Cunard's pioneer steamer "Britannia." With a length of 217 feet and a gross tonnage of 1,422 tons, the "Hibernia" accommodated 110 passengers on two decks. This contrasts with the "Queen Elizabeth" which has 14 decks, accommodates 2,314 luxury passengers, and during the war carried an entire division of 15,000 men at a time across the Atlantic.

England-Australia Passenger Berths Trebled

On his arrival in Australia recently, Mr. A. I. Anderson, a director of the Orient Line, said that three times the number of passenger berths available last year from Britain to Australia were expected in 1948 on British Conference Lines. The Orient Line's new "Orcares," which should be completed by the end of this year, should provide 6,000 berths a year in either direction. The "Orontes" should re-enter service about the middle of this year, and the "Otranto" is expected to go for reconconditioning next month.

Marine Museum

A library of 30,000 volumes; relics from the "Bounty," Nelson's "Victory," and America's famous "Constitution"; Mark Twain's pilot license and historic logs; and examples of ships from a wooden bowl in which some

South Pacific children paddled round their island to a Japanese midget submarine of World War II, are among the exhibits at a Mariner's Museum near Newport News, Virginia, U.S.A. The exhibits in the museum trace the entire history of man's conquest of the seas, and the museum—admission to which is free—is a popular attraction to visitors to the city and neighbourhood.

"Clan" and "Shire" Losses

The Clan Line and the Scottish Shire Line between them lost 36 out of their 66 ships as a result of enemy action during the 1939-45 war, said Lord Rotherwick, Chairman of the Companies, when he visited Australia recently. Fifteen of the lost ships have already been replaced, and five more are on order. Meanwhile, the companies have bought another 25 ships to serve them until their own tonnage can be built.

Continued on next page.

Captain Fletcher
Many officers of the Merchant Service will have studied at the London County Council School of Engineering and Navigation before sitting for their examinations for Master's or Mate's Certificates, and will remember Captain John Spedding Fletcher, who was head of the school's navigation department. They will be sorry to learn of his death last year. In a letter of tribute to "The Nautical Magazine," the correspondent wrote what will be echoed in the minds of many: "His death is a great loss to the Merchant Navy. A better sailor or a finer gentleman never walked the poop of a ship. His kindness and courtesy were proverbial and he was admired and loved by all. There must be dozens of sailors who are better officers and men for having known Captain John Spedding Fletcher. He will never be forgotten by those who have known him."

The British Labour Minister in introducing the "1946 Assurance Companies Act," stated that "The 1946 Act":—

"Acknowledges the inherently international and comprehensive character of Insurance."

The Labour President of the Board of Trade in the House of Commons also stated that it would be proper in this connection to inform the House of the attitude of the Labour Government toward the future of British Insurance business. The Government, he stated, had no intention of interfering with the transaction of Insurance business by private enterprise. It is, he stated, the desire of the Government that Insurance should be in the future, as in the past, dealt with on an international basis and as business of an international character.

The interests of the people of Australia would be best served by its Government following the sound principles so clearly enunciated by the Labour Government of Great Britain.

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"Bataan"

H.M.A.S. "Bataan," which is leader of the 10th. Destroyer Flotilla, is not the only vessel carrying that name. A Norwegian Merchant Vessel is also the "Bataan." Built at Akers Yard, she is the biggest ship yet built in Norway, being of 9,100 tons deadweight. She averaged 19 knots on her trials.

Radar In Ships

It has been estimated that 430,000,000 worth of future orders may come to radar equipment manufacturers for fitting 15,000 of the world's ships with radar, as it is thought that radar, like radio, may in time be made compulsory for all vessels above a certain tonnage. Four thousand of these ships, it is also estimated, would be under the British flag and, at £2,000 for each installation, £8,000,000 worth of the total orders would be for British ships. It is anticipated that as radar becomes more per-

fect and established, underwriters will give more favourable terms to radar-equipped ships.

Italian Merchant Marine

Italian shipyards are now quoting delivery of new orders in 1950 and, but for the shortage of coal and material, they could get many more. In the meantime, the Italian Merchant Service is now nearly 2,000,000 tons gross, and further purchases are being arranged.

Fast Old Lady

Many years after her birth, the old "Mauretania," the four-funnelled Atlantic flyer, turned round and broke her own youthful record in Western Ocean crossing speed. Now one of her contemporaries—also one of the few four-funnelled ships afloat—the "Aquitania," is doing something similar. Built in 1914, she recently made a passage between Halifax, Nova Scotia, and Southampton, at 23.62 knots—more than her original designed speed.

Roaring Forties

There will be a little more traffic on the "Roaring Forties" route in the near future, for the Shaw, Savill and Albion Line is diverting some of the ships from the Panama to the Cape route for inter-Dominion passengers.

Speeding Cargo Handling

A recent report of President Truman's Advisory Committee on the Merchant Marine recommended that the U.S. Government sponsor a concerted co-operative effort by shipping companies, shippers, ship designers, maritime labour and port authorities, towards the reduction of cargo handling costs. One result was a meeting of interested authorities recently to attend a demonstration of newly developed cargo-handling appliances. One of these, the Sijporter Loader, is for loading through side ports; another is an improved type of overhead handling gear; and a third, the Magi electric winch, is given flexible speed control and manoeuvrability by means of a magnetic clutch.

NAUTICAL

QUESTION BOX

CONDUCTED BY

Captain R. C. C. Dunn, A.I.N.A., London

Readers are invited to send in any queries on nautical matters, and we shall endeavour to answer them in these columns.

In the January issue of "The Navy" Mr. Norman Allen asked if the "wooden" ship "Agnes Muir" mentioned in the book *Colonial Clippers* is identical with the hulk lying in Melbourne. Yes; she is the same ship.

The "Agnes Muir" was an iron ship of 874 tons gross and 817 tons nett, built by R. Duncan & Co., Port Glasgow, for Patrick Henderson & Co. She was completed in March, 1869, and her dimensions were 197.5ft. x 32.2ft. x 19.9 ft. She left Glasgow on her maiden voyage under the command of Captain Laing, bound for Port Chalmers, carrying a number of passengers. She arrived after a passage of 99 days. Altogether she made five voyages to New Zealand carrying a total of 445 passengers, and on one of these she carried a number of grouse in an attempt to acclimatise them in the Dominion, but they all died en route.

During subsequent years she was reduced to barque rig and was eventually sold to E. M. Olsen, of Tonsberg, Norway, being renamed "Adele." Then in 1909 she was purchased by McIlwraith McEachern and converted to a coal hulk, resuming her original name. Still in use to-day.

Mr. Allen asks if the composite ship "City of Adelaide" mentioned in *Colonial Clippers* is identical with a vessel of the same name lying in Cleveland Bay, near Magnetic Island, Townsville.

No, these were two different vessels. That mentioned in "Colonial Clippers" was 791 tons, built by Pile's, Sunderland, for Devitt & Moore in 1864. Her dimensions were 176.8ft. long x 33.2ft.

wide, 18.8ft. deep. The one lying near Townsville was originally a steamer, built in 1864 and of 1211 tons, owned by the Australasian Steam Navigation Co. She was a brig-rigged steamer when she arrived in Melbourne on 24th July, 1864, and she engaged in the coastal trade until June, 1871, when she underwent an extensive reconstruction in Sydney, having her well decks built in and an extra deck 8ft. high was constructed amidships. She was then used, together with the steamers "Wonga Wonga" and "City of Melbourne," as a mail steamer to Honolulu and San Francisco via Auckland.

In 1886 the British India S.N. Co. purchased the shares of the A.S.N. Co. and also of the Queensland Steam Shipping Co., merging them into the Australasian United Steam Navigation Co. The "City of Adelaide" was out of commission at the time and lay in Sydney awaiting a buyer until 1889, when she was purchased for conversion to a hulk. When her engines were removed, the hull was found to be in such good condition that she was converted to a "jackass barque"; that is, a four-masted vessel, with yards on fore and mainmasts and fore and aft rig on mizzen and jigger masts. About 1900 she was hulked for Howard Smith Co. and taken to Townsville; in 1912 her coal cargo was on fire for some days. Soon after she was superseded by the hulk "Koonoowarra," and in 1915 she was, again sold to be stripped of everything of value, and was then towed to Magnetic Island and beached in Cockle Bay. Her iron plates in 1941 were much

perforated, but she looked good enough to last many years.

In December issue, Mr. J. Penberthy mentions that H.M.S. "Audacious" name continued to appear in the Navy List long after she was lost. The reason, of course, was so that the enemy would not be sure whether she was gone or not. Later the story was spread that she had reached Harland & Wolff's yard at Belfast, and still later, about 1917, the story was spread that a new "Audacious" had been commissioned, reputedly the sixth ship of the "Queen Elizabeth" class of battleships. It was a wise decision not to disclose her loss, for the Germans were never certain and at the time she was actually lost the battle squadrons of the Grand Fleet were badly depleted by more than half the ships being out of action through condenser trouble. When they were back in service the secrecy was not so important, but the truth never actually leaked out.

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NAVY SPOTLIGHT



KICK-OFF for the five-day round of parties arranged for U.S. Task Force 38's visit to Sydney was Rear-Admiral H. B. Farncomb's cocktail party aboard the Flagship on January 30, the day the Americans arrived, when about 200 people met Rear-Admiral Martin and officers of the U.S. ships.

Mr. Orsen Neilson (Consul-General for the United States) and Mrs. Neilson entertained their countrymen the following evening at the Hotel Australia, and as on the previous night Princes was crowded with U.S. officers who squired the girls they had met at the parties to dinner and dancing.

On the Sunday there was U.S. Ambassador R. Butler's luncheon party in Canberra to which the Americans were flown.

February 2 was quite a night with the Ambassador's dinner dance at Prince's immediately following the super cocktail party given by Rear-Admiral G. D. Moore and Mrs. Moore, at "Tresco."

Numbers of men came to the Admiral's party dressed ready for the dinner. Others had a rush to dash home and change and be back in town in time to make the receiving line at Prince's which commenced at 8 p.m. sharp. Among Canberraites in town for these parties was Miss Ivy Williams, daughters of the High Commissioner for the U.K.

Champagne flowed during Mr. Butler's wonderful dinner, main course of which was Filet Mignon. The sweet came in with a fanfare of trumpets from the orchestra and dimmed lights. It was born aloft by about eight waiters who carried a tray each, on

which was a large block of red-lit ice, on which was mounted a pineapple.

Recipe for "Ananas Oriental" which is the name Americans give to this sweet is as follows—Cut the top off a pineapple, scoop out the inside and fill with diced pears, peaches, cherries and pineapple. Pour liqueur over this and stand in a refrigerator for half a day. Then scoop out a block of ice, place a small torch covered with red cloth or paper in it, stand pineapple (with its top on) in the scooped out part of the ice, and serve. Looks most fascinating!

Bourbon whiskey came on after the coffee and caused a mild furore among those who hadn't tasted its warmth-making strength previously. It appears to be stronger than Scotch, or Australian whiskies.

Among guests were representatives of the R.A.N., Consular and Diplomatic officials and numbers of the many friends Mr. and Mrs. Butler have made during their stay here.

On February 3 Rear-Admiral Martin, officers and men of the Task Force returned hospitality at a reception on board the aircraft carrier, Valley Forge.

This party commenced at 4 p.m. and carried on until after 7 p.m. with a buffet dinner and dancing in the hangar deck, and the ship open for inspection.

Mrs. Humphrey Becher made a flying trip to Sydney last month from Melbourne, where the family is living.

Mrs. F. Knollema, wife of the former Netherlands Navy Liaison Officer, Commander Knollema, arrived in Holland recently in the Abbekerk. Before she and her two children, Johann and Juliana, left Sydney they were farewelled by their many friends in the R.A.N.

They have joined Commander Knollema at The Hague.

Mrs. H. B. Farncomb and Mrs. Tim Gellatley are among Sydney Naval wives who are in Hobart for the Regatta festivities which coincide with the R.A.N. Squadron's visit to Tasmania.

Miss Barbara Moore entertained about 70 guests at a cocktail party last month, at "Tresco," in honor of visiting New Zealanders Lt. Commander and Mrs. Kenneth Douglas Morris, who spent a fortnight in Sydney.

Arch of swords for Miss Daphne Cotterill and Lieut. Colin Buhl, R.A.N., who were married at the Chatswood St. Methodist Church on February 6.

The bride is the youngest daughter of Mr. and Mrs. R. G. Cotterill, of Willoughby, and Lieut. Buhl is the eldest son of Mr. and Mrs. C. H. Buhl, of Bellingen, N.S.W.

After a brief honeymoon the bridegroom left in an L.S.T. for New Guinea.

News of Mrs. John Ennion (formerly Meg Theophilus) who lived in Sydney for some years and has innumerable friends in Navy circles.

Writing to a friend from Dunfermline (Scotland) where she and her husband, Lt. Commander Ennion, R.N. (who also lived for a time in Sydney, when he was on Admiral Lord Fraser's staff) she tells of plans they are making for their forthcoming sojourn in Greece, with the Military Mission to Athens.

Daughter Gillian, who went to school in Vaucluse, is rising eighteen and will shortly be leaving her school in the south of England.

Among the farewell parties for Lt. Commander John Peel and his wife, who left Sydney and went to make their home at the Naval Depot at Flinders last month, was one given by Mrs. Peel's cousin Miss Betty Pinkerton, who arrived from England last year.

John and Sybil arrived in time for the farewell party Commander and Mrs. Warwick Bracegirdle gave prior to their departure for England in the Orion. They were accompanied by their three children and will probably be away for a couple of years.

The captain and officers of the Flagship entertained officers and their wives at a cocktail party on board, when the ship visited the Flinders Depot last month.

Mrs. John Bath, wife of Commander Bath, is a passenger in the Strathaird for England, where she will stay with her parents for a few months.

Back from a year and a half's stay in Melbourne is Mrs. John Dowson, whose husband, Lt.

Commander Dowson, is captain of H.M.A.S. Condamine, at present in New Guinea.

Mrs. Dowson and son John, Jr., are living at Elizabeth Bay at her mother's harborside home.

Mrs. Gerry Carter, who flew to Canada to visit her mother some months ago, is returning by air to Australia with her baby daughter, and will go on arrival to Dreger, where her husband, Lt. Commander Carter, R.A.N., is stationed.

Former R.A.N. Fleet Air Arm Observer and ex-Union Steamship officer, Robert Scott, who served as a Lieut. in the famous carrier Ark Royal, along with many other Australians, has given the sea away and settled

down in Sydney with his wife Beth, and two small and very attractive daughters.

He is with the Maritime Services Board and has bought a house at Rose Bay.

Mrs. Walker, widow of the late Captain Walker, R.A.N., visited Sydney during the month, from Adelaide, where she has been living for some time. She addressed members of the War Widows' Craft Guild on the work of the South Australian branch of the Guild, with which she has been associated since its inception.

Lieut. Commander and Mrs. James Ramsay are receiving congratulations on the birth of a son to be named David.



Rear-Admiral H. N. Martin, U.S.N., photographed with Mrs. Raymond Higgins at the party given by U.S. Consul-General Mr. Orsen Neilson and Mrs. Neilson at the Hotel Australia during the five-day visit of Task Force 38 to Sydney.

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DIVING HAS ITS MOMENTS

An Australian Merchant Service Officer whose life has included the ups and downs of a diver in New York Harbour tells something of his experiences.

By R. L. White

The six years of the 1939-45 war intruded upon the monotonous regularity of most lives, and few people did not, at some time during that period, find themselves in strange environments, willingly or unwillingly employed in unaccustomed occupations. Being one of the more fortunate ones I found myself, at one stage, entertainingly if strenuously employed in the, to me, unusual vocation of Marine Diving, under the excellent tuition of the U.S. Navy's Salvage unit, situated at pier 88, New York harbour. There the great Atlantic Lady, "Normandie," was lying helpless and embarrassed on her side. It was a condition which she and I shared in common with frequent regularity during the first few weeks.

Work started at seven in the morning at the Diving School, and being accustomed to Australian conditions, under which it is impossible to find any restaurant open to business before ten a.m. at the earliest, I had resigned myself to going one meal short each day. I was, however, to be pleasantly surprised. Walking towards the waterfront the first morning, my gratified gaze met not one, but many restaurants and eating houses open. From then onwards I looked with favour on all American customs, and was enabled to start the day fortified with a good lining.

To arrive at work feeling in the best of form was all to the good at the U.S. School of Diving. The guiding principle seemed to be "Learn by your own mistakes and hard experience," for no preliminary talk, or instruction

in theory, was given. The sole preparation was a quick medical examination, and a run through the Recompression Chamber to ensure that your lungs and ears would take pressure. On my first dive, my sum total of diving knowledge was: "Turn the valve towards you for more air, and away for less," with an admonition not to spoil the school's good record of no fatalities. Thus armed, and with vivid memories from schoolboy thrillers of blood-curdling encounters with giant octopii and other monsters of the deep, I sank to the bottom for the first time.

Familiarity breeds contempt however, although with me a certain reserve of caution always remained. That was just as well, for it is the easiest thing in the world to fall into difficulties, even in such perfect conditions as those which prevailed in and around the "Normandie." Any slight relaxation of alertness can waste vital seconds, and then one more casualty is hauled to the surface.

The course of instruction lasted six weeks or longer, depending upon the pupil's aptitude. It embraced a thorough and comprehensive curriculum, divided into three main sections. The first included several jobs to accustom one to working in the mud; assembling a metal flange, building a watertight patch, and digging a hole in the harbour's bottom with a high pressure fire hose. None of these tasks was simple. The bottom of the Hudson River about Pier 88 is of the consistency of chocolate blanc-mange, and all work had to be done completely

blind. The digging job usually ended in the hose taking charge and rolling the inexperienced Diver about the bottom.

The second section was executed on a metal staging some twenty feet down, and comprised tasks such as chipping off rivet heads, building a box, etc. It was designed to accustom a man to the use of tools under water. The job of building a box under water presents quite a problem. Wood floats, as we all know, and a Diver who becomes too absorbed in his work will sooner or later straighten his back for a breather and have the chagrin of watching his work go soaring up to the surface. The best plan when it comes to your turn for this job is to carefully place the pieces of wood underneath the staging where their buoyancy will keep them until wanted, then go to work with a hammer in one hand, a nail in the other, a piece of wood in the third and fourth hands, which leaves the other hands free for any odds and ends that crop up.

The third and last section of the course took place in the Experimental Tank on the wharf, where we were taught underwater welding and cutting, two singular and fascinating tasks. But I found it is not only your work that can be welded. Nothing, not even I myself, was safe once a welding rod was placed in my hand. For some unknown reason I was waving my welding rod about my head when it struck my helmet. There was a flash, and rod and helmet became one. What God has joined together let no man put asunder, but with a hammer and chisel as intermediary, a divorce was effected. The vagaries of an electric current, as of a woman's mind, are something to be wondered at. In either case they can lead a man into unexpected difficulties.

After graduating from the school, we stepped across the gangplank and went to work in earnest aboard the stranded "Nor-

mandie". As usual we found the practical application somewhat different to the school. The most noticeable contrast was the temperature. The water was tolerably warm in the Experimental Tank, but in the open of a New York's winter it was bitterly cold. When diving outside the hull, if work allowed of it, we would sink ourselves into the soft mud on the bottom. This acted as a kind of blanket, and the temperature would be more congenial. By far the coldest part of the whole day was when one's turn came round to tend the other Diver. One was then being obliged to hold a freezing air hose and life line, often in falling snow, and unable to jump around to stimulate the circulation.

The salvage of the "Normandie," though supervised by and in charge of the U.S. Navy who provided a section of Divers, was mainly carried out by the firm of Merritt, Chapman and Scott, who had as many as seven hundred Divers employed on the job. Being just one of the many Divers, I cannot lay claim to any knowledge of the inside plans of the operation, but am inclined to think the claim that it is the biggest salvage job ever attempted is a slight exaggeration, and true only insofar as the "Normandie" is the biggest ship ever to require salvage.

Compared to many other pieces of salvage work brought to a successful conclusion during the recent war, and executed under hostile action and difficult conditions, the work aboard the "Normandie," though spectacular, was a straightforward job performed under ideal conditions. After cleaning out the inside of the ship, half of which was under water, and removing every piece of her construction it was possible to remove in order to lighten her, a number of concrete water-tight subdivisions were built across her beam at intervals along her length. All apertures in the hull, such as boiler and

engineroom spaces, portholes, etc., had been sealed effectively. Then each section was pumped dry to test its efficiency, and flooded again. Once all sections were complete and had passed the test, the whole ship was pumped dry, and with the aid of heavy tackles, jacks and other gear, she was righted. There must have been anxious hearts on the final day, as she slowly righted herself and once more floated in the manner of all well found ships. To my regret I never saw this day, as I was by that time in other climes.

In spite of the cold and watery environment, we had our moments of excitement. On "B" deck one morning I saw two sailors taking their ease beside a Diver's broadcast telephone, from which issued loud and anguished appeals for help. Speaking to those two worthies, I was told he would come to no harm, he was just temporarily lost and as he, being an Officer, had run those two Sailors into the Captain's report the week previous, they guessed it "Would do that wise guy a lot of good to cool off a mite."

Such a salutary lesson may or may not have had the desired effect. But I am sure that no kind of skylarking should be permitted under water. It is far too easy for serious consequences to follow in the wake of a practical joke.

Life is not all beer and skittles for a Diver. He must, while on the job, eschew all thought of beer and other kindred solace, for the gas absorbed with alcohol renders a Diver prone to the "Bends," a painful and often fatal affliction.

One Monday morning aboard the "Normandie," I was quite pleased at being sent for and told to join up with a class of Officers studying the theoretical side of ship-construction and salvage work, held in rooms above the wharf. Here I saw a large scale model of the "Normandie," built in exact replica as she then was,

each section being detachable to further study and discussion. It was a great pity that the Divers could not have been given a look at this model. Their work would have been made much clearer to them. However, such was the number of Divers employed that for security reasons such an idea would have been out of the question.

Diving is an absorbing game, and adds that variety so necessary to life, for a Diver never knows what may lie beneath him when he goes down. One last dip as a farewell before leaving New York, and I came to grief with none but myself to blame, being by now, as I thought, an experienced hand. Becoming somewhat careless about a certain law relating to gases and volumes, discovered by Mr. Boyle, I suddenly found myself rising with ever-increasing speed towards the surface. I broke water like the Demon King, landing back as helpless as a cow in its stall, for the pressure of air inside my suit had spreadeagled my arms, depriving me of their use.

I was by then properly alarmed. Not so my attendants, however. They merely hauled me along the water until they could reach down and turn off my air valve. My suit began to sag, and much to my relief I regained the use of my arms. But it was most undignified while it lasted.

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Wife: "The worm's getting ready to turn."

Tangible Evidence

Chief Steward: "Can you identify the steward, sir?"

Irate Passenger: "Certainly! I have his fingerprints on my soup plate."

Cause and Effect

Cissie: "So poor Fanny's romance was ruined. That accounts for her sad face."

Susie: "No! You've got it the wrong way round."

Beginner's Luck

Judge: "And why do you think I should be lenient with you?"

Defendant: "Well, your Honor, it's my lawyer's first case."

Wrong Target

Nobby: "Ah! She's a trimmer. She's a girl after my own heart."

Dusty: "I used to think that about her too. But she always seemed to have the idea that I carried mine in my pocket."

Experienced

Jeff: "This Government has introduced some good ideas, anyway. What about the pay-as-you-earn scheme?"

Mutt: "Good heavens, man, there's nothing new in that! We married men have been doing it for years."

Crossed in Love

Judy: "My young man says I've got such affectionate eyes. I wonder what he means."

Julie: "That they're always looking at each other, I suppose."

Only Needs The Sand

Sarcastic Captain on Inspection, to Ship's Baker: "You've got something here, my man. These loaves of yours are the perfect size for a holystone frame."

Firing Exercises

Pilot: "I suppose your wife will hit the roof, your bringing me home at this hour."

Guns: "Probably. She's a rotten shot."

Homeward Bound

Passenger: "That fellow you told me was quite reliable in Colombo is just a fraud. This ivory carving I bought from him is an imitation."

Purser: "I can't understand that. The elephant must have had a denture."



"It's ten fathoms, Sir." "Yes, yes—but what's that in fact?"

WHAT THE NAVY IS DOING

THE outstanding development in the doings of the Royal Australian Navy since these notes were last written has been the change in the appointment of the First Naval Member, with the result that, for the first time in its history, the Royal Australian Navy has, as its administrative head at Navy Office, as well as in command of the Squadron, an officer who, in each case, is a graduate of the Royal Australian Naval College. Rear-Admiral John A. Collins, C.B., arrived in Australia last month in S.S. *New Zealand Star* from the United Kingdom, and has taken up his appointment as First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff, vice Admiral Sir Louis Hamilton, K.C.B., D.S.O., who had occupied the position since 1945. Sir Louis left in the *Stratheden* for England, where he is retiring. Some changes were made in the Squadron exercise programme planned for February, this being amended to allow for exercises in conjunction with U.S. Task Force 38, which, comprising the aircraft carrier *Valley Forge*, the destroyers *Lloyd Thomas*, *William M. Wood*, *Keppeler* and *W. C. Lawe*, and the tanker *Mistillion*, arrived at Sydney on a goodwill visit on 30th January. So far as the ships of the Squadron are concerned, activities during February, and proposed future programmes, are as follows:—

SQUADRON DISPOSITIONS

The Cruisers

H.M.A.S. *Australia* (Captain H. J. Buchanan, D.S.O., R.A.N.), wearing the Flag of Rear-Admiral Farncomb, C.B., D.S.O., M.V.O., R.A.N., Flag Officer Commanding the Royal Australian Naval Squadron, departed Sydney, 4th February, with H.M.A. Ships *Bataan*, *Quickmatch*, *Shoalhaven*, *Murchison* and *Culgoa*, and exercised with U.S. Task Force 38, and later carried out Squadron exercises, visiting Westport, Hobart, Norfolk Bay during the month, sailing from Hobart on the 1st of this month for New Zealand, where she is due at Dunedin on 5th March. Her programme for March is: Lyttelton, 10th to 15th March; Wellington, 16th to 22nd March; Auckland, 24th to 30th March. She is due back in Sydney on 2nd April.

H.M.A.S. *Hobart* (Acting-Commander A. J. Travis, R.A.N.) is in Sydney, paying off into reserve.

H.M.A.S. *Shropshire* (Com-

mander G. L. Cant, R.A.N.) is in Sydney, paying off into reserve.

10th Destroyer Flotilla

H.M.A.S. *Bataan* (Captain (D) 10, Captain J. C. Morrow, D.S.O., D.S.C., R.A.N.) sailed from Sydney 4th February, her programme being in the main in line with that of the Flagship. *Bataan*, however, carried out torpedo firing exercises in Port Phillip Bay during 9th and 10th February. It is anticipated that she will spend part of April in the Sydney-Jervis Bay area, and will commence 50 days' availability at Sydney for leave on 24th April before departing for Japan in June to relieve H.M.A.S. *Quickmatch* there.

H.M.A.S. *Arunta* (Commander F. N. Cook, D.S.C., R.A.N.) is in Japanese waters with the British Commonwealth Occupation Forces, and will be relieved there about 23rd of this month by H.M.A.S. *Quiberon*. She is due back in Sydney about 7th April,

and will be granted availability for refit and to give 21 days' leave to each watch.

H.M.A.S. *Warramunga* (Commander G. C. Oldham, D.S.C., R.A.N.) is with the British Commonwealth Occupation Forces in Japan, where she will be relieved about the 23rd of this month by H.M.A.S. *Quickmatch*. She is expected back in Sydney about 7th April, and will be granted availability for giving 21 days' leave to each watch.

H.M.A.S. *Quiberon* (Commander J. L. Bath, R.A.N.) departed Sydney 7th February for Westport and for exercises with the Squadron, being at Port Phillip, Hobart, Port Arthur and Sydney during the month, and departing Sydney on 29th February for Japanese waters. Her programme for the passage is: Cairns, 12th March; Dreger Harbour, 15th March, and Japan, where she will relieve H.M.A.S. *Arunta*, 23rd of this month. She will be relieved in July by H.M.A.S. *Shoalhaven*.

H.M.A.S. *Quickmatch* (Lieut.-Commander C. J. Stephenson, R.A.N.) departed Sydney 4th February with the Flagship for exercises with U.S. Task Force 38, and for Squadron exercises. Her programme throughout was similar to that of H.M.A.S. *Quiberon*, with the difference that she carried out gunnery firing exercises in Port Phillip Bay during 9th and 10th February. With *Quiberon*, she is expected to arrive in Japanese waters on 23rd March to relieve H.M.A.S. *Warramunga*. She will herself be relieved in July by H.M.A.S. *Bataan*. During the exercise period in Tasmanian waters, *Quiberon* and *Quickmatch* were inspected while at Port Arthur by Captain (D) 10th Destroyer Flotilla.

1st Frigate Flotilla

H.M.A.S. *Culgoa*, Senior Officer (Commander J. Plunkett-Cole, R.A.N.), departed Sydney 4th February with the Squadron for exercises with U.S. Task Force 38 and Squadron exercises. She is due back in Sydney on the 3rd of this month, and will spend March in the Sydney-Jervis Bay area, and will depart Sydney on the 30th of the month to relieve H.M.A.S. *Condamine* in New Guinea waters.

H.M.A.S. *Shoalhaven* (Lieut.-Commander Keith Tapp, R.A.N.) departed Sydney 4th February. Her programme for the month was similar to that of *Culgoa*. After spending this month and part of April in the Sydney-Jervis Bay area, she will proceed to Williamstown, where she will be granted availability for refit and to give 21 days' leave to each watch before departing from Sydney in company with *Bataan* in June for Japan, where she will relieve H.M.A.S. *Quiberon*.

H.M.A.S. *Condamine* (Lieut.-Commander J. H. Dowson, R.A.N.) is being relieved in New Guinea by H.M.A.S. *Culgoa* and will proceed to Williamstown, where she is due on 5th April, calling at Sydney en route. On arrival at Williamstown she will be granted availability for refit and to give 21 days' leave to each watch.

H.M.A.S. *Murchison* (Lieut.-Commander J. McL. Adams, O.B.E., R.A.N.) departed Sydney 4th February with the Flagship for exercises. She was detached from the Squadron for exercises with H.M. Submarine *Aeneas*, and later rejoined the Squadron for the Tasmanian exercises, returning to Sydney, where she is due with H.M.A. Ships *Culgoa* and *Shoalhaven* on 3rd March.

... at Sea and Ashore

20th Minesweeping Flotilla

H.M.A.S. *Swan* (Captain R. V. Wheatley, R.A.N.) Senior Officer, with H.M.A. Ships *Kangaroo*, H.D.M.La. 1328, 1329 and G.P.Va. 960 and 963, is carrying out minesweeping operations in the New Guinea area.

10th L.S.T. Flotilla

L.S.T. 3014 (Lieut.-Commander W. A. Wilson, R.A.N.R.) is employed dumping ammunition from Fremantle and Albany, Western Australia.

L.S.T. 3017 (Lieut.-Commander H. K. Dwyer, R.A.N.R.) is employed dumping ammunition from Sydney and from Tasmanian ports, and in transporting stores between Sydney and Melbourne.

L.S.T. 3501 (Lieut.-Commander G. M. Dixon, D.S.C., R.A.N., V.R.), after carrying out successfully her first operation in connection with the Australian National Antarctic Research Expedition, when she landed a party of scientists on Heard Island and established a fuel dump at Kerguelen, returned to Australia during January, and proceeded to Williamstown Naval Dockyard for repairs. The second part of her operation entails a voyage to Macquarie Island, approximately 800 miles S.S.E. from Hobart.

Landing Ships Infantry

H.M.A.S. *Kanimbla*, the only Landing Ship Infantry now remaining in commission with the Royal Australian Navy (Captain A. P. Cousin, D.S.C., R.A.N.R. (S)), having completed her period of availability in Sydney, resumed troop operations to Japan in February.

Australian Minesweepers

These two vessels are based on Flinders Naval Depot for training Depot personnel:—

H.M.A.S. *Gladstone* (Lieut.-Commander H. A. E. Cooper, R.A.N.), H.M.A.S. *Latrobe* (Lieut. D. H. D. Smyth, R.A.N.).

Survey Ships

H.M.A.S. *Barcoo* (Lieut.-Commander D'A. T. Gale, D.S.C., R.A.N.) is engaged on surveying duties in Spencer Gulf. She is due to return to Sydney for refit and to give leave on 1st May.

H.M.A.S. *Warrego* (Lieut.-Commander R. B. A. Hunt, O.B.E., R.A.N.) is engaged on surveying work in Bass Straits. She is due to return to Sydney for refit and to give leave about 1st May.

H.M.A.S. *Lachlan* (Lieut.-Commander C. G. Little, D.S.C., R.A.N.), after refitting at Williamstown Dockyard, pays off into reserve at Sydney.

H.M.A.S. *Jabiru* is tender to *Warrego*, and her programme is similar to that vessel's.

General

H.M.A.S. *Air Rest* (Lieut. W. I. A. Key, R.A.N.V.R.) is in Sydney.

H.M.A. *Tug Reserve* (Lieut. I. M. Adie, R.A.N.R. (S)) was at Sydney availability to 6th February.

H.M.A.S. *Karangi* is at Fremantle, boom defence vessel.

H.M.A.S. *Woomera* (Lieut. A. R. Pearson, R.A.N.V.R.) was at Sydney availability 7th February.

H.M.A.S. G.P.V. 956 is at Cairns on R.M.S. operations.

H.M.A.S. G.P.V. 957 is at Cairns on R.M.S. operations.

Australian National Antarctic Research Expedition

H.M.A.S. *Wyatt Earp* (Commander K. E. Oom, O.B.E.,

R.A.N.), after suffering some hull damage due to heavy weather encountered after leaving Hobart on her previous voyage towards Macquarie Island, returned to Melbourne in January and proceeded to Williamstown Naval Dockyard, where she docked for repairs before again proceeding to the southward. Work on the vessel was completed by the end of January, and full power and sea trials were carried out during the first week in February in Port Phillip Bay and outside the Heads.

GENERAL

R.M.S. "Orion," which arrived in Melbourne on Wednesday, 28th January, from England, brought with her ten officers and three ratings of the Royal Navy, who are here on loan to the Royal Australian Navy for duties with the Naval Aviation Branch. Three of the officers visited Australia last year with the Royal Navy's 1st Aircraft Carrier Squadron. Lieutenant-Commander (P) D. W. Kirke, R.N., was Lieutenant-Commander (Flying) in H.M.S. "Glory," Lieut. (S) G. W. G. Pugh, R.N., was Deputy Supply Officer in the same ship, and Lieut. (A) M. W. Henley, R.N., was a member of the Firefly Squadron borne in H.M.S. *Theseus*. Lieut.-Commander P. F. Dick, R.N., was also in Australia during the war years, when he was Supply Officer to Flag Officer Naval Air, Pacific, based in Sydney.

Other officers returning to Australia in the "Orion" were Lieutenant-Commander R. L. Williams, R.A.N., and Lieut. W. G. Wright, R.A.N., who had been on exchange service with the Royal Navy; Lieut. (S) L. Penn-Gaskell, R.N., who will take up an appointment as Secretary to Rear-Admiral A. R. M. Bridge, head of the United Kingdom Service Liaison Staff in Australia; and Lieut. (P.T. and W.) D. D. Howson, R.N., who is here on exchange service with the R.A.N.



Commander J. Plunkett-Cole.

PERSONAL

Lieut. Commander (L) John Edward Ironmonger, R.N., has joined the staff of Naval Aviation at Navy Office as technical officer for air and ground radio. A keen amateur radio enthusiast, his radio-telephony transmission from England—where he operated Amateur Station G.8.P.O.—have been heard clearly in all parts of Australia. During the four months previous to his departure from the United Kingdom, Lieut.-Commander Ironmonger carried out extensive experiments with an unusual beam aerial. Operating the system on the twenty-metre band, he succeeded in making 368 telephony contacts with Australia in 96 days. A great number of these contacts were of one to two hours duration, and strength of signals were invariably reported as quite outstanding. For the information of those of our readers who are especially interested in radio, it might be mentioned that details of the beam aerial used were given in the November, 1947 issue of the Radio Society of Great Britain Bulletin.

Lieut.-Commander Ian Kitchener Purvis, R.A.N., of Melbourne, has been appointed to Navy Office, Melbourne. He will be attached to the staff of the Director of Training and Staff Requirements. Lieut.-Commander

Purvis is a qualified torpedo and anti-submarine officer. Previous to his appointment he was stationed at Flinders Naval Depot, Victoria.

Commander John Plunkett-Cole, R.A.N., who has assumed command of H.M.A.S. *Culgoa* as Senior Officer, 1st Frigate Flotilla, was Commander of the Royal Australian Naval College at Flinders Naval Depot previous to taking over his present command. He had considerable sea service in the recent war, serving in the Mediterranean during the early months of the campaign in that sea, and taking part in the operations at the evacuation of Crete. He commanded four of the Royal Australian Navy's destroyers during the war (H.M.A. Ships "Ven-



Commander T. K. Morrison.

detta," "Napier," "Norman" and "Nepal") and served in the cruisers H.M.S. "Sussex" and H.M.A.S. "Canberra," being in the Australian cruiser when she was sunk in the first Savo Island battle in August, 1942.

Commander Thomas K. Morrison, O.B.E., D.S.C., R.A.N., has succeeded Commander Plunkett-Cole as Commander of the Royal Australian Naval College. He also saw wide and varied service at sea during the war in H.M.A. Ships "Hobart" and "Australia," taking part in the operations at British Somaliland, the Java Sea and the South-west Pacific from

Hollandia to the invasion of the Philippines, among others. A keen cricketer, Commander Morrison represented the Royal Navy in first-class matches when he was in England in 1932, 1936 and 1938.

The Australian Commonwealth Naval Board entertained two of its former members at a luncheon at the Oriental Hotel, Melbourne, on 30th January. The guests, who had arrived on a visit to this country in R.M.S. "Orion," were Admiral P. H. Hall-Thompson, C.B., C.M.G., who was First Naval Member from 1924 to 1927, and Rear-Admiral Sir Eldon Manisty, K.C.B., C.M.G., who, from 1911 to 1914, was Finance Member and First Naval Secretary of the Australian Naval Board. Sir Eldon Manisty afterwards became Pay Master Director-General of the Royal Navy. Members of the Naval Board who attended the luncheon were the First Naval Member (Admiral Sir Louis Hamilton, K.C.B., D.S.O.), the Third Naval Member (Engineer Rear-Admiral A. B. Doyle, C.B.E.), the Secretary, Department of the Navy (Mr. A. R. Nankervis), the Finance Member (Mr. R. Anthony) and the Acting Secretary to the Naval Board (Mr. F. G. Cummins). Also present was Mr. G. L. Macandie, C.B.E., who was Secretary of the Naval Board from 1914 until 1946.

In Sydney on 30th January, and



The late Engineer-Commander E. B. Vallance, R.A.N.

March, 1948.

THEY WON DECORATIONS WHEN THEIR SHIPS WENT DOWN

Two Chief Petty Officers of the Royal Australian Navy who were awarded decorations for their service when their ships were lost in action with the Japanese are Chief Petty Officer J. H. Hutchings, of Kogarah, New South Wales, and Chief Petty Officer Cook (S) R. H. Bland, of Auburn, New South Wales. Both have had long service—in each case over 20 years—in the R.A.N.

Chief Petty Officer Hutchings was in "Vampire" when she was sunk during a Japanese air attack in the Bay of Bengal in April, 1942. In November of that year he was awarded a Mention in Despatches "For bravery when H.M.A.S. 'Vampire' was sunk by Japanese aircraft." Later, he managed to get some of his own back, when, in H.M.A.S. "Quickmatch" he was, in October, 1944, awarded the D.S.M. "For outstanding courage, skill and determination in pressing home a successful attack on the Japanese Naval Base at Sabang."

Chief Petty Officer Bland received his first award, a Mention in Despatches, for action against the Germans in the Mediterranean whilst he was serving in H.M.A.S. "Perth." This award, in November, 1941, was "For gallantry and distinguished service in operations in Greek waters." He was in "Perth" when she went down fighting against a powerful Japanese force in Sunda Strait during the night of February 28th., 1942. Subsequently he was, until the end of the war, a prisoner in the hands of the Japanese. In March, 1946, he was awarded a Mention in Despatches "For gallantry and resolution whilst serving in H.M.A.S. 'Perth' lost by enemy action in the Far East on 1/3/42." He had previously, in the New Year's Honours List of 1942, been awarded the British Empire Medal.

on board his Flagship, H.M.A.S. "Australia," Rear-Admiral Farncomb was decorated by Rear-Admiral Martin, U.S.N., Flag Officer Commanding U.S. Task Force 38, with the U.S. Naval Cross "For contributing materially to the recapture of the Philippine Islands." At the ceremony, Rear-Admiral Martin said that he was presenting the Cross "at the direction of President Truman" for "extraordinary heroism during the capture of Lingayen Gulf, and the landing on Luzon in 1945."

His many friends in and out of the Navy will have been shocked at the sudden death of Engineer Commander E. B. Vallance,

R.A.N., who collapsed from a heart attack and died in his room in U.S.S. "Valley Forge" on her arrival at Sydney on 30th January. He was in the "Valley Forge" as one of the six R.A.N. officers who had flown to Pearl Harbour and joined the Task Force for experience on the voyage to Australia. Commander Vallance joined the Royal Australian Navy as a midshipman in 1917, and was promoted Commander in 1938. During the war he served at sea in H.M.A. Ships "Adelaide" and "Australia," and at Navy Office, Melbourne. He is survived by his wife and two children.

BOOK REVIEWS

By S.H.S.

"It Might Happen Again," The Autobiography of Admiral of the Fleet Lord Chatfield, P.C., G.C.B., O.M., Etc. William Heinemann Ltd., London.

"It Might Happen Again" is the second volume of Lord Chatfield's autobiography "The Navy and Defence," under which title the first volume appeared. Dealing, as this volume does, with the between-war period, from the time of the Washington Conference and carrying on until the early months of the late war, it has the greater current interest. Its author was uniquely placed to write an absorbing book, and he has done so. During the period of which he writes he was for three years—from 1925 until 1928—Controller of the Navy, the chief of the material side of the Navy, and for nearly six years—from 1933 until August, 1938—First Sea Lord. Subse-

quently, from 1939 to 1940, he was a Cabinet Minister as Minister for the Co-ordination of Defence. Few, therefore, are as qualified to speak authoritatively on defence generally and naval defence in particular.

The book is a strong indictment of the control of the defences of the Empire by the Treasury, and of the abuse of the great power wielded by that Department. "That power was to be found everywhere. Its proper function of avoiding waste and extravagance was extended until it ruled as an autocrat in Whitehall, a veritable tyrant. It possessed innumerable officials whose duty it was to be ready to counter the demands of the fighting de-

partments; and in those departments themselves it had its familiars who could, if they used their power, oppose or delay all action involving the spending of money. In the 'twenties, this power given to the Treasury, backed by popular opinion, was used with crushing effect by that efficient department. . . . There must be a great change in the financial control of the Defence Services if the Empire is to avoid a recurrence of the danger it has passed through, saving itself not by inadequate, and in some cases obsolete, material, but by the magnificent sacrifice of its fighting personnel, aided by the genius of its great industrialists, called in at the last hour, and the skill of its people thrust at a moment's notice into munitions-making."

The story of the period with which Lord Chatfield deals is one of wishful thinking in clinging to the idea of a collective security system which lacked the means of providing that security; of living more luxuriously, but dangerously, by diverting to social services money which should have been expended in insuring British social life by providing adequate defences; and of a failure to cut the coat of foreign policy according to the cloth of power to implement that policy. It is the story of the fight of the Defence Services, and particularly of the Navy, to make headway against uninformed criticism and misplaced idealism—and against time running dangerously short—and to get the defences of the Empire on a basis affording some measure of security against aggression, the imminence of which was more and more becoming apparent.

It is the story of an era in which British national thought and inclinations were divorced from reality in the atmosphere of the League Covenant and disarmament conferences, when to speak of Empire Defence was to be a warmonger or a militarist.

"Not only did statesmen believe that they had created a peace ma-

chine to supplant armed force, but they continued for fifteen years trying to strengthen the machine and to weaken the only alternative. But the machine was built on sand, and when the storms came it was to wobble and finally to crash, leaving the victors exposed in all their nakedness."

The feeling of peace and security consequent upon the formation of the League of Nations and the Washington Conference led to the first weakening. The "Geddes Axe" fell on the Defence Services. It was followed, in 1923, by the Ten-Year Rule, a dangerous rule laid down by the Government for the guidance of the Services, by which it was to be assumed that there would be no great war for ten years. It arose from the ten-year holiday for capital ship building agreed upon at Washington. The danger in this rule lay in the fact that the British Cabinet did not accept 1933 as the year in which it would expire, but decided that the rule should commence afresh each year, so that until it was revoked the three Services would always be at ten years' notice.

This in spite of the fact that Defence Services cannot be rebuilt at short warning; that it takes years to build or reconstruct a capital ship; that specialised industry, lacking employment in ship-building and other defence work, would lose its skilled technicians and vital plant; and that the Empire's defence potential suffered in consequence. "Protest was unavailing. Gagged and bound hand and foot, the Services were handed over to the Treasury Gestapo. Never has there been such a successful attempt to hamstring the security of an Empire. It was of course, in those days, a secret instruction, not to be let out, so that a future enemy might not hear of it and lay his plans. Parliament must not be told, nor the public."

Lord Chatfield mentions some ships of interest to the Royal Australian Navy, ships whose

fate he had to settle as Controller. They were the "V" and "W" Class destroyers, of which the Royal Navy had a large number it could neither afford to keep in commission nor allow to depreciate. A plan was worked out to lay them up in "cold storage" at Rosyth Dockyard, where they were kept at three months' notice for sea and in good order. "The scheme proved all I had hoped, and these ancient warriors were ready for action when the bell rang in 1939." The Royal Australian Navy's "Scrap Iron Flotilla" was of this class, and gave a good account of itself during the war.

It was during Lord Chatfield's period as Controller that the effect of the determination of the Anglo-Japanese Alliance began to be felt in the naval relations between the two countries. "Still outwardly friendly, a growing secretiveness on Japan's part developed. While our naval officers on the China Station and our at-

tache in Japan were kept at arm's length and permission to visit naval yards became more and more restricted, Great Britain was on the contrary flooded with Japanese naval officers, ever on the prowl and claiming admission to our ships, dockyards, armament factories and colleges." The matter was finalised by Lord Chatfield asking the Japanese Naval Attache in London for a quid pro quo in respect of the Japanese Ambassador's request that Japanese naval constructors be admitted to naval construction courses at Greenwich College. The quid pro quo was a certain technical drawing of the new Japanese cruiser "Furutaka." The Ministry of Marine in Japan refused the drawing, whereupon the edict was issued "no 'Furutaka', no courses."

On the subject of the termination of the Alliance, Lord Chatfield says: "We had abandoned in 1921 our alliance with Japan with the full assent of, indeed un-

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der some pressure from, the Dominions. In this act, however politically wise, we had weakened, most gravely, our Imperial strategic position. We had turned a proved friend in military, if not in political, matters into a potential and powerful foe ten thousand miles away from our main bases. A potentially hostile fleet had thus, as it were, suddenly sprung into existence."

This reference to the attitude of the Dominions should be qualified. Left as it is, it lends weight to the charge, repeated from

many quarters since the determination of the Anglo-Japanese Alliance, that Australia was strongly in favour of the abrogation of the Treaty. Actually, the opposite was the case. Australia put up a strong plea for the renewal of the Treaty, and made its attitude perfectly clear at the 1921 Imperial Conference.

Before he left Australia to attend that Conference, Mr. W. M. Hughes, then Prime Minister, told the House of Representatives that he intended to press for the renewal of the Treaty. During the

course of his speech, Mr. Hughes said: "Every citizen of Australia realises that the destiny of this country is to be played on the mighty stage of the Pacific. Therefore, when we speak of foreign policy, we speak of foreign policy in relation to Pacific problems and of war as it may come out of the East. No man can deny that it is a thing more precious than rubies that we should have an alliance with the greatest Power in the East; and no man who was not a criminal, who was not utterly dead to the duty that he owed to this country, would do anything to involve this country in war. So, when we are asked what the Treaty means to us, either in its present form or any other acceptable form, we are to say that it means everything to us. . . . So, in the face of these facts, if we are asked, are we in favour of a renewal of that Treaty, I take it that, as Australians who want peace, there can be but one answer, we are. . . . As to the renewal of the Treaty with Japan, this is my attitude, and I submit it for the consideration of honourable members: I am in favour of renewing the Treaty in any form that is satisfactory to Britain, America, and ourselves. I am prepared to renew it in those circumstances. If it is suggested that the renewal should take a form which would involve the sacrifice of those principles which we ourselves regard as sacred"—(i.e., the White Australia Policy and friendship with America)—"I am not prepared to accept it."

During the course of the same debate, the Leader of the Labour Opposition in the House of Representatives said: "I summarise my views in these words: that the White Australia policy should be maintained, and that nothing should be done to create division between us and the United States of America. If we can achieve these two things, in addition to an extension of the Anglo-Japanese Treaty, we shall be doing something which, I believe

is the desire of the majority of the people."

Mr. Hughes was thus armed with a mandate to press for a renewal of the Treaty when he left Australia for the 1921 Imperial Conference, and at that Conference, in company with Mr. Massey, Prime Minister of New Zealand, spoke strongly in favour of a renewal of the Alliance. In his opening speech at the Conference, Mr. Hughes said: "I think from every point of view that it would be well that the Treaty with Japan should be renewed. Should we not be in a better position to exercise greater influence on the Eastern policy as an Ally of that great Eastern Power than as a potential enemy? Now if Japan is excluded from the family of great Western nations—and, mark, to turn our backs on the Treaty is to exclude Japan—she will be isolated, her high national pride wounded in its most tender spot. To renew this Treaty is to impose on her some of those restraints inseparable from Treaties with other civilised nations like ourselves. We will do well for the world's peace, we will do well for China, we will do well for the Commonwealth of British Nations to renew this Treaty. We want peace."

Mr. Massey strongly supported Mr. Hughes.

The Dominion opposition to the renewal of the Treaty came from Canada, whose representative, Mr. Meighen, opposed renewal in any form on three grounds; first, that the conditions which necessitated the Treaty in 1911 did not now exist; second, the renewal would be regarded with disfavour in America; third, such alliances were antagonistic to the spirit of the League of Nations. Failing to secure a denunciation Mr. Meighen would, he said, propose insertion of a clause exempting Canada until the Dominion Parliament approved. South Africa (General Smuts) concurred in the principles of Mr. Meighen's argu-

ments but would support a renewal of the Treaty if assured it was Imperially necessary. The strength of Mr. Hughes' feelings over this matter caused a violent disagreement between him and Mr. Meighen, and a profound cleavage in Empire councils at the 1921 Conference.

This matter has been dealt with at some length in this review because Australia's attitude has been in the past misrepresented by British, American and Japan-

ese writers; and it is felt that it would be regrettable if such misrepresentation received unintentional support in a book by so high an authority as Lord Chatfield.

In the light to replace old capital ships, Lord Chatfield had to oppose that school of thought which based its conclusions on the theory that if an aircraft cost £10,000 and a battleship £10,000,000, you could get a thousand aircraft for the cost of one battle-

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ship. Before the Capital Ship Committee sat, "the Naval Staff made a calculation, that you could build and maintain over a period of time, including overhead charges on each side, about forty-five medium bombers for one battleship. We asked the Air Ministry to make their own calculations and they informed us that thirty-seven represented a fair approximation. We fixed on forty-three. These figures were put before the critics when giving evidence and of course dumbfounded them. The committee was also dumbfounded."

Much more is dealt with in this valuable book. The Abyssinian crisis, the Irish Ports, the Spanish civil war, the Fleet Air Arm . . . the future.

For the future, Lord Chatfield lays down five principles. (1) Peace strength must be fixed in accord with the organised power to recover to war strength. It must be related to the strength of the principal Powers, and in accordance with our geographical position as an Empire; (2) strength can only be changed very slowly, so it must be based on a national defence policy which looks well ahead. The policy should not change with changes of government, and the national safety should be independent of party politics; (3) the safety of the country must be a first call on finance; (4) the three arms of defence being interdependent, their annual estimates should be presented to Parliament in a combined form, after examination by the Committee of Imperial Defence and approval by the Cabinet; (5) foreign policy must be in accord with actual national strength.

Discussing in a postscript the White Paper, "Central Organisation for Defence" (Cmd. 6923) which has appeared since the book was written, Lord Chatfield says that it will improve the defence administration of the United Kingdom, but it does not

Continued at foot of next page.

The Navy

EX-NAVAL MEN'S Association of Australia

Peterson-in-Chief



His Majesty The King

Federal Council

With the expected early release of the film "Always Another Dawn" our Federal and State Councils are extremely anxious to help the producers bring the second world war deeds of the Royal Australian Navy, particularly the exploits of H.M.A.S. "Yarra's" last action, before the general public besides our Association members. State Councils have already been requested to seek the support and assistance of their Sub-Section members in making the Australian Premiere and subsequent screenings a huge success.

We hope, too, that this film will also be the means of assisting to bring further enlistments of ratings to the R.A.N. which is now rapidly re-expanding to cope with the addition of the two air-craft carriers which will be arriving in Australian waters near the close of the present year.

It is anticipated that an appeal will shortly be made to the Australian Naval Board to arrange, if possible, a NAVY WEEK, or even a NAVY DAY in each of the ports of the capital cities of Australia; we trust that any Naval functions along such lines

may be approved of, and of course co-incide with the release of "Always Another Dawn."

Services Canteen Trust Fund

Federal Council have been informed by the Secretary, Department of the Army, that consequent upon the resignation of Mr. J. R. Dalziel, a former Trustee residing in Victoria, the Governor-General in Council has now revoked his appointment and has appointed Mr. James H. Jamison as a Trustee of the Fund. Notification of the above appears in Commonwealth of Australia Gazette No. 5 of 8th January, 1948. To those who do not already know, Mr. Jamison is the A.C.T. Section's very able and esteemed Federal Councillor elected after the Perth Conference.

Names of the ex-Servicemen and women selected for the recently constituted Regional Welfare and Educational Committee in the Capital Territory are now awaited by Federal Council who submitted a panel of names received from our Association in Canberra.

Federal Councillors Angus McKee and R. D. Middleton, representing South and Western Australia respectively, were invited by

Mr. H. H. Hanby, State President of South Australia, to accompany his fellow officers and many members of the Adelaide and Port Adelaide Sub-Sections on the recent visit to the South Coast (Victor Harbour) Sub-Section. The trip, which was made by bus, proved to be a most enjoyable week-end outing; the ex-Naval Men's Association Band provided musical items at the conclusion of the General Meeting on the Saturday night, led the church parade on Sunday morning, and later gave two performances in the local band-stand. The Federal Council has commended South Australia State Council and its Sub-Sections on their activities.

Fremantic Sub-Section members are fortunate in acquiring their own Club-rooms. In future all General Meetings and social evenings will be conducted in these premises situated at 42 Cliff St., Fremantle.

A new Sub-Section in New South Wales is contemplated for the Campsie and surroundings districts; Federal Council wishes success for a happy and grand inauguration.

G.W.S.

BOOK REVIEWS.

Continued from previous page.

grapple seriously with the problem of uniting the Empire in defence. "The principles on which our safety should rest must be laid down in Parliament and be understood and accepted by public opinion. To-day the Government is already struggling against uninformed opinion. Only by education will defence expenditure cease to be unpopular and

this dangerous democratic weakness be for the first time overcome."

"It Might Happen Again" is a book that should be read by all students of naval defence, and by those who would benefit by the lessons written clearly in the years between the wars.

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Butcher's Assistant: "I sent a sprig of mint, with Mrs. Plinter's lamb."

Butcher: "Did you? Well you'd better send a sprig of forget-me-not with the bill."

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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

His Excellency the Governor-General in Council has approved of the following changes being made:—

PERMANENT NAVAL FORCES OF THE COMMONWEALTH (SEA-GOING FORCES).

Appointments.—Lieutenant (A) Terence Macrae Myles is appointed on loan from the Royal Navy, with seniority in rank of 12th December, 1941, dated 1st October, 1947. Lieutenant (L) (Acting Lieutenant-Commander (L)) John Edward Ironmonger is appointed on loan from the Royal Navy, with seniority in rank of 30th November, 1941, dated 1st November, 1947.

Promotions.—Instructor Sub-Lieutenant Robert Charles Linaker is promoted to the rank of Instructor Lieutenant, dated 1st November, 1947. Acting Lieutenant-Commander (S) Alan Bernard Bryan is promoted to the rank of Lieutenant-Commander (S), dated 1st December, 1947.

Loan to Royal Navy for Service and Training.—Lieutenant-Commander Richard Terence Power is loaned to the Royal Navy for service and training, dated 1st October, 1947. Lieutenant Alexander Duncan Black is loaned to the Royal Navy for service and training, dated 8th September, 1947.

Transfer to Emergency List.—Instructor Lieutenant-Commander Bernard Edward Flood is transferred to the Emergency List and re-appointed for temporary service, dated 30th October, 1947.

Resignation.—The resignation of Henry Hersee Palmer of his appointment as Commander is accepted, dated 26th September, 1947.

Termination of Appointment.—The appointment of the Reverend John Robertson Barrie as Temporary Chaplain is terminated, dated 1st December, 1947.

NAVAL ORDNANCE INSPECTION BRANCH.

Appointments.—Commander Jack Denny and Lieutenant-Commander Henry Charles Waldegrave Brewster (Emergency List) are appointed Assistant Inspectors of Naval Ordnance, dated 4th August, 1947.

EMERGENCY LIST.

Transfer to Retired List.—Lieutenant David Fleming Smith is transferred to the Retired List, dated 25th December, 1947. (Amending Executive Minute No. 55 of 1947.)

RETIRED LIST.

Termination of Appointment.—The appointment of Engineer Commander Archibald Edwin Creal for temporary service as Assistant Inspector of Naval Ordnance is terminated, dated 11th December, 1947.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH. ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Termination of Appointment.—The appointment of Stewart Stanley Dow as Temporary Lieutenant is terminated, dated 6th October, 1947.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Termination of Appointment.—The appointment of Herbert Locke Savage as Acting Lieutenant-Commander is terminated, dated 25th August, 1947.—(Ex. Min. No. 2—Approved 21st January, 1948.)
W. J. F. RIORDAN, Minister for the Navy.

NAVAL FORCES OF THE COMMONWEALTH.

His Excellency the Governor-General in Council has approved of the following changes being made:—

PERMANENT NAVAL FORCES OF THE COMMONWEALTH (SEA-GOING FORCES).

Appointments.—Lieutenant-Commander David Walter Kirke, Lieutenant (A) John Edward Bullen and Lieutenant (L) Thomas Orr are appointed on loan from the Royal Navy, with seniority in rank of 1st December, 1945, 31st January, 1945, and 3rd June, 1942, respectively, dated 15th December, 1947. Lieutenant-Commander (S) Peter Francis Gick and Lieutenant (S) Gilbert William James Pugh are appointed on loan from the Royal Navy, with seniority in rank of 1st January, 1945, and 21st May, 1941, respectively, dated 15th December, 1947. Acting Temporary Commissioned Aircraft Officer (Ordnance) James Henderson is appointed on loan from the Royal Navy, with seniority in rank of 30th June, 1946, dated 26th October, 1947. Cecil Wilding, Warrant Stores Officer, is appointed on loan from the Royal Navy, with seniority in rank of 16th September, 1942, dated 15th December, 1947. Claude Leonard Purton (Temporary Warrant Catering Officer) is appointed Warrant Catering Officer, dated 20th November, 1947.

Promotions.—Edward James Kerkin, Chief Petty Officer Radio Mechanic, Official Number 30814, is promoted to the rank of Warrant Electrician (Acting) (Provisional), dated 10th December, 1947.

Transfer to Emergency List.—Lieutenant-Commander (Acting Commander) Robert Stephen Pearson is transferred to the Emergency List and re-appointed for temporary service, dated 22nd December, 1947.

Extension of Appointment.—The appointment of Lieutenant-Commander (Acting Commander) William Harold Thurlby is extended for a period of one year from 4th January, 1948, under the provisions of the Defence (Transitional Provisions) Act.

Secondment.—The secondment of Commander (S) Frank George Crowther for duty as Comptroller and Military Secretary to His Excellency the Governor-General, with the rank of Captain (S) (Acting) is terminated, dated 12th December, 1947.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH. ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Termination of Appointments.—The appointment of Samuel Clifford Smith as Temporary Lieutenant (Acting Temporary Lieutenant-Commander) is terminated, dated 15th October, 1946. The appointment of Bernard Richard Brodie as Temporary Engineer Lieutenant-Commander is terminated, dated 10th November, 1947.

ROYAL AUSTRALIAN NAVAL RESERVE.

Appointment.—Lieutenant Frederick McCardell (Retired List) is appointed to the Active List in the rank of Lieutenant, with seniority in rank of 10th February, 1940, dated 19th December, 1947.

Continued on page 51.



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ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointment.—Lieutenant Frederick McCardell (Retired List) is appointed to the Active List in the rank of Lieutenant, with seniority in rank of 10th February, 1940, dated 19th December, 1947.

Termination of Appointments.—The appointments of Thomas Eccott Edwards, Raymond Batchelor and Noel Lang Rutledge as Sub-Lieutenants are terminated, dated 18th November, 1946, 6th August, 1947, and 12th August, 1947, respectively.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Norman Hartley Smith is appointed Lieutenant, with seniority in rank of 22nd October, 1945, dated 13th April, 1946. Alan James Cruickshank is appointed Sub-Lieutenant, with seniority in rank of 30th April, 1945, dated 30th October, 1946. Percy Maxwell Brett is appointed Surgeon Lieutenant, with seniority in rank of 2nd August, 1943, dated 30th November, 1946. Gavan Lindley Home-wood is appointed Surgeon Lieutenant (D), with seniority in rank of 29th June, 1944, dated 6th March, 1947. Harold Leon Billman, D.S.C., is appointed Lieutenant (Special Branch) with seniority in rank of 31st March, 1943, dated 18th December, 1945. Henry Dudley Ward is appointed Lieutenant (Special Branch) with seniority in rank of 1st August, 1944, dated 16th April, 1946.

Termination of Appointment.—The appointment of Bruce Clifford as Lieutenant (Special Branch) is terminated, dated 7th November, 1947.—(Ex. Min. No. 4—Approved 21st January, 1948.)

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

NAUTICAL QUIZ

- (1) Australia is now building destroyers in her own dock-yards. Has she ever built cruisers?
- (2) What do you know of the Burns Philp steamer "Marunga"?
- (3) The Tudor Queen Mary said that the word "Calais" would be written on her heart. What did Nelson say would be written on his?
- (4) Old sailors know of the Diego Ramirez Isles. Do you?
- (5) H.M.S. "Ophir" was an Armed Merchant Cruiser of the 1914-18 War. What else was she?
- (6) There is an exception to the naming of Tribal Class Destroyers after tribes. Do you know it?
- (7) In 1836, H.M.S. "Beagle," a ten-gun brig under the command of Captain Fitz Roy, R.N., arrived in Australia. Do you know the name of her distinguished passenger?
- (8) Who was the first R.A.N. College Graduate to attain the rank of Captain?
- (9) The United States Navy and the Royal Australian Navy have established systems for naming their ships of various classes. What are they?
- (10) Of whom was it said that he knew all the havens from Scotland to Finisterre, and his beard had been shaken by many a tempest?

Answers on page 58.

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FICTION

A MOST SUCCESSFUL EVOLUTION

By A. B. Mollison

THE state of feud between Mr. Driscoll, the Chief Officer of the "Gryphon," and the hand of braves constituting his deck crew, was a most unfortunate affair. No one quite knew how it originated. It was, probably, merely the result of a clash of personalities. Mr. Driscoll was one of the old school. The days of sail were not remote enough from him in his recollection. He was apt to dwell upon them in his conversation. Those had been the days. The men of the present were but shadows of what they had been when he was a young fellow. Then sailors were sailors. And they were not, furthermore, afraid to work. Whereas today . . . and Mr. Driscoll would leave a great deal to the imagination of his listeners.

Such remarks were apt to gall those at whom they were directed. This was especially so in the case of Mr. Driscoll, who embodied in his make-up some lingering memory of the blue-nose Mate tradition. He believed in driving his crew. He was, moreover, of a moody and taciturn disposition, and disposed to seek refuge in the bottle, on occasion, from the decadence that had overtaken the sea. When thus inspired he became unreasonable, and could no more see or sympathise with the point of view of others, than the members of his deck crowd—many of whom were young chaps who had not had the benefit of familiarity with the halcyon days whose passing Mr. Driscoll lamented—could be at one with him. So the feud had carried on, and had gathered strength on each side, until the "Gryphon" was anything but a happy ship.

By virtue of his position, Mr. Driscoll usually held the winning hand. He had won, for instance, on the question of holystoning of the after well deck during the middle watch. That deck, as he told Bannister, the Bo's'un, was going to be as white as a hound's tooth, or he'd know the reason why. He'd show that crowd who was boss in this ship. They could do it in the middle watch. And he had brushed the Bo's'un's protests aside. A middle watch off, except for the lookoutmen, was a privilege, not a right. There was no middle watch off when he was a young fellow in sail. If the Bo's'un couldn't manage the men, he'd get someone who could. And the Bo's'un had better impress on the Divers of the watches that this job was going to be done properly, with no damn shinannikin.

It was done. Naturally, under protest, and half-heartedly, and slowly and badly and with plenty of growling. But there was a fair average of older men forward, long service men in the Company who were getting their extra ten shillings a month for that long service, and who hoped that Mr. Driscoll would not be with them for ever, and who therefore swayed the hotheads, albeit the bulk of the work was left to them.

Mr. Driscoll scored, also, on the question of shore leave in Marseilles. There had been none. Now, with the ship lying outside in Lestaque Roads, he had scored again.

The weather was unpleasant. There was a fair sea running and a stiff, cold, wet breeze. The "Gryphon," lying in the open roadstead at anchor, had wind and sea slightly on the starboard

bow. Mr. Driscoll had the crowd washing paintwork on the starboard side of the promenade deck, where they got the full benefit of the rain-laden wind. The older men washing the long length of rails, the younger bucks on stages over the side at work on the deep fish plate. The remarks passed about Mr. Driscoll were to the point, if not exactly complimentary.

He himself was in one of his moods. His drinking was not of the convivial variety, but of the quiet, solitary "nipping" type. It manifested itself in the moroseness of his temper, lit by sudden bursts of irresponsible enthusiasm, and lapsing into deeper gloom from which thunder-cloud lightning flash often struck which started a major row. He had passed through the initial morose stage—it had been responsible, for the crowd being at work on soojie-moojie along the weather side this blustery, rain-spattered day. He was now in the stage of enthusiasm.

With such a breeze it was the ideal time for a sail, and to give the boys a little boat work. Also, he was going to work out a little idea that had come to him. He tried to seduce the Second Mate, into being one of the party, but that worthy was too fly, and pleaded large arrears in his abstract log sheets that would keep him busy. The Wireless Operator was easier meat. He became one of the boat's crew. Three of the apprentices, and Mr. Driscoll, completed the complement.

The "Gryphon" was equipped with Welin davits, and the boat that Mr. Driscoll was going to use was a gig, which was in chocks under the after pair of boat deck davits on the starboard side. Driscoll had gone to some trouble with her. She had been originally rigged with a dipping lug, the same as the lifeboats, but he had fitted her with a false keel and rigged her with a jib and mainsail, and was anxious to try her out. The Bo's'un was in-

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structed to get her all ready for lowering while the Mate was at lunch, to have the davits swung out, the cover off, all the gear ready, and the mast stepped and guyed.

It was then that Mr. Driscoll unfolded his plan for a spectacular dash from the ship's side. He was going to lower away with jib and mainsail set. As soon as the boat was in the water and unhooked, the wind being fine on the starboard bow of the ship, the Wireless Operator, in the bows, would fend her head off with a boat hook; Rogers, the Senior Apprentice, would tend the jib sheet to leeward so that the sail filled to assist in paying her head off; Mr. Driscoll himself would take the tiller and supervise the other two boys at the main sheet, and Presto! she would fill and shoot away on the port tack. It was a fool proof and smart evolution.

The Bo's'un shook his head and argued against it in vain. The Second Mate added his protests. The Wireless Operator, bewildered by the technicalities, was mildly apprehensive. The three apprentices were resigned to whatever fate held in store. Theirs not to reason why. And Mr. Driscoll would not reason anyway.

His enthusiasm mounted during launch, and he was full of fight and seamanship when he and his crew arrived on the boat deck after the meal. Meanwhile, the news of the proposed evolution had reached the deck crowd more or less industriously soojimoojicing away on the promenade deck. They were to have a grandstand view of the whole thing. It exceeded their wildest anticipations.

All hands on board, and disposed according to the Mate's instructions, lowering away began under the supervision of the Bo's'un. Hanson, the junior apprentice, who was not one of the sailing party, was detailed to tend the boat rope, stretched forward along the promenade deck.

As the boat, with sail set, slithered down the ship's side, it became obvious that the scend of the sea was much greater than it had appeared from the high boat deck. In the open roadstead it was running at five feet or so, and it took charge of the boat as soon as she took the water, snubbing her up sharp in a series of vicious jerks on the boat rope while the Wireless Operator strove valiantly but unsuccessfully to fend her head off from the ship's side, and Rogers struggled to unhook the heavy fall block.

There was a good deal of slatting of canvas, of bumping, and of shouting and cursing from Mr. Driscoll aft, who was bellowing to his forward hands to shove her head off and to unhook the falls. In the general excitement Hanson, the junior apprentice, let go the boat rope, which snaked away aft in the wind and flaked itself down anyhow on the jib and the Wireless Operator, gravely endangering his life from strangulation. It was just at this moment that Rogers succeeded in unhooking the block, which swung wildly and met the Wireless Operator's head with a resounding crack as the bow rose on a sea. With a yell of anguish he let go the boat hook, and the gig, released from boat rope and falls, and pressed against the ship's side by the wind on its sails, scraped and bumped and bounded rapidly along it on its way aft, while the delighted paint-washing crowd on the promenade deck drank in the entrancing sight.

Alas for Mr. Driscoll's plan of shooting away on the port tack. Unavailing were his shouts to the Wireless Operator and Rogers to shove her head off, to lower away the jib, to jump to it. Time and tide were against them, and the only thing to jump was the gig. Rising and falling to the heavy scend, it swept along the side, round under the counter, and then lowered away jib and mainsail together in one hit as the

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masthead caught under the edge of a plate, and the mast snapped off short at the thwart and nearly brained Mr. Driscoll as it came down into the boat, smothering the after guard in the mainsail.

To say that the ranks of Tuscany on the promenade deck could scarce forbear to cheer would be to understate the case. They made no attempt to forbear. Rather did they give tongue with a spontaneity that was worthy of a nobler cause. Extricating themselves from the loving embrace of the mainsail and the clinging tangle of guys and halyards in the gig a quarter of a mile astern and rapidly drifting to leeward, the sailing party could hear the plaudits borne to them on the breeze.

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Answers to Nautical Quiz

- (1) Yes. H.M.A.S. "Brisbane," laid down at Cockatoo in January, 1913, was completed in December, 1916; and H.M.A.S. "Adelaide," laid down at Cockatoo in November, 1917, was completed in July, 1922.
- (2) The Burns Philp steamer, "Matunga," 1618 tons, Captain A. Donaldson, was intercepted while on a voyage from Brisbane to Rabaul by the German raider, "Wolf," on the 6th August, 1917, and was taken to Offak Bay in Waigeu Island (between Jilolo and New Guinea) and there sunk after her crew and cargo had been removed.
- (3) Ramsay MacDonald, when Prime Minister of Britain, said to Lord Chatfield, who, as First Sea Lord, had asked him what he would say if the Navy could not defend the trade routes for want of cruisers: "Ah! Admiral, in that case I should say, like Nelson: 'The want of frigates will be found written on my heart.'"
- (4) The Diego Ramirez Islands are huge lonely rocks—the largest is about a mile and a half long, and lifts up to some 600ft.—in 56 degrees 28 minutes South, 68 degrees 43 minutes West, lying 56 miles south-west of Cape Horn. They were discovered by Bartolome Garcia de Nodal and his brother Gonzalo in 1619, and were named after their cosmographer.
- (5) "Ophir" was an Orient Royal Mail Line steamer of 6814 tons, built in 1891. She was a luxury ship of her day, and in 1901 was fitted out as the Royal Yacht which brought Their Majesties King George V and Queen Mary, then Duke and Duchess of York, to Australia to open the first Federal Parliament. She was scrapped in 1922.
- (6) H.M.A.S. "Bataan," although a Tribal class destroyer like her sisters, H.M.A. Ships "Arunta" and "Warramunga," is not called for a tribe. She was named "Bataan" as a compliment to General Douglas MacArthur.
- (7) Charles Darwin, the famous author of "The Origin of the Species." He tells of his voyage and his impressions of Australia in "A Naturalist's Voyage in H.M.S. 'Beagle.'" He concluded his chapter on Australia with the words: "Farewell, Australia! You are a rising child, and doubtless some day will reign a great princess in the south: but you are too great and ambitious for affection, yet not great enough for respect. I leave your shores without sorrow or regret." Darwin was then a young man in his mid-twenties.
- (8) Captain Harold Bruce Farncomb (now Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O.), who was appointed Captain in June, 1937.
- (9) United States battleships are named after the States of the Union; carriers are named after battles; cruisers are named after cities; and destroyers are named after outstanding naval personnel. In the Royal Australian Navy cruisers (generally) are named after capital cities; sloops and frigates after rivers; and corvettes after provincial towns. Of the Australian destroyers, a number retain the names they held in the Royal Navy, and two are named after Australian aboriginal tribes. The Australian destroyers built during the 1914-18 war were called after rivers.



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(10) The Shipman, in Chaucer's "Canterbury Tales":
"With many a tempest hath
his beard ben shake,
He knew wel alle the
havenes, as thei were,
From Scotland to the cape
of Fynestere."

CENSORSHIP AND PUBLICITY.

Continued from page 26.

subject of topical interest. War was tabu, and, of course, no mention was permitted of ships or troops or any such thing. The announcer, it was claimed, had complete control of the situation all the time, and could stop any harmful utterance at birth, certainly before any possible damage could be done.

Military Intelligence was convinced that this could be shown to be a wrong assumption. A simple code of everyday words was evolved, words such as could easily be interpolated into a remark or answer to a question without appearing out of place. A warning phrase uttered earlier in the broadcast remarks gave the words their code meaning to an informed listener.

The broadcasting interests were invited to produce two messages of military value in plain English, and Military Intelligence guaranteed to broadcast these at an audience participation session without the announcer, or anyone else in the audience, or even the "tools" used to make the broadcast, being aware of the significance of what was said. The broadcasting interests co-operated and produced the messages. These were encoded in simple sentences and given to two pseudo spies, who were instructed to be in the audience and unobtrusively to offer themselves as subjects for questioning at the microphone. Meanwhile, some Navy listeners, supplied with the code but with no knowledge of the two messages which were to be transmitted, listened in at their homes in outlying suburbs.

Two separate audience participation sessions run by different "B" Class stations were chosen for

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the experiment, and in each case the "spies" got to the microphone and said their pieces without difficulty and without arousing the slightest suspicion. So easy was it, that they took the Navy listeners by surprise in the first instance, and through being unprepared they jumbled their receipt of the message. The second one, however, they received perfectly, and decoded it absolutely correctly as: "Six transports laden with troops left Sydney this morning at 11 o'clock escorted by H.M.A.S. 'Hohart,' sailing south."

The broadcasting interests were so impressed by this test that thereafter they had to be restrained in their enthusiasm to place restrictions on themselves.

While on the subject of the big ships in Sydney Harbour, an amusing incident illustrates the danger of "divulging" information calculated to deceive. A certain gentleman who then held a position in the Department of Information, was staying with some friends in Sydney whose home overlooked the harbour. After dinner they were sitting out on the verandah watching the "Queen Mary" lying at anchor below them, and discussing the value of official news broadcasts. One of the party had been expressing doubts as to the accuracy of B.B.C. news, and the guest was in the middle of stoutly upholding B.B.C. broadcasts as being beyond question in veracity when the nine o'clock B.B.C. news came through the radio loudspeaker, one of the first items being: "The liner 'Queen Mary' arrived at Cape Town to-day."

There are times, of course, when correct and truthful publicity is of great value, and when an error on the side of over-caution can do considerable harm. The release of the news of Jutland is a case in point. As Sir George Aston points out in "Secret Service," Nelson's definition of a navy victory was "By completely victorious, I mean able to remain at sea whilst the enemy must return to port." That

Continued on page 63.

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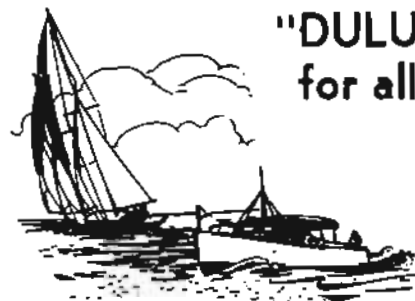
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CENSORSHIP AND PUBLICITY.

Continued from page 61.

is what happened in the Jutland battle.

But the Battle of Jutland was fought on the 31st May, and it was not until June 5th that a comprehensive statement was issued which touched for the first time the crux of the situation in the words: "When the main body of the British Fleet came into contact with the German High Seas Fleet, a very brief period sufficed to compel the latter, who had been severely punished, to seek refuge in their protected waters. Sir John Jellicoe, having driven the enemy into port, returned to the main scene of action, and scoured the sea in search of disabled vessels."

Earlier British releases, which had dealt mainly with British losses, gave the impression abroad that the Germans had been victorious, an impression fostered by the Germans, who minimised their own losses. When the true story came out this wrong impression was corrected, and there grew a distrust of later German reports. But in the meantime damage was done to British prestige which might easily have had profound political effects.

Propaganda is a double-edged weapon, and in the long run false propaganda may recoil on the heads of its disseminators. But it can have effects both far-reaching and long-lasting. Sir George Aston quotes a French Trafalgar bulletin which, he says, lasted in its effects in out-of-the-way country districts in Europe for many years. It was: "The operations of the grand navy army have secured in the Atlantic those of the imperial army. . . . The English fleet is annihilated! Nelson is no more; indignant at being inactive in port whilst our brave brethren in arms were gaining laurels in Germany, Admirals Villeneuve and Gravina resolved to put to sea and give the English battle. They" (the English) "were superior in num-

ber, forty-five" (true number twenty-four) "to our thirty-three; but what is superiority in numbers to men determined to conquer. Admiral Nelson did everything to avoid a battle. He attempted to get into the Mediterranean, but we pursued, and came up with him off Trafalgar. . . . After having acquired so decisive a victory, we wait with impatience the Emperors' order to sail to the enemy's shore, annihilate the rest of his navy, and thus complete the triumphant work we have so brilliantly begun!"

Events caught up with that bulletin quickly, and history has demonstrated its falsity. But it performed a function as a temporary expedient, and as such was not without value to its authors.

Censorship and publicity are both weapons of warfare, and potent weapons at that. But they must be used with knowledge and care, or they may inflict as great damage on their wielders as on the enemy. Either of them, wrongly applied, may easily cause mistrust in friends which gives a corresponding advantage to foes.

Their study, therefore, as to the extent of their use and the technique of their application, is an important matter, worthy of ranking with that of other weapons of defence and offence with those responsible for the nation's protection.

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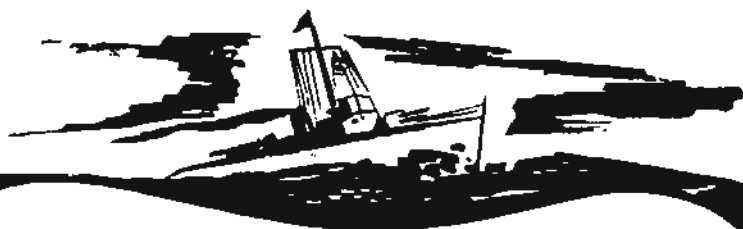
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