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APRIL, 1948

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CONTENTS

VOL. I. APRIL, 1948 No. 4

EDITORIAL

Letters to the Editors	7
Editorial	10

ARTICLES

Falmouth for Orders	12
They Write of the Sea	Reuben Ranta 15
Voyage to Heard and Kerguelen	20
"Zealandia"	"Rocky Derby" 25
Half-Way House	John Clerk 31

PERSONALITIES

Captain Ray Russell Dewling, D.S.O., A.D.C., R.A.N.	18
Commander W. S. Bracagirdle, D.S.C. and Bar, R.A.N.	24
Commander (S) J. D. Bates, R.A.N.V.R.	28

OVERSEAS NEWS

Maritime News of the World	23
News of the World's Navies	37

SPECIAL FEATURES

Seas, Ships and Sailors	Norton 17
Navy Spotlight	26
On Board the "Castlecrag"	Mr. Fryls 34

HUMOUR

Navy Mixture	30
Frondogost	30

NAVAL OCCASIONS

What the Navy is Doing at Sea and Ashore—	
Squadron Dispatches	38
General	40
Personal	41

BOOK REVIEWS

"The Flag of the Southern Cross, 1929-1948" .. Frank C. Brown	43
---	----

FICTION

It's an Ill Wind	Austin Blake 33
------------------	-----------------

GENERAL

"The Navy" for Next Month	39
Melbourne Steamship Company Ltd.—Chairman's Speech	36
Nautical Quiz	41
Awards Won in Varying Fields	45
Naval Appointments, etc.	45

ASSOCIATIONS, CLUBS

The Navy League	8
Ex-Naval Men's Association of Australia	46

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At present, several vessels are in course of construction, including 12,500-ton freighters especially designed for the Company's own service, which includes the transport of iron ore to the steel works at Newcastle and Port Kembla, N.S.W. The B.H.P. fleet at present engaged in this work comprises eight vessels.

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THE NAVY FOR NEXT MONTH

GO TO SEA MY LAD

In March of this year the examination for a new scheme of entry as Cadets into the Royal Navy was held, and the first entries under the new system will enter the Royal Naval College at Dartmouth in September next. In announcing the scheme in January last, the First Lord of the Admiralty, Viscount Hall, explained that the system has been designed to ensure that no boy is prevented from competing by reason of his social status, school, or financial standing. It is a system that has been in force in Australia ever since the foundation of the Royal Australian Naval College. In an article in the May issue of "The Navy," the author will discuss past avenues of entry into the Royal Navy, and will also review methods of the past and the present of going to sea in the Merchant Service, and how one can act on the exhortation to "Go to sea, my lad; go to sea."

SAILING DAY

The light touch is acceptable at times in leavening the more serious material in a magazine, and we have in preparation for the forthcoming issue of "The Navy" an article, illustrated by thumbnail sketches, which essays to describe sailing day in a passenger ship leaving Australia for overseas. The impressions are from the points of view of the ship's staff and of the passengers. It may be that, as either, or possibly as both, you will find in this article something to touch the chord of memory.

SALUTE TO THE QUEENS

The announcement early this year of Britain's decision to dispose of the remaining "Queen Elizabeth" class battleships, has inspired the article "Salute To The Queen Elizabeths," which will appear in the May issue of "The Navy." In announcing the disposal decision, the First Lord of the Admiralty said "The ships whose scrapping the Admiralty is announcing are real old friends in every sense of the word. They are the friends of every officer and man in the Royal Navy and those who, like myself, have close associations with the service." The author of the forthcoming article writes of the "Queens" as old friends, and with a keen appreciation of their fine service and of their strong influence in the preservation of peace and of the winning of war. This is an article you will enjoy.

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Those who know Western Australia will remember the ships of Messrs. Trinder Anderson and Co., which, with the black awn on their funnels, were well-known visitors to the West from England. In an article shortly to appear in "The Navy," an ex-Merchant Service man who spent much of his sea life in these ships, has something to tell you of them and of the Line.



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Today - and
Tomorrow

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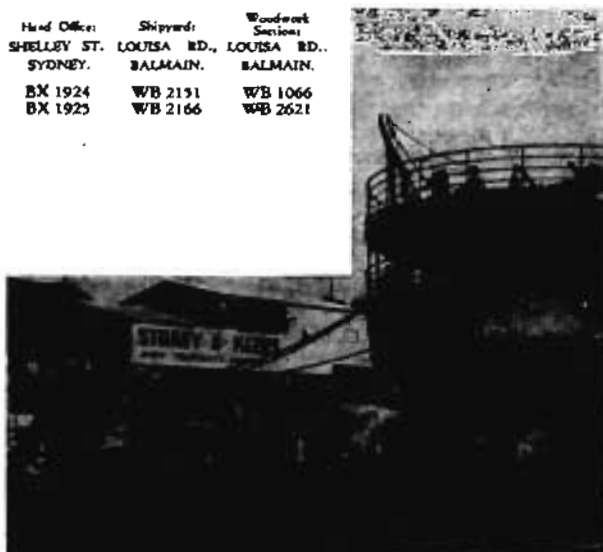
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LETTERS TO THE EDITORS

SHIP PHOTOGRAPHS

Sir,
Just a short note expressing my appreciation of "The Navy." I like reading its pages, especially the personal paragraphs about men who lead and have command of the ships of the R.A.N. I have been thinking along the lines of the suggestion of Mr. Dickman ("The Navy," December, 1947) and Mr. R. Ferguson ("The Navy," February, 1948) regarding the publication of photographs of vessels of the R.A.N. and perhaps of the Royal Navy, as after all the R.N. is the pattern for the R.A.N. I would like to see these included each month. Again wishing your magazine every success.

Yours, etc.,
W. E. Robins,
45 John Street,
Petersham, Sydney.

We hope to start publication of a series of representative photographs in an early issue.

Ed., "The Navy,"
H.M.A.S. "WARRNAMBOOL"
Sir,

Would it be possible for you to get me two photographs of the ill-fated corvette H.M.A.S. "Warrnambool." I was a member of the "Swan's" crew earlier in minesweeping operations and have many photos of the Botilla at sea but I have not a single shot of the abovementioned corvette. Also find enclosed 12/6d. as my subscription for "The Navy" for the ensuing twelve months. It is the best journal an ex-seaman could have.

Yours, etc.,
Maurice H. Parkin,
116 Goldie Street,
Wynyard, Tasmania.

An endeavour is being made to get you the photographs you want. Thank you for your subscription, and also for your expression of your good opinion of "The Navy."

Ed., "The Navy."

**QUEEN ELIZABETH'S
POCKET PISTOL**

Sir,
A friend of mine who is a native of Dover (England) told me that there was a cannon at Dover Castle of Queen Elizabeth's time which could fire a ball right across to France. I said that so far as I knew no cannon of the late 15th. Century could fire a shot above 300 or 400 yards. "But," said he, "I know what I have told you is a fact for I have seen a tablet on the gun carriage stating that this gun is called 'Queen Elizabeth's Pocket Pistol,' and that it has fired a shot or shots across the Channel." Of course I feel certain such could not possibly be the case, but then again there might be a modern gun bearing some such inscription which could easily fire that distance. Can you give me the facts bearing on my friend's statement? If so, you would greatly oblige.

Yours, etc.,
J. N. Barcham,
98 Must Street,
Portland, Vic.

There is a gun so named at Dover Castle. The "Penguin Guide" to Kent, Sussex and Surrey makes mention of it when it says, on page 52: "Up the Castle steps, concentrate on Keep, Church and Pharos, and Underground Works. Canon Gate and Rokesley's Tower are on the left, and note Queen Elizabeth's 'Pocket Pistol.'" No mention is made, however, of its history or its range. But enquiries are afoot, and we hope to let you know the full story soon.

Ed., "The Navy."
**WILLIAMSTOWN
NAVAL DOCKYARD**

Sir,
I thought that I would write, after having read the article on Williamstown Naval Dockyard in the January issue of "The Navy," and mention a point which has

had me interested for some time. At the time of the launching of the corvette "Ballarat" from this yard, a photograph of this vessel was published in a local paper, and the caption stated that this was the first warship to be built at the yard since the 1914-18 war. Attempts by me to find out what warships were built in the yard during that war have not brought to light any vessel, but have a suspicion that the vessel "Atlantic" might have been one. This vessel came to Sydney from Melbourne about 1936 and was then named "Miss Atlantic," being described as an ex-minesweeper. As the "Atlantic" she left for Brisbane, November, 1938, and was wrecked. Just recently I had cause to take a trip on a Lane Cove Ferry, and on passing Greenwich Point noticed a vessel on a slip which appeared to be the "Atlantic." Perhaps you could tell me if this vessel was really the "Atlantic" and as to whether she was built at Williamstown. A noteworthy vessel which was built at this dockyard was the two-funnelled tug "J. A. Boyd," and also the steel fishing vessel "Warren" was built there just before the recent war.

Yours, etc.,
T. Jenkin,
26 McClelland St.,
Willoughby,
N.S.W.

Mr. H. W. McDonald, Secretary of the Williamstown Naval Dockyard, who has been appealed to on this matter, has kindly given it his attention and writes:

"Your correspondent was probably referring to an article which appeared in the Melbourne 'Age' of 11th. December, 1940, recording the launching ceremony of H.M.A.S. 'Ballarat,' which commenced with the following: 'The 'Ballarat,' the first vessel to be built by a State Instrumentality since the last war, was launched at the Williamstown Naval Dockyard by the wife of the Premier (Mrs. Dunstan) yesterday.' The above paragraph is obviously incorrect as the Har-



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LETTERS TO THE EDITORS

bour Trust had built several vessels in the Yard between the years 1924 and 1939, including the Fisheries Research Vessel 'Warreen,' S.D. 'D. York Syme,' and D.T. 'Victory II,' and, further, the Yard was not, at that time, a Naval Dockyard. The facts are that the 'Ballarat' was the first Naval ship built in the Williamstown Dockyard, and that, during the 1914-18 war period, only dredges were under construction. I am unable to give your correspondent any information concerning the ex-minesweeper 'Miss Atlantic,' except that no vessel of that type or name was built at the Dockyard. It is possible, however, that the ship was constructed at some other shipyard in Williamstown. It is hoped that the above information may be of some interest.

Ed., "The Navy."

H.M.S. "VANGUARD"

Sir,

I must congratulate you and your staff on publishing such a fine magazine. I wonder if you could answer the following questions for me in "Letters To The Editor."

(1) What is the history of the present H.M.S. "Vanguard," what is her armament, tonnage, peace-time crew, Captain, and Emblem?

(2) Can you print an article (with illustrations) each month about an English Navy League Depot and an Australian Depot, say one about each on alternate months? This would prove of interest to all concerned.

(3) What are to be the names of the two aircraft carriers to join the R.A.N. Squadron?

Yours, etc.,
James Barker,
Belmore Road,
Horne Bay, N.S.W.

According to "Jane's Fighting Ships," H.M.S. "Vanguard" was launched on 30th. November,

The Navy

LETTERS TO THE EDITORS

1944. Of 42,500 tons standard displacement, and approximately 50,000 tons full load, she is 814 feet 4 inches in length, and of 107 feet 6 inches beam. Her war complement is given as 2,000. Peace complement not given. Main armament consists of eight 15" guns, 42 calibre. Secondary armament is sixteen 5.25" Dual Purpose guns, four 3-pounders, and seventy-one 40-millimetre Bofors. Her 130,000 Shaft Horse Power will drive her at 29 knots or more. Her original Commanding Officer was Rear-Admiral W. G. Agnew, C.B., C.V.O., D.S.O. and Bar. He commanded the vessel on her South African tour, when she took Their Majesties the King and Queen and the Royal Family to the Union in 1947. We are unable to give you details of her Emblem, but if it is possible to obtain them, will publish them in a subsequent issue. The point raised in your second question is receiving attention, and we will see what we can do about this. With regard to the two Aircraft Carriers for the R.A.N., it is understood that their names have not yet been decided.

Ed., "The Navy."

L.S.T. 3501

Sir,

Being a regular reader of your very popular magazine, I noticed in January's issue a photograph of L.S.T. 3501. Would it be possible for me to obtain a copy of that photograph? If so, would you please advise me of the cost. Wishing your publication every success.

Yours, etc.,
(Miss) O. Simpson,
Portland Road,
Queenstown,
South Australia.

We are endeavouring to secure a copy of the photograph for you.
Ed., "The Navy."

April, 1945.

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THE NAVY Australia's Maritime Journal

Vol. II.

April, 1948.

No. 4.

THRICE IS HE ARMED

In the years between the wars, argument often waxed on the question as to a policy of arming for defence being an incentive to other nations to arm likewise, with the result that a race in armaments developed. Nor was this, it was claimed by the adherents of a policy of peace by sweet reasonableness instead of by a deterrent show of armed force, the only result of a policy of armed preparedness. Armaments, it was claimed by them, produced a state of mind conducive to war. The fact that weapons lay ready to hand inevitably led to their being picked up on the slightest provocation. But there is another side to the question. That is, that when weapons do lie ready to hand, there is less likelihood of the provocation to use them being offered.

The events of the past years—of the post-war years as well as the pre-war—regrettably show that there is something in this conclusion. In a speech to a Fascist gathering at Florence in May, 1930, a month after the signing of the London Naval Treaty of that year, Signor Mussolini, during the course of a typically bombastic utterance, said: "Though words are beautiful things, machine guns, ships, aeroplanes, and big guns are still more beautiful. Right is a vain word unless it is accompanied by might." There was a great deal of truth in what he said for one reason, that being that quite a number of other people in the world—people in a position to translate that thought into enthusiastic action—were of the same opinion, the rulers of Italy, Germany and Japan being of that number.

The words spoken at the League of Nations were beautiful things. The sentiments expressed by the peace-desiring people in various individual nations—notably those of the British Commonwealth—were beautiful sentiments. They were based on that uttered by King Henry in Shakespeare's play:

"Thrice is he armed who hath his quarrel just. And he but naked, though lock'd up in steel, Whose conscience with injustice is corrupted."

The arming nations, on the other hand, agreeing that right is a vain word unless it is accompanied by might, apparently based their proposition on the parody Artemus Ward made on Shakespeare, and believed that:

"Thrice is he armed who hath his quarrel just, And four times he who gets his blow in just."

NO CHANGE OF HEART

In spite of the lessons of the pre-war years there has, apparently been no change of heart in the world. Between 1919 and 1939, the British Commonwealth disarmed to the point of danger. Her Parliaments and people, and her Press, adhered to the League of Nations. Of all the enthusiastic peoples who acclaimed that organisation at its birth at the Peace Treaty of Versailles, they alone remained true to the end, and they alone took positive action—despite the weakness of their military position—when joint action by the League was agreed upon. The result was failure, since right was a vain word unless accompanied by might, and a Britain alone lacked the might to uphold right, and the League lacked any power in the defection of other member States.

The apparent weakness of Britain was, without any doubt, an incentive then to the armed Powers to resort to war to achieve their ends. This apparent weakness was not one alone of material military power. It was one of the apparent will to fight. The period was that of the Oxford Union declaration—by majority vote among the undergraduates—that they would not fight for King and Country. It was the period of the Peace Ballot in England, which eleven-and-a-half million people signed, the overwhelming majority of whom voted for reliance on the League of Nations and for disarmament. The result of this policy was that by 1935 it was obvious that the defence of the British Commonwealth had fallen to a dangerously low level. Knowledge of this on the Continent had, said Mr. Neville Chamberlain, then Chancellor of the Exchequer, in a speech on September 21st. of that year, shaken the confidence of our friends in our ability to carry out our obligations, and encouraged others who are not so friendly to us to think that we can be treated with indifference, if not with contempt."

THE PARALLELS TODAY

That the parallels exist today is apparent. Whatever truth may lie in the theory that armed strength begets war, experience has shown that weakness, or apparent weakness, invites direct action and aggression. The Pax Britannica was maintained over a long period by the strength of the British Navy. It was a world police force that on more than one occasion prevented war. Today no one nation is able to police the world. To that extent things have changed. To that extent, and to the extent that there has not been for many years any feeling of security or order among the nations. Direct action, if, rightly or wrongly, it is thought it can succeed, is still preferred to arbitration and negotiation. Recent

events in Palestine, and those involving Chile, Argentina and Guatemala, make that quite clear. Nor can it be doubted that it is Britain's apparent weakness and embarrassment that has led to the situation.

DEFENCE A DUTY

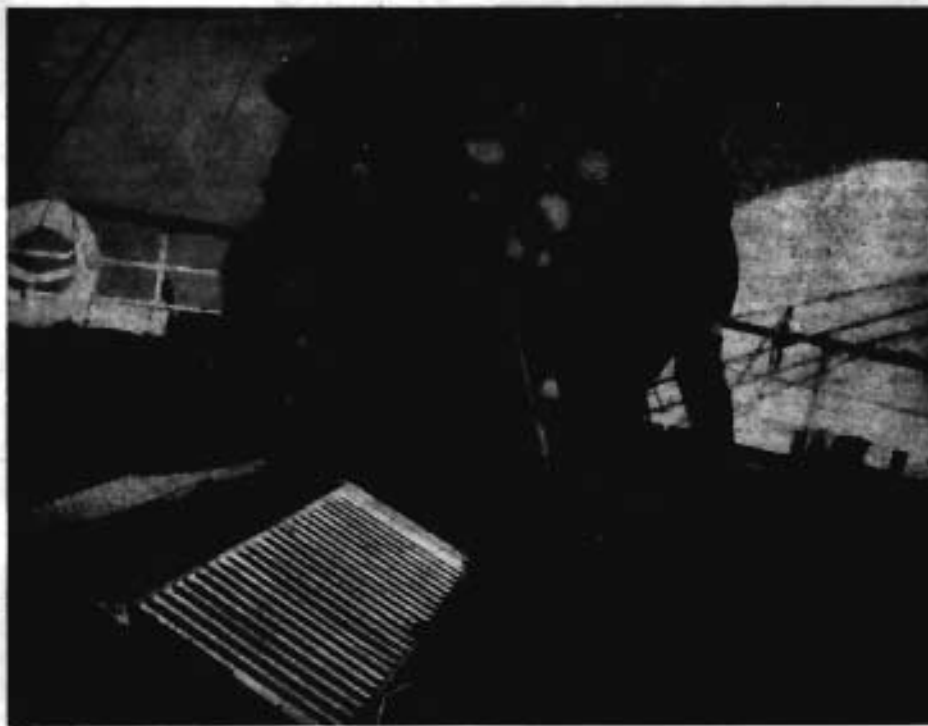
In the circumstances, the position today stands as it did when Mr. Chamberlain made his speech in 1935, when he pointed out that realities must be faced, and that disarmament must follow, not precede, the establishment of a sense of security. While seeking, above all, for a world policy that will result in a settlement of any differences by negotiation, and render the upkeep of armed forces unnecessary, it remains apparent that at present strength is the dominating factor, and that a show of strength is essential to negotiation.

It is our duty to be as strong as possible, commensurate with our economic situation and our position in the British Commonwealth of Nations. And the maintenance of our strength to defend ourselves and to contribute our quota towards that Imperial strength which is our safeguard, should be the first call on our finances. It is recognised and agreed upon that our security, with that of the British Commonwealth of Nations as a whole, lies in the security of sea communications, and in assisting in the provision of that security the Government's Five-Year Naval Defence proposition is to be commended. At the same time it is one that should be regarded as of the minimum scale, and as the basis and foundation on which to build; and it should be kept foremost in our minds that, until some surer foundation of international faith and amity is substituted for it, any weakening of it, however slight, is seriously to imperil the whole structure of this Commonwealth.

THE ROYAL VISIT

It goes without saying that the announcement last month of the forthcoming visit of Their Majesties the King and Queen and of Princess Margaret to Australia and New Zealand, is received with great and sincere pleasure in the two Pacific Dominions. The Monarchy is a very real and tangible expression of the invisible bond that links the countries of the British Commonwealth of Nations. That bond is by no means one solely of self-interest. Had it been so it would have worn thin long ago. Instead, it has strengthened through the years and with adversity. It is the bond of common origin and of pride in that origin; the bond of family feeling and of pride in that family and in that family's achievements. And family pride is a good thing. Occasionally it may lead us astray, but in the long run it can be but

Continued at foot of page 48.



A hand at the lee wheel. She takes some steering in the high winds of the high latitudes.

"FALMOUTH FOR ORDERS"

A Wheat Voyage From South Australia To The United Kingdom In The Finnish Three-Masted Barque "Winterhude", In Picture And Story.

By Les Allen

THE arrival of two Finnish sailing ships in Spencer Gulf, South Australia, to load wheat, brings back memories of a five months voyage I made in 1937 from Spencer Gulf to Falmouth, England, as an apprentice on the three masted barque *Winterhude* at the princely wage of 10/- a month.

All the way to the Horn we kept to high latitudes, passing well below Tasmania and New Zealand.

Although Gustav Erikson of Mariehamn died two years ago, the few sailing ships of his grain fleet which have survived the last war will continue the voyage to Australia, until they are no longer seaworthy enough to round the Horn.

We rounded "Cape Stiff" in the middle of winter, and had plenty of fun, if you like that sort of sport. Forty-six days out from Spencer Gulf, and with still 2000 miles to the Horn, we ran into the strong Westerlies, or "Roaring Forties" as they are sometimes called, the ship driving along and lying over at an alarming angle. With the lee rail under water, chests and suitcases washing around the forecabin, and all our bedding wet, existence became pretty miserable.

Captain Holm, who had a reputation for "driving his ship," kept her under a press of canvas until the last possible moment before taking in any sails. This old skipper, who looked like a Cockney tramp with his unshaven face, old reefer coat, cloth peaked cap and canvas slippers, paced



Bound northwards in the Trade Winds, with everything set and drawing.

the poop hour after hour with his eagle eye on the sails, then when he felt they couldn't stand any more strain, he'd blow three whistles, and it was all hands on deck to take in the Upper r'gallants.

Days of sleeping in wet clothes, after each watch on deck, didn't worry us as with the crash of green seas on the forecabin head for a lullaby, we fell into an exhausted sleep as soon as we climbed on to our bunks.

But we were often called on deck from our watch below. One morning we scrambled into our oilskins, and fought our way against the strong wind to the poop deck, to find the port-lee-side lifeboat cover was stove in by the heavy seas, and the boat was hanging outboard, swinging in the davits and threatening to carry away at any time. We worked waist deep in the icy cold water under the break of the poop, rigging a block and



The Sailmaker busy with palm and needle repairing the storm-damaged sail.

tackle to haul the boat inboard, and managed to temporarily make it fast until the sea abated.

The week before we rounded Cape Stiff was a nightmare. With the temperature below zero, we worked 10 and 14 hours a day in frequent snow storms and hail, and slept in our wet clothes for days. Gear frequently carried away, and sails blew out of their bolt ropes. And always there was the everlasting heartbreaking job for us apprentices of climbing the ice-covered rigging to overhaul the frozen buntlines with our frostbitten fingers.

In the last month of the voyage I dreamed of the roast chicken and fresh fruits I was going to have as soon as we reached port, for our main food on the long trip was salt meat and potatoes.

By the time we reached "Palmouth for orders," I had a good idea why many of the sailors of earlier days had to be shanghaied aboard their ships.

Securing the port lifeboat after the gale in the Southern Ocean.



THEY WROTE OF THE SEA

THE BRITISH RACE IS PECULIARLY RICH IN ITS HERITAGE OF SEA LITERATURE. IN THIS ARTICLE THE WRITER BRIEFLY DISCUSSES SOME OF THOSE WHO HAVE CONTRIBUTED TO IT.

by Reuben Ramo

THE British Race has a fine heritage of literature of the sea. This is not to be wondered at, since the sea is the warp and weft and the whole pattern of our history. The sea, also, is an inspiring subject. "They that go down to the sea in ships," sang the Psalmist, "that do business in great waters: these see the works of the Lord, and his wonders in the deep." Small wonder that they have told of these wonders, and that they, or others who have heard their tales, have written of them. So that over the years the British—those great seafarers—have collected a vast library of sea stories and of sea histories, which is still being added to today.

To Richard Hakluyt we owe the basis of this great collection. "His 'Principal Navigations'" says John Masefield in the Introduction to the "Everyman's" edition of this work, "is our English epic. It is a great and noble poem, which commends the sailors of our nation, with fit humility and truth, 'for their high courage and singular activity'. The poets of that great period, living in the kingdom of the imagination, have left the deeds of our heroes unsung. It was left to Richard Hakluyt, a humble preacher, to bring together the stray records of them, that future ages might admire, and coming generations imitate, 'the high heart and manly resolution' of those who tried 'the fortune of the sea,' under such hard conditions, for the advancement of their country's honour."

Richard Hakluyt was not a seaman by practice. He was a scholar, and a scholar of immense industry. But he was a seaman at heart. The inspiration was quickened in him when a boy at Westminster School in the spacious Elizabethan days. While

visiting his cousin, another Richard Hakluyt, at the Temple, he was shown a map of the world by his host, and given "a lesson in geography" that filled the boy with such "rare delight" that he resolved to prosecute that knowledge and kind of literature. The "Principal Navigations" are the result of that resolve.

It was a work of infinite labour. He had, says Masefield, "to ride on many far journeys, to search into many libraries, to look through vast stacks of manuscript and black letter, and to talk with many seamen and geographers before his great work could be begun." The service that Richard Hakluyt performed for his country, and for the world, in preserving so much of the sea that would otherwise with little doubt have been lost, cannot be overestimated. As he himself said in his Epistle Dedicatorie in the First Volume of the Second Edition, 1598, "Which work of mine I have not included within the compass of things only done in these latter days, as though little or nothing worthy of memory had been performed in former ages; but mounting aloft by the space of many hundreds years, have brought to light many very rare and worthy monuments, which long have lain miserably scattered in dusty corners, and recklessly hidden in misty darkness, and were very like for the greatest part to have been buried in perpetual oblivion."

In the riches that he brought to light is evidence in plenty of the literary inspiration of the sea. It abounds in the plain, simple narratives—left untouched, but set so that their brilliance shines undimmed, by the hand of a master editor—that he has collected; the narratives of seamen and travellers who themselves tell of "the wonders in the deep," and

in the strange lands in which they journeyed. They are filled with little human touches. Little touches which dissolve space and time and bring one up short at intervals at some incident, at some thought expressed, that might have been of yesterday, and not of five hundred and more years ago. If you have not yet delved into the treasure chest of the Principal Navigations, do so. You will find wealth in plenty.

The Eighteenth Century saw the birth of a number of classics of the sea. Daniel Defoe was writing. Tobias Smollett gave us of his experiences in the Royal Navy in "The Adventures of Roderick Random." Roderick's introduction to H.M.S. "Thunder" was not a particularly encouraging one. He was pressed on board, after being wounded in a struggle with the Press Gang on Tower Hill, and eventually boarded the "Thunder" at the Nore, "and was escorted to the cockpit, the berth of the surgeon's mates, of which he was to be one.

"I was filled with astonishment and horror," Roderick tells us. "We descended by divers ladders to a space as dark as a dungeon, which I understood was immersed several feet under water, being immediately above the hold. I had no sooner approached this dismal gulf, than my nose was saluted with an intolerable stench of putrid cheese and rancid butter, that issued from an apartment at the foot of the ladder, resembling a chandler's shop, where, by the faint glimmering of a candle, I could perceive a man with a meagre countenance sitting behind a kind of desk, having spectacles on his nose and a pen in his hand." This was the ship's steward, who entered Roderick in the Surgeon's Mates'

mess, and there we must leave him.

"Roderick Random" is good stuff, and Smollett a vigorous, lively, and witty writer, with fine descriptive powers both of places and personalities. Incidentally, in his description of life below decks in the "Thunder," there is a considerable similarity in conditions a century-and-a-half later as described by Marryat in "Frank Midmay."

Tobias Smollett was by profession a surgeon, but his period was graced by another sea classic from the hand of a Divine. Richard Walter, Chaplain of H.M.S. "Centurion," wrote the story of Anson's Voyage round the World in the years 1770-4, "From Papers and other Materials of the Right Honourable George Lord Anson, and published under his Direction." This is a gem. A stirring story of endurance and courage, and of fearlessness in the face of disaster and terrific odds, of character of a nobility that inspires in the reading of it, as it inspired the men who were shipmates with it and who achieved the impossible under its example those many years ago.

That voyage produced another book worthy of the reading. "A Voyage to the South Seas," by John Bulkeley and John Cummins, Gunner and Carpenter respectively of the "Wager," one of Anson's Squadron which was wrecked in the Strait of Le Maire. The story, which is an apologia and explanation of the action of part of the ship's company in leaving the Captain sailing off in a boat made from the ship's wreckage, tells of the voyage up the Patagonian coast to Rio Janeiro, and of their feasts of seaweed cooked in various ways—including frying in tallow candles—and of other wonders in the deep encountered by them. It is a yarn that smells of tar and hemp and the tang of salt.

During the same period this Australia of ours comes into the picture in William Dampier's "A Voyage To New Holland." It

starts off well with "I sail'd from the Downs early on Saturday, Jan. 14, 1698, with a fair Wind, in His Majesty's Ship the 'Roebuck'." The wind did not remain fair, but the tale hurries the reader along and will not let him go.

Speaking of Dampier reminds us of an earlier book, and one which was not of British origin, but which deals with many Britishers in that rascally band of seafarers of whom it tells, Esquemeling's "Buccaneers of America," which was originally written in Dutch, and translated into English in 1684. Its pages glow with the light over tropic seas, and the sound of wind in cordage and canvas, and the rustle of the forefoot, sing through it. There are other, and less pleasant sounds, also, for not all buccaneers were dashing, picturesque figures. But one must admire their toughness, even in their ability to eat the leather of their belts and boots on that staggering trek across the Isthmus of Panama in the face of a successful "scorched earth" policy.

It was not until the Nineteenth Century came along that the well-known books on the Merchant Service began to appear. Herman Melville's "Moby Dick," best-read of his books, appeared in 1851, and Richard Dana's "Two Years Before the Mast" ten years earlier. American, each of these. But in the English tongue, and great sea stories. Marryat was writing his stories of the Navy in the first half of the century. He felt himself that his stories would not live. It would be a pity if that proved to be true, for his books, apart from their appeal as stories, give an authentic picture of a phase of British sea life, which should not be stowed away, but kept on view.

His description in "Peter Simple" of the club-hauling of the "Diomedes" has been classed as worthy to stand beside Benvenuto Cellini's account of how he cast the bronze Perseus, as a

description of a complicated technical process. "In the old 'Britannia,'" says Christopher Lloyd in his "Captain Marryat and The Old Navy", "the recitation of this passage was an inevitable question in the navigation examination." Of Marryat, Conrad said: "He is the enslaver of youth, not by the false glamour of presentation; but by the heroic quality of his own unique temperament... his greatness is undeniable."

Charles Reade came along a little later. He was not a sailor, but he could write convincingly of the sea, as all those who have read the story of the "Agra's" fight with the pirate in "Hard Cash" will know. He relied greatly on documentary information, and put it to good use. Robert Louis Stevenson was another who was not by following a seaman. But he voyaged considerably, and had a bent towards the sea which is seen in his works. Where is a better story than "Treasure Island"? Charles Kingsley, too, with "Westward Ho!"

These, and their fellows, were the Romantics. The realists were coming. Rudyard Kipling, with his stories of Navy and Merchant Service. Frank Bullen, and Basil Lubbock, with his "Round the Horn Before the Mast," and his very valuable contributions to sea history in his sailing ship series. And how he discloses that gift for writing that exists in so many seamen, but is exercised only in log books and Letters of Proceedings. That has been evident ever since British seamen kept records. The pages of Hakluyt are full of it. Many of these men wrote pure literature, as did Chesterton's little girl who described the sea as like cauliflowers.

And so on to the later giants among sea writers. Joseph Conrad, whose first hearing of the English tongue was a truly seamanlike phrase: "Too short for eloquence and devoid of all charm of tone, it consisted precisely of the three words 'Look

Continued on page 52.

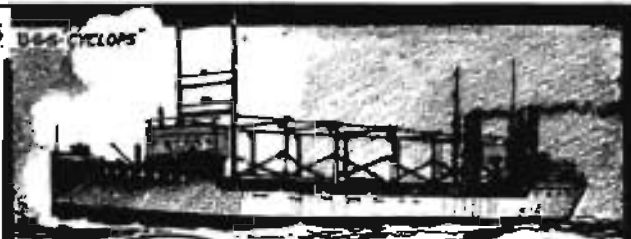
SEAS, SHIPS AND SAILORS -

No. 10

THEY DISAPPEARED

THE U.S. NAVAL COLLIER "CYCLOPS," OF NEARLY 20,000 TONS DISPLACEMENT, FITTED WITH MODERN WIRELESS, UTTERLY VANISHED IN CALM SEAS AND FAIR WEATHER, ABOUT MARCH 4, 1918.

THIS VESSEL, WITH 57 PASSENGERS, AND A CREW OF 252, LEFT BARBADOS, WEST INDIES, AND WAS NEVER AGAIN SEEN OR HEARD OF. EXHAUSTIVE SEARCHES WERE MADE, FAILED TO DISCOVER ANY DEBRIS. NO GERMAN U-BOATS WERE IN THE AREA. NO GERMAN MINES LAID. EXPLOSIVES PLANTED IN HER HOLDS ARE BELIEVED TO HAVE CAUSED HER DESTRUCTION.



MURDER FOR BRASS

ONE OF THE SEA'S MOST CHASTLY TRAGEDIES OCCURRED IN 1863, WHEN THE CREW OF THE "FLOWERY" (AND MUTINIED TO OBTAIN TREASURE REPUTED TO BE HELD BY THE CAPTAIN.

FIVE MEN WERE MURDERED: THE SHIP SCUTTLED. SUBSEQUENTLY FIVE OF THE MUTINEERS WERE HANGED, AND TWO GIVEN LIFE SENTENCES. THE TREASURE WAS BRASS GAMBLING COINERS.

KETCH

A NAME FOR A SHIP OF THIS TYPE DERIVED FROM THE HINDUSTANI, MEANING "ONE AND A HALF," REFERRING TO THE TWO MASTS.



SEVEN-EIGHT

OF AN ICEBERG'S BULK OR MASS IS UNDER WATER.

WESTERN OCEAN HORROR

IN SIX WEEKS DURING 1853 SIXTEEN SAILING SHIPS ARRIVED AT NEW YORK FROM LONDON.

OF 6418 PERSONS ONBOARD 334 DIED EN ROUTE. THIRD-CLASS PASSENGERS FOUND THEIR OWN FOOD—EVEN THOUGH ONE SHIP TOOK 110 DAYS TO CROSS THE ATLANTIC. THEY WERE GIVEN ONLY WATER AND A PLACE TO SLEEP—BUT NO BEDDING.

TO COMMAND NEW CARRIER

CAPTAIN ROY RUSSELL DOWLING, D.S.O., A.D.C., R.A.N., BRINGS THE BACKING OF A DISTINGUISHED CAREER AND WIDESPREAD WARTIME EXPERIENCE TO HIS NEW APPOINTMENT.

CAPTAIN Roy Russell Dowling, D.S.O., A.D.C., R.A.N., Commanding Officer designate of the Royal Australian Navy's first Aircraft Carrier, has had a successful and distinguished career in the Navy, during which he has served in various appointments both in the R.A.N. and the Royal Navy which have given him a wide experience.

The son of Russell Dowling, of Sydney, he was born on the 28th. May, 1901, at Condong, Tweed River, New South Wales, and entered the Royal Australian Naval College as a Cadet Midshipman in 1915. During his period at the College he earned the award of the King's Gold Medal as "the Cadet Midshipman who, during his period of training, exhibited the most gentlemanlike bearing and good influence among the cadet midshipmen."

Promoted Midshipman in January, 1919, Sub-Lieutenant in April, 1921, and Lieutenant (C) in March, 1923, he was selected for the 1924 Specialist Course in Gunnery. Lieutenant-Commander (C) in 1931, he was Squadron Gunnery Officer in H.M.A.S. "Canberra" from 1933 to 1935, and Officer-in-Charge of the Gunnery School, Flinders Naval Depot, 1936, in which year he was promoted Commander. His first appointment in command was in H.M.A.S. "Swan," 1937-1938.

Before the outbreak of the recent war, Captain Dowling had served with the Royal Navy at different periods in H.M. Ships "Ramillies," "Venturous," and "Colombo," and in 1939 again proceeded overseas on exchange duty, being appointed to H.M.S. "Naiad" as Commander on commissioning, and serving in that vessel with the Home Fleet in Norwegian waters and the Denmark Strait patrol, with Atlantic convoys, and in the Mediterranean, where "Naiad" was eventually sunk in March, 1942.

"Naiad" was the Flagship of Rear-Admiral King in a force of which H.M.A.S. "Perth" was a member during the Battle of Crete, and was severely damaged in a German air attack. She took part in the attack in Libya by the Army of the Nile in

November, 1941, bombarding the enemy's left flank in support of the advance, and was later one of Rear-Admiral Vian's force operating against the enemy's communications from Alexandria. She was sunk in March, 1942, torpedoed during darkness when escorting a sister ship from Malta to Alexandria.

After the loss of H.M.S. "Naiad," Captain Dowling returned to Australia in July, 1942, being appointed Director of Plans at Navy Office until September, 1943, when, with the rank of Acting Captain, he was appointed Deputy Chief of the Naval Staff. Promoted to the rank of Captain in June, 1944, he was in November of that year appointed to H.M.A.S. "Hobart" in command, remaining there until April, 1946, during which time "Hobart" took part in operations at Cebu, Wewak, Brunei, and Balikpapan, and was in Tokio Bay for the Signing of the Japanese Surrender.

For his services in command of H.M.A.S. "Hobart," Captain Dowling was awarded the Distinguished Service Order, "For outstanding courage, skill and initiative whilst serving in H.M.A.S. "Hobart" over a period of seven months in operations in the Far East which covered the bombardments of Tarakan, Wewak, Labuan and Balikpapan, and the attack on the Lingayen Gulf, Aitape, and Wewak."

Subsequent to his relinquishing command of H.M.A.S. "Hobart," Captain Dowling was appointed Director of Ordnance, Torpedoes and Mines, at Navy Office, Melbourne, an appointment he held until his departure for England in the R.M.S. "Orion" in February of this year. He is attending courses at Royal Naval Establishments in England before assuming his new command.

Captain Dowling married, in May, 1930, Jess, daughter of the late George E. Blanch, and is the father of two sons and three daughters. A keen athlete, his recreations are riding, tennis, golf and squash.



Captain, Roy Russell Dowling, D.S.O., A.D.C., R.A.N.

VOYAGE TO HEARD AND KERGUELEN

IT WAS NOT A PICNIC. THERE WERE THICK FOGS, WIND SQUALLS THAT REACHED 120 MILES AN HOUR, BLINDING SNOW AND GIANT SEAS. BUT LET THE CAPTAIN OF L.S.T. 3501 TELL THE STORY HIMSELF.

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

THE long months of preparation for the voyage to Heard Island at last over, L.S.T. 3501 sailed from Fremantle in fine weather. She was a heavily-laden vessel, with 2,000 tons of oil fuel on board, the life-blood of the voyage which would have to bring us back to Australia. How long, we wondered, would it be, and what strange experiences would be ours, before we steamed back along the same sea-road which our propellers were churning up astern of us?

We had bright days and calm seas until we had made southing, and suddenly struck dense fog and gales. The Forties roared with a vengeance. The grey-beards looked magnificent, although perhaps frightening to those who had never before sampled the peculiarities of an L.S.T. in heavy weather. What really scared the uninitiated stiff, was the way in which the ship bent when she struck a head sea.

The space behind the bridge was a vantage point from which to watch this phenomenon. An enormous green wall of water would appear ahead. It would, surely, crash on board. But no! Up the bows would rise, and the white top of the oncoming sea would break angrily and disappear beneath them. Occasionally, when the sea had passed, the bows would fall unsupported, and "pile-drive" an oncoming sea with a resounding crash. Seeing is believing the way an L.S.T. can bend. The whole structure trembles. The bow quivers like a springboard after the diver has jumped off. The decks bend in ripples like a caterpillar in progress. Bulkheads pant with a loud banging noise as the ship gathers for another attack. And

so it goes on, making sleep out of the question.

One enormous sea crashed over the fore-castle, and racing aft, played old Harry on the main deck. A bridging pontoon, torn from its lashings, was crushed by the force of the water, staving in the bow of a motor-boat, against which it was hurled. Deck cargo broke adrift, and an exciting and difficult time was had securing charging drums of aviation spirit.

We made our landfall on the morning of 11th. December. It had been foggy all night, but just as dawn broke the mists cleared away, and there, through a break in the clouds, was Big Ben, the highest peak of Heard Island, barely distinguishable from the mass of white cumulus surrounding it. For a few moments, like a shy maiden coyly peeping out, the summit blushed pale rose where the rays of the rising sun illuminated the snow before the veil of cloud dropped back.

Sleepy-eyed scientists joined the spectators, and soon the outline of the coast became visible. We sounded cautiously into the coast, and anchored for a while. Dr. Gilchrist and Mr. Carroll, one of the meteorologists, took the opportunity to lower their fishing lines over the side, and soon provided the mess with fresh cod for breakfast. We enjoyed them before steaming north along the east coast to Atlas Cove at the northern extremity. Here is where the few ships that had visited this lonely island in the past had found shelter.

The scene was at once majestic and awesome. Mighty glaciers swept down to the ocean, their surfaces seamed and lined with deep crevasses, shot with pale shades of lilac and green. Down by the shore they were worn

and beaten into irregular shapes by the action of wind and sea. The ship's company lined the rails and stared at the mighty walls of ice, in which deep embrasures had been weathered. Tier upon tier of lava flows were embedded with volcanic debris, making a mighty staircase upon whose steps the giants of time had left their footprints.

We steamed past the embattled ramparts of Rogers Head, where massive pinnacles of rock stood like sentinels guarding the entrance to Atlas Cove, Heard Island's only sheltered harbour. L.S.T. 3501 was the largest vessel ever to have entered this haven. Feeling our way with the echo sounding gear, we stole cautiously into the bay leading to Atlas Cove, and dropped anchor. A boat was lowered, and a party went ashore, probably the first human beings to set foot on the island since 1929. Were there any survivors from ships wrecked during the war? No! Only curious penguins greeted the landing party. Sluggish sea elephants grunted a protest at the invasion. Huge sea-birds, ungainly on land, ran flapping their wings, to take off to where they were more at home in the air.

Days of reconnaissance for a camp site followed. The Walrus aeroplane was launched, and flew over the island to take photographs. The highest peak of Big Ben, previously believed to be 7,000 feet, was shown by the altimeter to be approximately 11,000 feet above sea level. Group-Captain Campbell and I trudged for miles over the ridges of lava and beds of soft azarella moss, until finally Campbell found a camp site which, however, later had to be abandoned for one more suitable.

In the early days of the landing operations, the violent and unpredictable weather moods of this inhospitable shore caused us many disappointments and hardships. One by one our small ferrying craft broke down or were driven ashore by the sudden, fierce katabatic winds, which swept down off the glaciers, whipping the waters of the bay into a seething fury. Although I had previously found a place where I could beach the L.S.T.—which class of vessel is specially constructed for this purpose—I was loath to take the risk until I was forced to the conclusion that to beach was the only thing to do if the mass of stores and equipment we carried was to be landed before the summer weather—such as it was—broke up. I had to bear in mind, also, that the Macquarie Island landing had to be completed before the summer was over.

As soon as conditions were favourable, therefore, I beached the L.S.T. on a rocky spit of land, praying in my heart that the weather would remain calm for a few hours. A rousing cheer went up from the ship's company as the lumbering bulldozer emerged from the bow doors, crossed the ramp, and slowly climbed the steep, eight-foot ridge, which rose in a one-in-two gradient from the water's edge, and over which everything landed had to be dragged or carried. When the tide rose, the men had to wade waist deep in icy water. Before evening, when, upon the advice of Mr. Gotley, the senior meteorologist, I pulled off, over 100 tons had been landed, plus the bulldozer and five heavy electric generators.

It was only just in the nick of time, as a blinding snowstorm came screaming down from the glaciers before I was able to anchor again. There followed a gale—the most violent I have ever experienced, or ever wish to experience. I was forced to leave the shelter of the cove, and to take the L.S.T. to sea. The barometer fell to a record low pres-



Rogers Head, Heard Island.

sure of 943 millibars, or 27.85 inches. The wind resembled an inviolable but solid force, trying to crush everything before it. Squalls exceeded well over 120 miles an hour, and, laden with snow, reduced visibility to zero.

At this stage the Radar, which had guided us during the early part of the gale, ceased to function. Could I risk the concealed danger of rocks, and blindly seek shelter under the lee of the long peninsula which forms the western shore of Atlas Roads, where

there would be shelter from the Westerly's fury? If I remained at sea, it was inevitable that sooner or later the upper deck would be swept clean. Boats, rafts, precious drums of lubricating oil, would be washed away or destroyed.

The wooden structure of the bridge house quivered and shook. Its sides bulged so that the doors flew open, and one wondered if it would collapse altogether. Ears drummed as though one were at high eleva-



L.S.T. 3501's "Walrus" in Atlas Cove.

tion in an aircraft. At any moment we expected the glass windows to blow in. But the excellence of Australian workmanship stood the test. On one side, the windows had become frozen over, and I stepped out on to the rear of the bridge to look around. Immediately the wind knocked me over, and flung me against a gun platform. Men could not stand or walk in that wind. They had to crawl.

I decided to turn the ship round, and seek shelter under the lee of the land. Gradually, as we came under the protecting arm of the peninsula, the tumult of the seas became less. Yet so high were they that, when in the trough, all that could be seen on either hand were towering walls of water. After several hours of anxiously and blindly groping through the storm, the weather suddenly cleared, and the ship was able to fight her way back to an anchorage under the lee of the ice-covered cliffs which, within six hundred yards of us, lifted 2,000 feet above the sea. Here we rode out the rest of the gale in comparative safety, and could see in the distance a white wall of mist where the unprotected waters of Atlas Cove were being lashed by the wind. Miniature cyclones lifted the spray hundreds of feet into the air, and whirled it all around us.

Later, when the storm eased, I was able to anchor closer to the camp site. Group-Captain Campbell had stayed ashore the previous night, and I managed to get into touch with him by radio telephone. He told me that he had been almost blown away, and that the Walrus—which had previously withstood gale velocities of 80 and 90 miles an hour—had been torn to pieces by the wind. He asked me if I had ever seen a waterfall in reverse, and said that he himself had watched one thrown up like a geyser by the force of the wind, and that he had at first thought that the volcano was still active.

Landing operations proceeded

slowly until the morning of the 24th. December, when conditions were again favourable to beach, and we managed to land everything except about 50 tons of stores before the weather forced me to unreach. As on the previous occasion, a blinding snow squall struck us before I could anchor, but our Guardian Angel stood by us.

Christmas Eve saw a happy and contented crew settle down to enjoy the festivities, which were carried out in the usual Naval manner, including the Captain being made to drink a glass of beer out of his boot as punishment for skulking among Sea Elephants.

By the 28th. December everything had been landed. We bade the scientists farewell and good luck; and sailed for the French island of Kerguelen. The fogs cleared for our departure, and disclosed the whole face of the mountain, which glowed with sparkling radiance in the sunshine, but wore an enigmatic look which said "Not such a blushing maiden, but a really tough guy."

During our stay at Heard Island the Engineer Officer produced a smooth, egg-shaped stone, painted yellow, and presented it to the aircraft's pilot as having been laid by the Walrus, this aircraft being commonly known in the Navy as a "Pusser's Duck." As our Walrus had been the last one in Australia, and the egg proved unfertile, the species is now extinct!

At Kerguelen we landed stores as reserves for future Antarctic expeditions. Entering Royal Sound, we made our way to the Port of Jeanne d'Arc, once the old whaling station. That night we lay at anchor in this haven as peacefully as though we were in Sydney Harbour. We could relax for the first time for weeks. The sunset was magnificent. Winding in tortuous channels between the archipelagoes of tiny islands, the calm, pellucid waters, with long fronds of kelp floating lazily on the surface, reflected

the rugged outlines of hills and mountains. The sorcery of fading light touched the contours of the silent land with magic that softened its austere majesty. What mysteries lay hidden among those hills, and in the winding folds, only the petrels and seabirds could tell.

We had to find our way between two islands through a passage only 150 feet wide, to avoid the mines which had been laid at Kerguelen during the war. As we passed through and turned the corner, the tall chimneys and weatherboard structure of the whaling factory, dull red against the green, struck an incongruous note in this deserted land.

There was no sign of any recent occupation. Copies of "Figaro," dated Paris, August, 1930, were found among the debris in the old living quarters, where a few odd pieces of furniture still remained; some empty wine bottles; old cooking utensils. Advertisements from Cape Town and Durban adorned the walls. Written in chalk were names of men and their ships which had visited the station. Amongst them were those of the "Wyatt Earp" in the Lincoln Elsworth Expedition of 1937, and "Discovery," 1929. Rabbits had made their homes in the huts, and beneath one of the floors a pair of wild ducks were nesting. It looked as though no one had been there since the factory ceased to work and the Company Bossiere had evacuated the island.

During the afternoon recreation parties went ashore in search of game. Shooting parties were organised, and soon the hills echoed to the sounds of shots. Far and wide the parties roamed, and some of them returned with bags of game—rabbits and teal.

From the top of a two-thousand feet hill overlooking Jeanne d'Arc sound, a magnificent panorama spread before us. The snowclad peak of Mount Ross rose majestically above the clouds, the folds of its pure white toga bound by a saash of clouds half-

Continued on page 52.

The Navy



From war Correspondents in LONDON and NEW YORK

U.S. Ship Sales.

Between March, 1946—when the United States Merchant Ship Sales Act came into operation—and the 31st. December last, the U.S. Maritime Commission sold 1,750 vessels for the sum of 1,700,000,000 dollars. Other sales conducted by the Commission, consisting largely of small craft and badly damaged vessels disposed of for scrap, are expected to add a further 400,000,000 dollars to the amount recovered. Of the ships sold, 661—including the cream of the tonnage, large fast cargo carriers—went to American-flag operators. Foreign buyers purchased 1,089 vessels. The total expenditure by the Maritime Commission for ship construction during the war has been reported as 13,000,000,000 dollars.

International Weather Forecasting.

As part of an international cooperative plan to assist shipping and weather bureaux ashore by

the collection and collation of meteorological data, weather-forecasting personnel are being appointed to U.S. merchant ships to instruct ships' officers in weather bureau methods and terminology. The Atlantic Ocean has been divided into areas for the collection and transmission of reports to shore bureaux. For example, ships west of Longitude 35 report to New York. East of Longitude 35 the ships report to England. In other areas reports go to Dakar, to Brazil, and elsewhere.

Cunard Caribbean Cruises.

The luxury Cunard liner "Mauretania," well-known in Australia as a troopship during the early years of the recent war, is now earning dollars for Britain on a series of holiday cruises between New York and the Caribbean islands. With a fitted carrying capacity of 750 passengers, the first departure from New York was made a gala sailing, with streamers, confetti, and music on the decks, and the ship

dressed from jackstaff to taffrail with flags.

Clyde Shipbuilding.

British shipbuilding has been concentrating largely on the construction of refrigerator ships for the transport of meat, fruit and other perishable produce, and on tankers. No fewer than thirty-one tankers were building on Clydeside alone at the beginning of this year, seventeen for British owners, twelve for Norway, and two for Panama. Orders for tankers represent about one-third of the total contract bookings, and are concentrated among seven yards.

Pacific Military Shipping.

The great flow of military shipping still traversing the Pacific is indicated in a report of the Military Port Commander at San Francisco, covering operations during 1947, and published in the "New York Times." During the year, 6,520,762 measurement tons were despatched from San Francisco and from Atlantic, Gulf, and West Coast ports. In

Awards in Two Theatres

Commander Bracegirdle's D.S.C., Bar, and Mentions, were for Service against the Germans and Japanese.

ONE of the more highly decorated officers of the Royal Australian Navy is Commander Warwick Seymour Bracegirdle, D.S.C. and Bar, R.A.N., whose awards include two Mentions in Despatches for his service in the war in the South West Pacific in addition to the Distinguished Service Cross he earned in the Mediterranean.



The son of Rear-Admiral Sir Leighton Bracegirdle, Commander Bracegirdle entered the Royal Australian Naval College as a Cadet Midshipman in January, 1925, and passed out as a Midshipman—and King's Gold Medallist—in May, 1929. Promoted Sub-Lieutenant in August, 1932, he specialised in Gunnery, and was promoted Lieutenant (G) in December, 1934, Lieutenant-Commander (G) in 1942, and Commander in June, 1947.

His service in the recent war began in H.M.A.S. "Perth," to which ship he was appointed on commissioning in 1939. He remained in her until November, 1941, with periods as Squadron Gunnery Officer, and it was while in her in the Mediterranean during the Greece and Crete campaigns that he earned the D.S.C., which was awarded in January, 1942, "For outstanding zeal, patience and cheerfulness, and for setting an example of wholehearted devotion to duty." On the termination of his appointment in "Perth," Commander Bracegirdle was appointed to the Gunnery School at Flinders Naval Depot until in December, 1942, he proceeded to the United Kingdom, appointed to H.M.A.S. "Shropshire," on commissioning as one of H.M.A. Ships, and remaining in her until May, 1945, with periods as Squadron Gunnery Officer.

It was during his period in H.M.A.S. "Shropshire" that he received his three additional awards for his part in operations in the South West Pacific area, being awarded a Mention in Despatches in January, 1945, "For zeal, patience and courage in dangerous waters and for setting an example of wholehearted devotion to duty"; a Bar to the D.S.C. in March, 1945, "For skill, determination and courage whilst serving in H.M.A.S. 'Shropshire' in Leyte Gulf operations"; and a Mention in Despatches in May, 1945, "For gallantry, skill and devotion to duty whilst serving in H.M.A. Ships in the assault landing in the Lingayen Gulf, Luzon Island."

MARITIME NEWS (continued).

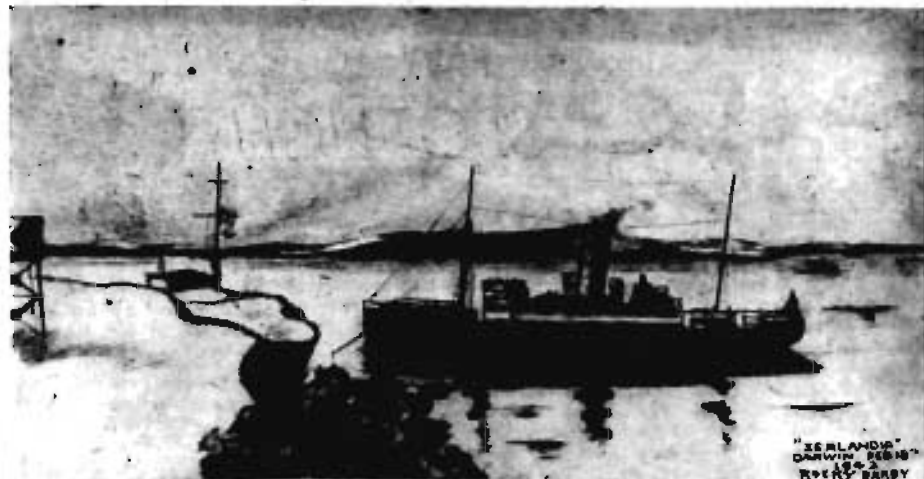
In addition, 284,318 passengers were transported, the whole operation involving the use of more than 1,700 ships. Of the passengers, who were made up of serving personnel, dependents, Army employees and military personnel of the Allied Nations, 163,480 were inbound to the United States, and 110,901 were bound for Japan, Korea, the Philippines, Okinawa, China, Hawaii and the Marianas.

Port Work Expensive.

The handling of cargo continues to be the greatest single expense in the operation of a vessel, said Mr. L. H. Quackenbush, of the operating department of the United States Marine Corporation, in a paper read before the New York Section of the Society of Naval Architects and Marine Engineers. The expenses of readying, loading and discharging a vessel's cargo often amounted to as much as 50 per cent. of the total freight revenue earned. As a means to improvement, Mr. Quackenbush recommended to port authorities improved vehicle entrances and exit approaches, two-level operation and wide aprons, and the installation of pier-side cranes; to ship operators, the consideration of improved, smaller and speedier winches, loading through side ports, and greater use of containers, pallets and unit loads; and to naval architects and engineers the improvement of hatch openings and covers, shipboard cranes, and other conventional cargo handling gear.

Britain's Shipping 70% Reconverted.

Nearly 70% of the post-war reconditioning of British merchant vessels has now been completed, according to the Ministry of Transport. At the end of 1947 some 31 ships had been reconverted and put into service. Work was continuing on 28 ships, and 14 had yet to be finished. All vessels scheduled for reconversion, totalling about 1,250,000 gross tons, should be completed by September, 1949.



"ZEALANDIA"

By "Rocky Darby."

T.S.S. Zealandia was built by John Brown & Co., Glasgow, in 1910, and at the time of her arrival was one of the largest vessels on the Australian Coast. She was larger than, but similar to "Ulimaroa," the vessel she relieved as flag ship of Huddart Parker Ltd. In fact it would be safe to state that their silhouettes were nearly identical.

Most of the earlier Huddart Parker Ltd. passenger vessels had an appearance distinctive from the other coastal lines. The first "Westralia," "Wimmera," "Victoria," and original "Zealandia" (sold to U.S.S. Co. of New Zealand and renamed "Palooa"), in outline appeared as flush deck vessels with a midship house and a house aft, two masts, and one tall funnel. "Wimmera" had a house at the foot of the mainmast. "Riverina," an improvement on these vessels, had a flush deck, but following the trend of construction had a promenade and boat deck. "Ulimaroa" was similar to, but larger than "Riverina," with the addition

of a raised castle deck and more lifeboats on the boat deck. All these vessels had the first class dining saloon situated on deck.

At one period previous to the first world war, "Zealandia" was placed in the Australia-North America Passenger run. On being requisitioned by Admiralty at Sydney in May, 1918, she was ordered to New York, and, joining the American No. 1 Convoy, which included "Katoomba," completed three voyages to Liverpool with American troops. In August, 1918, "Zealandia" sighted a submarine on her starboard bow when she was within two days steaming of New York. At the time "Zealandia" was unaccompanied, and Captain Bates, her Master, immediately altered course to enable his guns to bear on the submarine, which dived and was not sighted again. In October, 1918, her convoy, approaching Holyhead on its way up the Irish Sea, received information from the escorts that two submarines were following them,

but the convoy arrived safely.

When the war ended she carried soldiers' wives and children to Australia, and then transported British troops from India to London before returning to Australia with Australian troops. During her war service she steamed 70,000 miles and carried 8,000 troops and their dependents.

"Zealandia" returned to her normal passenger service in December, 1919, after reconditioning in Sydney, and for a considerable number of years shared the Sydney-Fremantle trade with "Katoomba," "Karoola," and "Dimboola," and for a short time before her departure from the Australian Coast, with "Wandilla," "Kanowna" at times ran to the West as well. "Zealandia" usually relieved "Riverina" in the Sydney-Hobart trade in the Christmas holiday run. "Zealandia" was a well appointed vessel with very solid wood panelling, far superior to the present day veneer panels. Her first class music room was panelled with lovely carvings, if memory serves correctly, of musical instruments. Most of the public rooms were very nicely panelled.

Continued on page 52.



NAVY SPOTLIGHT

REAR-Admiral H. B. Farncomb and Mrs. Farncomb received the Governor-General, Mrs. W. J. McKell and Misses Betty and Patricia McKell, on board H.M.A.S. Australia, at an afternoon reception on February 17, when the R.A.N. Squadron visited Hobart for Regatta Week.

The Tasmanian capital was very festive that week—crowded with naval wives and visitors from the mainland, as well as country people in town for the Regatta.

Two biggest dances were the ball given by Sir Hugh and Lady Binney at Government House, on February 21, and the Matrons' Ball at the Hobart Town Hall on February 27.

Mrs. Max Clark, who motored down from Sydney to Melbourne with Mrs. H. Buchanan, went on to Hobart after spending a few days at the Depot, at Flinders.

She and her husband, Commander Clark, spent some of his leave in the Midlands, at Longford, with his sister and her husband.

Mrs. Clark was the guest of

Commander and Mrs. C. Pullen in Melbourne, on her way back to Sydney, from Hobart.

Former R.A.N. Lieut.-Commander David Logan and his wife, Wanda, gave a morning buffet luncheon party at their home at Sandy Bay, on the Sunday following the arrival of the Squadron, and many old friendships were renewed.

Mrs. Mary Deschainaux also entertained many of her R.A.N. friends at a cocktail party that week.

Commander W. Armitage flew over to Hobart for a few days to stay with his wife, who spent the holiday with her people, Mr. and Mrs. Giblin. During their visit, their baby daughter was christened in H.M.A.S. Bataan.

Captain of the ship, Captain J. C. Morrow, was godfather.

Mrs. Morrow and son Junior were in Hobart for the squadron's visit.

The Squadron returned hospitality at a cocktail party on board the flagship on February 20.

Mrs. Farncomb broke her return journey to Sydney, in Melbourne, where she stayed with her sister, Mrs. Norman Cowper in Toorak.

Another naval wife who broke her return journey, was Mrs. Nicholas Kempson, wife of the Flag-Lieutenant, Lieut.-Commander Kempson. She was the guest of Lieut.-Commander John Robertson and his wife at the Flinders Naval Depot.

She also spent a few days with Lieut.-Commander and Mrs. John Peel who are now at the Depot.

The First Naval Member, Rear-Admiral J. A. Collins and Mrs. Collins, were among guests at a late afternoon party, given soon after the Admiral's return to Australia, by Lieut.-Commander Beresford (Bill) Marks and Mrs. Marks, at their flat in South Yarra.

Party was in honor of their Sydney guest, Miss Elsie McWilliam.

Rear-Admiral C. T. M. Pizey (R.N.) and Mrs. Pizey were also present.

Miss Barbara Moore, daughter of Rear-Admiral G. D. Moore and Mrs. Moore, left in the

Strathaird for a six months holiday in England, last month.

Making her headquarters in London, she will visit Ireland and will stay with many of her friends in different parts of England.

Mrs. Harold Farncomb attended several of the farewell parties for Commodore and Mrs. H. Showers, prior to their departure for Melbourne, when she was their guest at the Depot, Flinders, early in February.

Another round of parties were for the incoming Commanding-Officer, Captain Dallmyer and Mrs. Dallmyer, who with their two children, arrived in Australia in the Stratheden.

Captain Dallmyer made many friends in Australia when he visited this country during the war, in the carrier "Vengeance."

Many Interstate guests and one from as far afield as New Zealand came to Sydney for the wedding of attractive Ailwyn (Bobbie) Sparks of Mosman (Sydney) and Lieutenant Fred. Sherborne, R.A.N., youngest son of Mr. F. H. Sherborne, of Perth, W.A., and of the late Mrs. Sherborne.

Married at All Saints, Woolahra, on March 25, the bride wore a delightful gown of white and silver lace, made Edwardian style, with a bustle, a long train and decollete bodice.

The three-tiered veil, train length, was held by a coronet and flowers for her bouquet of gardenias and tuber roses, were flown specially from Queensland.

Bobbie, who is the daughter of Mr. and Mrs. Arthur Sparks of Mosman, was attended by Dorothy Griffiths, Josephine Cheesman and Jeanette Dyce. Their frocks of aqua marquisette over ice blue satin were attractively contrasted by Victorian posies of buttercup yellow.

Lieut. Sherborne, who is stationed at the Naval Base, Flinders, served in the Fleet Air Arm during the war. With his groomsmen, Lieuts. Hugh Wheel-

er and Digby Johns, he flew from Flinders, the day before the wedding.

Best man was Lieut. John Todman and ex-F.A.A. officer, Mr. Courtney St. George, flew from New Zealand for the ceremony.

All Saints was decorated with Easter daisies for the service which was fully choral and brother officers of the groom made the traditional arch of swords.

The couple plan to share the home of Lt. and Mrs. Charles Savage who, with their baby daughter Julie, are settled into a house at Somers.

A smart mother and daughter twosome luncheon at Princes early in the month were Mrs. Arthur Bowman and her daughter Mrs. Philip Berry-Smith, wife of Lieut. Berry-Smith, R.A.N.

Mrs. Berry-Smith plans to spend a few weeks at "Archerfield," Singleton, with her mother, during her husband's five months absence in Japan.

Surgeon-Captain A. R. Woolcott and his wife (formerly Mrs. Heather Fauser) who were married at the Dockyard Chapel, Garden Island, on February 19, have made their home at Frankston, Victoria.

Well-known Sydney girl, Mrs. W. Cook, formerly Pam Owen, daughter of Mr. Justice Owen and Mrs. Owen, of Rose Bay, came back to Sydney after spending a few months in Adelaide, to await the return of the Wyatt Earp, of which her husband, Lieut.-Commander Cook, is "number one."

Mrs. Henry Cooper flew down from Sydney for a visit to the Flinders Depot, to see her husband, Lieut.-Commander Cooper, who is captain of H.M.A.S. Gladstone, which is based at Flinders.

She was the guest of Lieut. and Mrs. Alan Dellard.

Colour films of the wedding of her daughter, Mrs. Robert Guyett, were shown at a dinner party, given by Mrs. Karl Oom, wife of the Wyatt Earp's commander, at their lovely home next to Admiralty House, on Kirribilli Point, recently.

The engagement is announced of Sub. Lieut. Errol V. Stevens, R.A.N., second son of Mr. and Mrs. H. V. Stevens, of Prospect, S.A., and Thelma Humphreys, younger daughter of the late F. C. Humphreys and Mrs. Humphreys, of Hove, Sussex, England.

Sub. Lieut. Stevens is at present in England undergoing a two-year Naval Pilots Course, with Sub. Lieut. John Bennett, R.A.N.



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



Lieutenant Graham Wright, R.A.N., and his Scottish bride, formerly Jean Mackinnon, of Cumberland, who arrived in Sydney last month from England.

PRESIDENT-AUSTRALIAN COUNCIL OF NAVY LEAGUE

JOHN DAVID BATES, A PLYMOUTH MAN WITH MERCHANT SERVICE AND NAVY EXPERIENCE, GUIDES THE NAVY LEAGUE IN AUSTRALIA AS PRESIDENT OF THE AUSTRALIAN COUNCIL AS WELL AS OF THE VICTORIAN BRANCH.

JOHn David Bates, President of the Victorian Branch of the Navy League and of the Australian Council of the League, brings knowledge and experience to his task of guiding the League in the Commonwealth, since, following many years service at sea and ashore in the Merchant Service, he served throughout the recent war in the Royal Australian Navy, both in Australia and overseas. Certainly the sea and the appreciation of Sea Power should be in his blood, for he was born in Plymouth, home of Francis Drake, who was the first to express in words what has become the gospel of British naval strategy—our frontiers are the coastline of the enemy.

Born on the 1st. of March, 1904, John Bates was educated at Plymouth Grammar School, and later joined the sea staff of the Orient Steam Navigation Company, serving in that Company's mail steamers as Assistant Purser and Deputy Purser until December, 1928. He then came ashore in Australia, and was appointed to the Passenger Department of the Company in Sydney in January, 1929. In June of that year he was appointed Passenger Manager in Brisbane, serving in that capacity for four-and-a-half years. In December, 1933, he was appointed to the position he at present holds with the Orient Line, as Passenger Manager of the Company in Melbourne.

Having held a commission in the Royal Australian Naval Volunteer Reserve since September, 1933, John Bates was, in August, 1939, mobilised for war service with the rank of Paymaster Lieutenant, being promoted Paymaster Lieutenant Commander in the following October, and Commander (S) on 1st. July, 1946.

His first war-time appointment was to the Naval Staff at Navy Office, Melbourne. In September, 1940, he proceeded to the United Kingdom, being appointed to the High Commissioner's Staff, attached to the Naval Liaison Officer at Australia House as Transport Liaison Officer. His duties there were twofold, consisting firstly of continuous liaison with the Ministry of War Transport and Admiralty to ensure that Australia's troop requirements to and from the war theatres were provided for in the general planning of all Allied

troop movements; and secondly, to assist in negotiating, with the British Ministry of War Transport, a basis of settlement for payment by Australia to the United Kingdom for the carriage of troops and equipment between Australia and the theatres of war. On the completion of these duties in June, 1943, he returned to Australia.

Back in Australia he was appointed, in September, 1943, to the Far Eastern Liaison Office as Senior Administrative Officer. The Far Eastern Liaison Office was a three-Service organisation responsible under the Commander-in-Chief, Australian Military Forces, for combat propaganda warfare in the South West Pacific Area. In June, 1944, he was appointed Deputy Director, and retained that position until the disbandment of the Unit in November, 1945. Whilst with the Far Eastern Liaison Office, John Bates served at Headquarters at Brisbane, in New Guinea, at Morotai, and in Borneo. The other part of the activities of the organisation included the production and distribution of propaganda leaflets directed against Japanese troops and towards the native peoples of Japanese-occupied territory.

Back in his position with the Orient Line in Melbourne, John Bates continued his active Naval interest in the furtherance of the work of the Navy League. A member of the Executive Committee of the Victorian Branch of the League since 1936, he was elected President of the Branch in May, 1947, vice Captain S. A. Pidgeon, R.D., R.N.R., and in the following October was elected President of the Australian Council of the Navy League. He has had the pleasure of contributing to, and of seeing attained, the unity between the Branches of the League in Australia which led to the official recognition recently accorded to the League by the Naval Board.

A keen, energetic and forceful President; a competent administrator with the gift of securing the loyal co-operation of his associates and of endowing them with something of his own enthusiasm; the League should, under his guidance, grow to greater strength in the interests of that naval appreciation essential to the welfare of a maritime nation.



NAVY MIXTURE

— a Blend of Nautical Humour

Better Luck Next Time

Gertie: "Father was so pleased when I told him you were a poet."

Gumie: "Oh! I'm glad to hear that."

Certie: "Yes! The last of my boys he tried to throw out was of the 'Beezan'."

He Had Something

Judge: "I notice that in addition to misappropriating five hundred pounds, you took a considerable quantity of valuables in the form of rings, watches and trinkets."

Burglar: "Yes, your Honour! I remembered that money alone does not bring happiness."

HOME WORK

The Captain: "I see in this book that the Government Statisticians have proved that most of the accidents ashore happen in the kitchen."

The Mate: "That's right. When I'm home I have to eat 'em and pretend I like 'em."

IN CLUB

The Bore: "You can imagine me standing there, struggling, straining, bringing every ounce of cunning and patience I had to bear. Yes, Sir, I fought for half an hour before I secured that salmon."

The Bored: "I can believe you. Our grocer's a tough nut, too."

PROMENADE DECK

Lady Passenger: "You see that stout gentleman over there Captain, he says he's a self-made man."

Captain: "Humph! Was he boasting or apologising?"

RUM YARN

Intense Passenger: "But, Doctor, don't you think that every man is inevitably influenced by his daily environment?"

Ship's Surgeon: "No; necessarily. The last ship I was on, the boatswain had spent all his life at sea surrounded by water. But he died of alcoholic poisoning."

TRUE UNTO DEATH

Nobby: "Did you tell Jimmy the One that I reckoned it would be a good idea for me to have a bottle of real beer to drink in my part in the bar-room scene in the ship's play?"

Dusty: "Yes! He says it's all right by him, but you'll have to have real poison in the death scene."

OVER-HEARD

Sybil: "It was that nice scientist boy friend of mine's birthday down on Heard Island last week."

Sylvia: "Did you send him anything?"

Sybil: "Yes. I didn't know what he wanted, so I posted him a cheque and told him to buy himself something nice from me."

ANOTHER BUSTED ROMANCE

Scene: Mid-Atlantic, summer evening, a calm sea and moonlight, the muted rustle of the waves, two deck chairs by the boat deck rail.

Honeymoon Wife: "Oh, Walter. How beautiful. Suppose the ship went down. What a perfect night to die together."

Honeymoon Husband: "But I can swim."

Honeymoon Wife: "That's just like a man. You would go and spoil it all."

HARBOUR DIT

O.O.W.: "How did the Doctor get on with his golf today?"

Guns: "Fine! He hit a ball in each."

HALF-WAY HOUSE

CAPE OF STORMS, FOR LONG BARRIER OF EUROPE'S SEA ROAD TO THE EAST; CAPE OF GOOD HOPE, FOR THE PROMISE THAT LAY BEYOND IT; THE CAPE TODAY HAS ENHANCED STRATEGICAL IMPORTANCE THAT AFFECTS AUSTRALIA.

By John Clark

THERE are times in and around this prosaic Melbourne of ours here in Victoria, when one can be caught unaware by that sudden scent that destroys time and distance. It may be the pale sunlight of a rare still morning in late summer or early autumn, when the smell of petrol in the city streets whirled you off to the London of long ago and the hazy promise of a warm summer day, and scarlet motor buses, and the plane trees along the Embankment, and a tug dipping its funnel as it leads a string of barges under Westminster Bridge. Or it may be the unexpected breath from a spray of spring-time hawthorn blossom on the way to the Dandenongs, that transports you to the nutty-scented hedgerows of England when every day was summer and summer was a lifetime. Or it may be, as happens sometimes when I walk out into my front garden here overlooking Hobson's Bay, that I will call to my wife: "Come and have a cheap trip to Cape Town."

It does not happen often. Perhaps two or three times a year. But then the factors, the ingredients, whatever they are, will be there and in the right mixture, and from across the water will come that salty, sea-weedy, misty-damp smell that always carries me off momentarily to that wide bay within the shadow of Table Mountain.

Those of you who know the Cape must know that smell. It is long enough now since I have sniffed it from its own casket. A quarter of a century, no less, which sounds an age when you put it like that, but is nothing much really. Not long enough to have made much alteration in the place, anyway. Table Mountain rising up, flat-topped and

noble, with the lights of the city shimmering and twinkling in a crescent from the Devil's Peak to the Lion's Rump, at its feet; and away out in the Bay the light on Robben Island paling in the growing day. And that salty, sea-weedy, misty-damp smell.

It is a pleasant road out to the Cape from England. That is the way to run through the tropics. A little of the North East Trades. A little of the Doldrums, with the flying fish spattering across the smooth, glassy sea which undulates as though breathing softly to the swell running beneath its surface. The briskness of the South East Trades. And then the Cape.

It is not the first land we have seen since we left the striped lighthouse on Plymouth Hoe behind and dropped the Eddystone astern, and watched the last of the loom of the Lizard light fade into the darkness. Six days out we had our first view of a foreign shore at Tenerife. Where else will you see such blue and crystal water? It is steep to, and the swell runs high there in the anchorage off Santa Cruz, with Pico del Teyde soaring up to his snow-tipped peak twelve thousand odd feet above the sea. The big wooden lighters bounce and rock in the swell alongside us, and the coir mooring lines stretch and creak. Launches with brightly polished brass funnels and snowy scalloped awnings ferry our passengers between ship and shore, and diving boys dive for coins thrown from the ship.

They grow fine table tomatoes there, each one perfectly round and unblemished; packed in powdered cork in small wooden cases. Small new potatoes, also, in the season. And bananas, packed by the large stalk with the bunches on it; in wooden

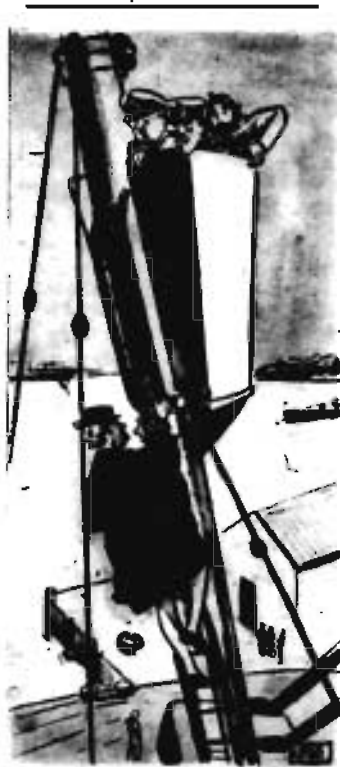
crates. We used to load them all, tomatoes, potatoes, and bananas, as deck cargo for England on the run home.

But we are outward bound, not homeward, and our stay is not long, and soon we are running south along the coast, and Tenerife disappears astern, though Pico del Teyde hangs in the sky long after the island itself has dropped below the horizon. The peak was a landmark for the wind ships of the age of sail, and has been seen on a clear day from a distance of ninety miles or so.

We are flying fish sailors now for a while, and the logbook records gentle winds, light winds, calms and light airs, with smooth and slight seas. The awnings are spread, and the night watches are especially pleasant. These are well-furrowed waters, and there is a fair amount of traffic. Castle mailboats, Clans, and many another well-known funnel and flag. Many have known that route. Bucknall's, Rennie's, Thompson's Aberdeen ships, Lund's Blue Anchor, the Black Germans, Bullard and King's "Um" Boats, the Blue Funnel ships, the old four-masted White Stars, the New Zealand Shipping Company and Shaw Savill's, to name some of them.

We pick up the Trades in about Five South. Gentle at first, but soon moderate to strong, to moderate again to gentle winds and slight seas as we approach the Half-Way House, for it is summer time, and in the first hour of the middle watch on December 18th, when we pick up Dassen Island light. Dassen Island gets its name—so Miss C. Fox Smith tells me in her excellent book "All The Way Round"—from being the habitat of "daasies" or rock rabbits, whose

Continued on page 53.



You're a good Prendergast—I told you we'd been safer down in the magazine!

The Navy

April, 1940.

DRAWING YOUR ATTENTION TO...

GRACE BROS.

VALET SERVICE

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(signed) Ruth Bucknall

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FICTION

IT'S AN ILL WIND

By Austin Blake.

"Twenty-five knots and bring her to course East," ordered Captain Mason of the "Wallace."

The destroyer spun round under helm and steadied on the course for her Scottish base, rolling to the long Atlantic swell. Her white ensign stood out stiffly from the gaff, whipped taut by the cold winter wind.

"Give us the tools and we'll finish the job," muttered Captain Mason as he watched the large merchantman which the "Wallace" had escorted far out into the Atlantic, now zig-zagging westward alone.

"Excuse me, Sir . . ."

The Captain turned to find a seaman standing to attention beside him.

"Yes, Taylor. What is it?"

"Please, Sir. Can you tell me if we will be given home leave when we get back to port?"

Captain Mason nodded. "Yes, Taylor. I hope all hands will have a week at their homes this time."

The seaman's face brightened. "Oh! Thank you, Sir," he said cheerfully.

Taylor saluted and was about to turn away when the Captain asked, "Are you married, Taylor?"

"Yes, Sir."

"Children?"

"One, Sir—arrived since I was home last time, Sir."

Taylor was embarrassed and a little awed by the "Old Man's" unusual confidence.

"I haven't seen our baby yet—that's why I asked you about leave, Sir."

The Captain sighed and then smiled. He found himself regarding this fine young rating almost wistfully. Almost without

thinking he said: "A child is a responsibility I'd dearly love for myself. My congratulations, Taylor, and my compliments to your wife."

"Yes, Sir. Thank you, Sir," the seaman acknowledged.

Something a little haggard in Taylor's eyes as he again saluted and turned to go, made the Captain ask abruptly, "What is it, Taylor? Worried about your wife?"

"No, Sir. She's fine I understand from her last letter. It's only . . ."

"Yes?"

"It's only, Sir, that if anything happened to me now . . ."

The piercing tones of the alarm rattlers rang throughout the ship. The Captain leapt quickly to the compass platform and Able Seaman Taylor, taking the bridge ladder at a single slithering jump, reached the forecandle deck and sprinted to his action station at "A" gun.

"Enemy aircraft to starboard!"

The report came from the bridge shortly afterwards, with the order "Open Fire!" the ship went into action. All hell then seemed to break loose on board as the guns roared and shook the ship with the discharge of salvo after salvo in rapid fire.

"Hard a starboard!" shouted the Captain to the helmsman and the destroyer heeled sharply over as she answered the rudder but the upward hail of shells was uninterrupted.

For a moment, as he fed the shells into the hungry breach of "A" gun, Taylor caught sight of nine bombers amidst the black bursts of high explosive hurled at them from the ship. Even as he looked, one of the bombers suddenly glowed a dull orange colour and then became a fiery comet

as it plummeted down in flames.

Bombs crashed and exploded in the sea around the twisting destroyer; the "Wallace" lurched violently as one large bomb exploded particularly close off the port bow. Then the order "Cease Fire!" silenced the guns and relieved the bedlam of noise on board.

Immediately there was word of casualties at "A" gun and stretcher bearers hurried forward. Five of the gun's crew had been struck down by the jagged splinters which had sprayed viciously outwards from the explosion of the bomb that had been a near-miss off the port bow. Four of the men were wound cases which the ship's surgeon could treat. A little apart however, a man lay grotesquely on the deck in a widening pool of blood, still claspings to his chest a shell that he had been about to load into the gun.

Able Seaman Taylor had paid the price of Admiralty. He would never see his baby.

"Enemy aircraft were active over the Bristol area during the night. Some bombs were dropped causing slight damage and some casualties."

Captain Mason recalled the B.B.C. announcement made in the news earlier in the morning. The "Wallace" was berthed in her base and the Captain sat in his cabin with the Port Chaplain.

"Mrs. Taylor was dead when she was found by the rescue squads," the Chaplain. "Her baby, however, was found unharmed amongst the debris of the home—a miraculous escape. Captain."

A few days later when the Captain of the "Wallace" was leaving his home to rejoin his ship, he stood with his wife beside a crib over which a nurse leant, attending to a fine little baby boy.

"He will probably be an Admiral one day, dear," the Captain said. "His father was one of the best seamen I had in the ship."

On Board the "Castlecrag"

Mr. Pryke, the Second Mate, Tells of The Talk On Anchor Chains And Telegraph Chains And Their Vagaries

By Mr. PRYKE

"There was," said Mr. McPherson, the Chief Engineer of the "Castlecrag," looking round the table for the pepper with which to season his Lancashire Hot Pot, "an' awfu' lot o' excitement getting under way. What wi' half ahead an' full astern an' stop, yon telegraph bells in the engine room below there were dinning in ma lugs till I thoct it was an auld Melbourne cable car had taken leave o' its senses. Were you all bell-waverin' up on the bridge there?"

Old Mr. Travers, the Mate, grunted; and Rodgers, the Third Mate, blushed.

"It's a new-fangled idea of the Old Man's," grumbled the Mate. "He decided to have me up on the bridge entering and leaving port, and to have the Third on the fo'c'sle head. Apparently one of the Passenger Companies has introduced the idea. Says its right for the Mate to be on the bridge so that he can get experience in ship handling, and the Third should be on the fo'c'sle head where he's under the eye of the bridge. And the young fellow here saw the chain hanging up-and-down and said the anchor was aweigh, when it was still stuck in the mud, and we went half ahead and of course she brought up with the chain stretching and straining away aft. The fo'c'sle head's been good enough for the Mate ever since I went to sea, and why it's not good enough now, I'm hanged if I know. You need an experienced man up there looking after the anchor work, and . . ."

"All right Mister, all right." Captain Bates, the "Castlecrag's" Master, who was late coming down to his meal, interrupted the mate's song of woe as he took

his seat at the table. "We know it needs an experienced man, but you have to learn by experience. It was quite a natural mistake for the Third to make, and there was no harm done."

He broke off as the steward appeared enquiringly at his elbow. "What have you got there, Chief? Lancashire Hot Pot? All right. I'll have some."

He turned to the Third, who was just about to leave the table to go on the bridge to relieve Mr. Pryke, the Second. "Don't forget in future, my lad," he said. "You can always tell when the anchor's off the ground by the way the links fall over with a clack on the lip of the hawse pipe. It's only a matter of experience, and you'll soon pick it up. Young Rodgers muttered a grateful word of thanks, and edged his way out of the saloon."

"A guid laddie, yon," observed Mr. McPherson. "Oh aye. We all hae tae learn. He'll mak' a guid Mate yet."

Old Travers grunted doubtfully. "He'll likely do damage before he does," he said. "We were lucky getting out of it this morning, in a sideways, and crowded with shipping."

"Not so much luck as good management," said Captain Bates. "Anyway, it's only a fool who never makes mistakes. He has nothing to profit by. Pepper Chief? Thanks."

He peppered industriously, and reached for the tomato sauce as Mr. Pryke entered the saloon and swung into his seat at table with the ease born of long practice. He had been aft when the kerfuffle over the Third Mate's slip had taken place, but had had the story from both sides, that of Old Travers, and the Rodgers

version. He looked distastefully at the Lancashire Hot Pot, and plumped for cold meat—some rather pink shiny mutton and slices of polony sausage—with mashed potatoes and beetroot and a liberal helping of mustard pickle.

There was silence for a few minutes, the Mate gloomily disposing of a plate of bread and butter pudding, his task of removing currants—to which fruit he was allergic—and arranging them neatly round the edge of his plate, being made light by the Chief Steward's habit of economy. When conversation was again renewed, it played around the matter of anchors and cables, for it is the custom among men at sea to harp on a professional subject once it has been broached, and to get every possible variation from the tune.

"Yes," said the Old Man, by way of re-introduction, "you can have a lot of experience with anchors. I remember one time going up from Plymouth to London in thick weather when I was Third Mate, and making up from Gravesend to the Royal Albert Dock. We'd dropped the Channel Pilot at Gravesend and picked up our mud pilot, and debated a bit as to whether we'd go on up the River. But the fog thinned a bit, and they were anxious to catch the tide, so it was decided to go on."

"We had one of the Cock tugs ahead, and the pilot sang out to the fo'c'sle head to lower the port anchor down a bit in the hawse pipe and to be ready to let go at a moment's notice, and off we went. Everything went fine until we were off Jennings Point, and then it came down like a hedge. You could hardly see the fo'c'sle head from the bridge. This had hardly happened when there was a song and dance ahead of us, with the tug tooting on its whistle and all hands yelling, and right under our bows came another tug with a string of barges in tow. The pilot went full astern and yelled to the fo'c'sle head to let go. They were quick

off the mark, and away went the port anchor—clean through the bottom of a barge, which promptly filled and sank, strung on our chain like a bead."

Captain Bates hesitated for a moment, and then added "The Third Mate was on the bridge, Mister. It was an experienced Mate on the fo'c'sle head."

"I mind," said Mr. McPherson, before the Mate could take up the challenge, "seeing a big twin screw passenger steamer towing up the Albert dock onetime. She was empty, and flying light, and she was dragging along a barge wi' her, it being appeared on one o' the blades o' her port propeller. Belike it was the same pilot being o'er quick wi' his engine orders as well as wi' his anchor orders, and him having a contempt for barges."

He pushed his empty Hot Pot plate from him and told the steward, "I'll hae a cup o' tea, juss'."

"It could have been a mistake in the engine room," suggested Mr. Travers, scooping his rejected currants together in his spoon.

Captain Bates listened to pour oil on waters that promised to become troubled. "I heard tell of a way that could have happened," he said. "A pal of mine who was in the ship concerned told me about it."

"She was a twin screw passenger ship on the England-Australia run. Over in London she'd had the usual repair and refit work carried out, including some work on the engine telegraph chains. They'd been tested before leaving London in the usual way, the officer on the bridge ringing right round the telegraphs on both engine indicators, and the engine room ringing back from "Stand By" through "Slow Ahead," "Half Ahead" and so on; and this was done before leaving every port on the way out to Australia."

"Then, when she was berthing in Port Adelaide, the order had been rung down from the bridge to go full astern on the port en-

gine. It was rung back correctly from the engine room, but the ship swung the wrong way, and looking aft at the water from the wing of the bridge it was seen that she was going astern on the starboard engine instead of the port. The bridge rang down again on the telegraph, and again got the correct telegraph reply, but still the starboard engine went astern. Then the bridge telephone to the engineroom got busy, and there was considerable heat and excitement. And it wasn't until then that it was discovered that the port telegraph indicator on the bridge registered starboard in the engine room, and vice versa. When they'd messed about with the chains in England they'd connected them wrongly, and the ship had come all the way out to Australia with the bridge starboard and port telegraphs registering port and starboard in the engine room."

"Aweel," said Mr. McPherson with the satisfaction of confidence unimpaired, "the engine room was right in its interpretation o' the orders received." And he added, as an afterthought, "As was naturally tae be expectit."

"So was the bridge," observed the Old Man mildly. "I was just explaining how what appeared to be a wrong engine movement could have happened."

"Talking of anchors," said Mr. Pryke, bringing the conversation back again to its original subject, "have you ever seen an anchor let go at sea, out of soundings, and when the ship was going full speed?"

"Was the ship's third mate on the fo'c'sle head at the time?" asked Mr. McPherson, with heavy humour directed at the old Mate.

"No one was on the fo'c'sle head," said Mr. Pryke. "I was on the bridge. I was third mate. She was a passenger ship, and we had emigrants on board in addition to the usual First and Third Class passengers. We were running down the Red Sea. It was hot,

and all the awnings were spread, but there was a bit of a head wind and sea coming away, and the ship, which was doing about fifteen knots, was dipping into it slightly, and occasionally a bit of a sea would hit the anchors and throw a little spray over the fo'c'sle head rail.

"I was just wondering whether to turn the watch out to furl the fo'c'sle head awning, or to wait until the change of watch at eight bells—it was then just about seven bells in the eight to twelve night watch—when I heard the windlass start to run, and to gather speed"—Mr. Pryke gave a spirited imitation of the windlass, "Kerlonk—kerlonk, kerlonk—kerlonk, kerlonk—kerlonk, kerlonk—kerlonk, kerlonk—kerlonk"—and I realised that the chain was running out.

"Well! I jumped to the telegraph, and swung the handles over to full astern both"—Mr. McPherson shuddered—"and my word, did it shake her up! Anyway! The noise of the windlass wakened old Chippy in his room under the fo'c'sle head. And he nipped up and screwed the brake on and held her. But there was forty-five fathoms of chain out, and it was a good job we were in deep water, or the lot would have gone."

"Losh, man!" said Mr. McPherson. "They puir engines and thrust blocks."

"What had happened?" asked Captain Bates.

"It seemed," said the Second Mate, "that one of the emigrants must have been fooling around with the windlass brake during the afternoon. The fo'c'sle head had been crowded with them under the awning. He'd probably taken the brake off, and the anchor was hanging in the pipe on the devil's claw chain. It must have been a bit slack in the pipe, and the head sea had been hit-

ting it and lifting it and dropping it again, until the devil's claw chain came away, and away she went. Anyway, the devil's claw chain had broken, and that was how we figured it out."

There was a knock at the saloon door, and an apprentice stuck his head in. "The Third Mate's compliments, sir," he addressed the Captain, "and the light will be abeam in two or three minutes."

"Aye aye," said Captain Bates, rising from the table. "Come along, Mr. Pryke. We'll put her on that new course."

"And ye'd better," said Mr. McPherson, "get whoever is responsible for screwing up the brake on the windlass to see it's screwed up tight. I dinna want someone on the bridge going frae full ahead to full astern in yon way on the 'Castlecrag's' engines, ye ken."

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Melbourne Steamship Company Limited

Speech of Chairman, Mr. D. York Syme, at Half-Yearly Meeting of Shareholders, Held at Melbourne, Noon, Wednesday, 25/2/48.

As this is an interim Meeting only, there are no accounts to be submitted to you today. The Directors are glad to have been able to declare the usual dividends at the rate of 3 1/2% p.a. on Ordinary shares, and 3% p.a. on Preference shares.

Following the release by the Commonwealth of most Interstate vessels, management is now in the hands of Owners. The requisitioning period has lasted for about 8 years. Services are gradually being adapted to existing conditions, with the paramount aim that every vessel is run with the greatest efficiency possible. To do this one of the essentials is a shortening of the time spent in port; that is, a quicker turn round. I think some progress is being made, which, however, can be expedited by a better rate of work on the wharves, and an increase in the number of wharf laborers at all ports.

One of the War legacies was the large accumulation of cargo constantly awaiting shipment, and the lack of sufficient ships to cater for it. The position is steadily improving and I hope it will not be long before equilibrium is achieved.

The capacity of cargo vessels at present engaged in the Interstate trade is now greater than at any time in the history of Interstate Shipping. When War broke out in 1939 the active fleet was 231 vessels, of 475,000 tons deadweight capacity. Today, although the number of vessels is slightly less, the average size is substantially greater, with an aggregate deadweight capacity of about 670,000 tons. Since 1939 there has been a natural growth of cargoes but even allowing for this it is clear to my mind that with normal port conditions the existing fleets should be well able to meet all demands if good despatch be secured. For the 12

months from January to December, 1947, the volume of sea-borne cargo carried between the States was 7,900,000 tons.

Adequate space for Coal is now being made available promptly to handle everything offering at New South Wales ports, but the best use is not being made of the ships, due to the fact that frequently when they arrive at the loading berth, insufficient coal is available owing to sudden stoppages of work at various Collieries.

General cargo is being well catered for. Shipments of timber and steel, so urgently needed for industries, and for home-building, are getting preference as far as practicable, but difficulty is being experienced in finding sufficient suitable storage for awkward lengths and sizes of these materials, and this has led to some unavoidable delays.

Although the Company during the War suffered no War losses with its ships, we recognise the existing vessels are getting older year by year, and the question of replacement is always before us. The cost of new vessels, however, is so high compared with pre-war values, that your Directors hesitate to enter into commitments to buy at prices which offer very little hope of a profitable return on the investment. Our attitude, therefore, for the present is one of "wait and see." We are not unmindful of the history of Shipbuilding in the past, which records periods of extreme high prices followed by a marked fall.

You will have observed in our Report that "Dunroon" is under notice of release by the Navy Department. She has, during her career as a Naval Transport, rendered notable service in the carrying of 136,000 troops, without a single casualty.

D. YORK SYME,
Chairman.

News of the World's Navies

U.S. NAVY REDUCTIONS

At the beginning of this year the United States Navy had only two battleships in active service, according to a Navy report.

With the placing in reserve of the 45,000 ton vessels "New Jersey" and "Wisconsin," only the "Iowa" and "Missouri"—assigned to the Pacific and Atlantic Fleets—remain in commission. The main reason for the placing of the ships in reserve is the peacetime manpower shortage.

SCRAPPED BRITISH BATTLESHIPS

The scrapping of the four British battleships "Queen Elizabeth," "Valiant," "Nelson," "Rodney," and the battle-cruiser "Renown," freed about 5,000 officers and ratings for other service or for demobilization, and would render approximately 80,000 tons of scrap metal, it was announced in the House of Commons by the Civil Lord of the Admiralty, Mr. W. J. Edwards.

U.S. NAVY "NEW RULES SEAS"

The United States now possesses control of the sea "more absolute than was possessed by the British," said Admiral Chester W. Nimitz in his final report before his retirement at the end of last year as U.S. Chief of Naval Operations. The Admiral stated that the Navy holds such complete control of the seas that it can establish floating air bases off any shores from which to launch devastating attacks on inland targets, using guided missiles and atomic bombs. The United States Navy and Air Force would, he said, "overcome a deficiency in manpower that the United States would face in a conflict with peoples of any of the three great land masses of the earth."

MIDGET SUBS. FOR PEACE OPERATIONS

According to the "New York Herald Tribune," Colonel Jean

de la Valdene, French inventor, who in the early years of the war worked with the British Admiralty on midget submarines, is working on plans of these boats in America. He is of the opinion that midget submarines can be built commercially for peace-time undersea exploration, shark-hunting, and other sporting activities.

U.S. NAVY PLANS HELICOPTER FLEET

With a total of 46 helicopters on order, the U.S. Navy plans to have a helicopter fleet "second to none in the world" according to a Navy report. This fleet of vertically rising, rotary wing aircraft, will be used for rescue, transport of cargo and personnel, and for observation missions. It is also understood that the Navy is greatly impressed with the potentialities of the helicopter for refuelling guided-missile-launching submarines at sea, and in anti-submarine work.

SUPER CARRIERS

It is likely that future aircraft carriers will resemble those Japanese types which had no island superstructure or funnel, in designs in which the flight deck will be left clear of all obstructions so as to place no limit on the wingspan of carrier-borne aircraft. The development of super carriers capable of handling heavy and large long-range bombers is planned by the United States Navy, according to a report in the "New York Times." Vessels of a displacement of from 60,000 to 80,000 tons are visualized, capable of launching twenty-five to fifty-ton long-range bombers, and with decks sufficiently long to permit of catapult or "jet-assisted-take-off," and landings.

"STONE FRIGATE"

Although not built of stone, the training ship "Anson," new headquarters of the Sea Cadets at Dartford, Kent, England, is a building on solid ground that will never go to sea. She was "launch-

ed" in January, and is built in the form of a ship, complete with mast and bridge structure, and with a large Quonset hut type of superstructure amidships as a drill hall. She should make a good and attractive home for the potential seamen of this part of England's apple country.

FLYING PIER

A U-shaped floating pier, constructed of nylon-coated fabric pontoons covered with a marine-grade plywood, has been developed by scientists of the U.S. Navy Bureau of Aeronautics working in collaboration with those of the Goodyear Tyre and Rubber Company. Measuring twenty-five feet across the bow, and 103 feet along the sides, the pier is designed to provide tie-up facilities for loading or unloading of cargo and personnel from flying boats and seaplanes. Each pontoon in its construction is twenty-five feet long by seven feet wide, with four separate cylindrical air chambers, and is inflated by compressed air. When disassembled, the entire pier can be put on board one long-range airplane, transported wherever required, and re-assembled within from four to six hours by an inexperienced crew.

THE SNORT

The British submarine "Alliance," which returned to Gosport, England, recently, after a cruise of several weeks in tropical waters, carried out highly interesting experiments with the "Snort" apparatus, by means of which she was enabled to spend exceptionally long periods submerged. Based on the German "Schnorkel," which was developed during the war, the "Snort" is a device which allows a supply of fresh air to be maintained while the vessel runs submerged, performing the dual functions of ventilating the ship and permitting the Diesel engines to be kept running.

WHAT THE NAVY IS DOING

THE most important development in the day-to-day story of the Royal Australian Navy since the previous notes in this series were written has been the change in appointment of First Naval Member and Chief of the Naval Staff, this high office now being held for the first time by a graduate of the Royal Australian Naval College—Rear Admiral John Augustine Collins, C.B.

The work of the R.A.N. College has thus turned full circle. Throughout its life, it has achieved well with fine material. The first object with which it was initiated has been reached, in that it has provided for the Navy its efficient officers capable of assuming office from the highest positions to the lowest occupied by commissioned ranks. On numerous occasions its graduates have led in competitive examinations held in the United Kingdom, in which entrants have contested position with officers of the Royal Navy and from all of the Dominions, a tribute not only to the training given at the College, but also to the Australian human material passing through the College.

Now those responsible for it have the gratification of knowing that, coming from its mould, the Royal Australian Navy possesses in all ranks its own Australian Officers, in every way equipped to carry forward the high tradition of efficient service established by those distinguished officers of the Royal Navy to whose devotion the Royal Australian Navy has risen from its birth as a distant ideal, and to whose leadership so much is owed.

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., Flag Officer-Commanding the Royal Australian Naval Squadron, is due to arrive in Sydney on the second of this month, and will remain in the Sydney-Jervis Bay area during April and part of May. She will refit, and give leave in Sydney, from approximately mid-May to the end of June.

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, paying off into reserve.

10th Destroyer Flotilla

H.M.A.S. Batasan (Captain D. J. C. Morrow, D.S.O., D.S.C., R.A.N.) is due back in Sydney with the Flagship on 2nd

April. She will spend part of April in the Sydney-Jervis Bay area, and will commence 50 days' availability for leave on Saturday, 24th April, and sails for Japan on Tuesday, 15th June.

H.M.A.S. Arunta (Commander P. N. Cook, D.S.C., R.A.N.) was relieved in Japanese waters by **H.M.A.S. Quiberon** on 23rd of last month, and is due in Sydney on 7th April. She will be granted availability for refit and to grant leave to each watch.

H.M.A.S. Warramunga (Commander G. C. Oldham, D.S.C., R.A.N.), having been relieved on 23rd March in Japanese waters by **H.M.A.S. Quiberon**, is due in Sydney on 7th of this month, and will be granted availability to give leave to each watch.

H.M.A.S. Quiberon (Commander J. L. Bath, R.A.N.) departed Sydney on 8th March for Japan to relieve **Arunta**. She proceeded

via Cairns and Dreger Harbour, and arrived in Japanese waters on 23rd of last month, and remains there until July.

H.M.A.S. Quikmatch (Lieut.-Commander C. J. Stephenson, R.A.N.) departed Sydney on 8th March for Japanese waters to relieve **H.M.A.S. Warramunga**. Her programme is similar to that of **Quiberon** and, having arrived in Japan on 23rd March, she will remain there until relieved in July.

1st Frigate Flotilla

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-Cole, R.A.N.), having spent last month in the Sydney-Jervis Bay area, sailed from Sydney on 30th March for New Guinea, where she relieves **H.M.A.S. Condamine**.

H.M.A.S. Shoalhaven (Lieut.-Commander Keith Tapp, R.A.N.) is in the Sydney-Jervis Bay area, where she spent last month. She proceeds shortly to Williamstown for refit, and for giving 21 days' leave to each watch. She departs Sydney in company with **Batasan** on 15th June for Japanese waters, where she will relieve **H.M.A.S. Quiberon**.

H.M.A.S. Condamine (Lieut.-Commander J. H. Dowson, R.A.N.), having been relieved in New Guinea waters by **H.M.A.S. Culgoa**, is due to arrive at Williamstown on 5th of this month. She is 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.) arrived in Sydney, after exercising with the Squadron, on 3rd of last month.

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.Ls. 1328, 1329, and G.P.Vs. 960 and 963**, is carrying out minesweeping operations in the New Guinea area.

... at Sea and Ashore

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 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 refitting at Williamstown Naval Dockyard, sailed from Williamstown for Macquarie Island on Saturday, 28th February. It is anticipated that she will be away for five or six weeks on this second phase of her work with the Australian National Antarctic Research Expedition, and is due back at Williamstown early this month.

Leading Ships Infantry

H.M.A.S. Kanimbla (Captain A. P. Cousins, D.S.C., R.A.N.R. (S)) resumed trooping operations to Japan in February. Tentative plans have been made for her employment in carrying migrants

from the United Kingdom later in the year, after carrying to England the personnel to man the new Carrier.

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. Larrobe (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 South Australian waters. She spent part of February in Melbourne, where she called for fuel and stores, and is due to proceed 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 in surveying operations in Bass Strait. She also called at Melbourne for fuel and stores during

February, and is due for refit and leave in Sydney about 1st May.

H.M.A.S. Lachlan (Lieut.-Commander C. G. Little, D.S.C., R.A.N.) has been at Williamstown Naval Dockyard for refit.

H.M.A.S. Jabiru, tender to **Warrego**, is engaged with that vessel on Bass Strait survey.

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)) departed Sydney for New Guinea waters 20th 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 to 1st March.

H.M.A.S. G.P.V. 956 at Cairns, refitting.

H.M.A.S. G.P.V. 957 at Cairns, 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.) is in Antarctic waters.



H.M.A.S. "Wyatt Earp" at present in Antarctic waters.

April, 1946.

GENERAL

Farewell Message From

Admiral Sir Louis Hamilton
In a farewell message to the Royal Australian Navy on the eve of his departure from Australia on his retirement from the position of First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff, Admiral Sir Louis Hamilton, K.C.B., D.S.O., said:

"On my departure from Australia I would commend the officers, Petty Officers and men of the Fleet, the Officers and men of the Reserves, and the Naval and Civil personnel of the Shore Establishments, on their fine record of service, loyalty and co-operation during my term as First Naval Member.

"Sea-power is now, as always, our sure defence and the foundation of offensive action. It will remain so as long as our commerce is carried on the sea.

"With the achievement of Naval Aviation the modernised Royal Australian Navy can maintain worthily its just fame won in two World Wars.

"I ask you all to safeguard your great tradition of service and discipline and give your utmost endeavours to make the new ships the most efficient units of the Navies of the British Commonwealth.

"Goodbye, and happy ships."

H.M.A.S. "Arunta" in Air-Sea Rescue

During her period of duty with the British Commonwealth Occupation Forces in Japanese waters recently, H.M.A.S. "Arunta" rescued a pilot from a U.S. fighter aircraft that had crashed in the sea in Korea Strait. The "Arunta" received a distress message from the aircraft on 28th. February, and at once proceeded to the scene of the crash, 12 miles distant. On arrival the destroyer's whaler was sent away and the pilot recovered. The whole op-

eration, from the time of the receipt of the message until the recovery of the pilot, took 65 minutes.

L.S.T. 3501 Takes Livestock to Macquarie

Many of the elements of a farm, including fencing wire, were carried by the L.S.T. 3501 when she departed from Melbourne for Macquarie Island on the 28th. February. Parties of Australian scientists will remain on Macquarie Island for the next five years, and it is desired to provide a supply of locally grown food for them, including meat, milk, and vegetables. For this reason, various vegetable seeds were taken, and 33 Border Leicester sheep—comprising three rams and 30 ewes—and eight goats were accommodated in a large stout pen on the L.S.T.'s deck. The goats, which are of the Saanen breed which is noted for its milk production, are provided with collars and chains in addition.

The vessel also carried fodder for the voyage—consisting of oat hay and oat chaff; and also embarked straw for bedding the animals down. Ashore on Macquarie Island it is anticipated that they will feed on vegetation growing there, which is very similar to wild cabbage.

It had originally been intended to send pigs and turkeys, but on the advice of experts, who said that the conditions at Macquarie were not suitable, the proposal was abandoned. Thus the prospect of the Macquarie dwellers feasting on local turkey and ham at Christmas fades away.

Vegetables which it will be endeavoured to grow on Macquarie—and of which L.S.T. 3501 carries supplies of seeds—include carrots, turnips, swedes and potatoes. The seeds will be planted in a cleared space, and their reactions to the biting Antarctic winds will be watched with interest.

PERSONAL

Previous to his departure for England, Admiral Sir Louis Hamilton was entertained at a farewell luncheon at the Athenaeum Club, Melbourne, by the Minister for the Navy (Mr. Riordan) and Members of the Australian Commonwealth Naval Board. Those present were the Second Naval Member, Captain J. M. Armstrong, D.S.O., R.A.N.; the Third Naval Member, Rear-Admiral A. B. Doyle, C.B.E.; the Fourth Naval Member, Commodore E. W. Anstice, R.N.; the Secretary, Department of the Navy, Mr. A. R. Nankervis; the Finance Member, Mr. R. Anthony; the former Business Member, Mr. Brain; the Secretary to the First Naval Member, Captain (S) P. Perry, O.B.E., R.A.N.; and the Secretary to the Naval Board, Mr. T. J. Hawkins.

Mr. F. H. Smith, who has been an officer of the Navy Department for the past 35 years, has assumed duty as Acting Director of Navy Accounts, vice Mr. G. W. Mitchell, who recently retired from the post of Director.

Captain (E) Edwin S. Nurse, R.A.N., who departed for the United Kingdom in R.M.S.



Commander O. H. Becher, D.S.C., R.A.N.

"Stratheden" in February, has been appointed Australian Representative on the United Kingdom Ordnance Board. During his absence from Australia, his position as Inspector of Naval Ordnance for Australia will be filled by the Deputy Inspector of Naval Ordnance, Commander Thomas A. Godsell, R.A.N., who is now Acting Inspector of Naval Ordnance.

Commander Humphrey Becher, D.S.C. and Bar, R.A.N., has proceeded to the United Kingdom as the Executive Officer designate of the Royal Australian Navy's first Aircraft Carrier. Previous to this appointment, Commander Becher was Director of Operations Division at Navy Office, Melbourne. He joined the R.A.N. College as a Cadet Midshipman in 1922, and has had a distinguished Naval career, specialising in Gunnery.

Another R.A.N. Officer who has recently proceeded overseas is Commander Warwick Seymour Bracegirdle, D.S.C. and Bar, R.A.N., who has gone to the United Kingdom to attend a Naval Staff course at Greenwich.

Five Australian Officers, formerly in the Royal Australian Air Force but who transferred to the Royal Australian Naval Reserve during the war and have since been serving with the Royal Navy, are transferring to the Royal Australian Navy for service with the Naval Aviation Branch as Carrier Pilots, subject to Medical fitness. During their period in the Royal Navy, these officers have had experience as pilots in Aircraft Carriers. They are: Lieutenant (P) A. J. Gould, of Brisbane; Lieutenant (P) D. R. Hare, Lieutenant (P) T. F. R. Payne, and Lieutenant (P) R. L. Davies, all of Sydney; and Lieutenant (P) K. E. Clarkson, D.F.M., of Melbourne.

Commodore Harry A. Showers, C.B.E., R.A.N., assumed the position of Second Naval Member of the Australian Commonwealth Naval Board at Navy Office, Melbourne, on 1st. March. Previous to his new appointment, Commodore Showers was Com-

NAUTICAL QUIZ

- (1) What flag is it that has a gold anchor on a field bisected horizontally, top half red and bottom half blue?
- (2) What is St. Elmo's Fire?
- (3) Do you know the meaning and origin of the phrase: "All my eye and Betty Martin"?
- (4) Erskine Childers wrote a book about a yacht called the "Dulcibella." Do you know the book's title, and its subject?
- (5) To what did the slogan "We want eight and we won't wait" refer?
- (6) The Falkland Islands have been in the news. When was the Battle of the Falkland Islands, and between whom was it fought?
- (7) "Light the binnacle, boy!" To whom was the term addressed?
- (8) The steamer "Montrose" was associated with a famous crime. Do you know it?
- (9) Whence did the well-known clipper "Cutty Sark" take her name?
- (10) What is a bottomry bond?

Answers on page 56.

Commodore Superintendent of Training at Flinders Naval Depot. One of the first term entrants into the Royal Australian Naval College in 1912, Commodore Showers served overseas in the 1914-18 War, and during the recent war commanded H.M.A. Ships "Adelaide," "Hobart," and "Shropshire," and saw much service in the South West Pacific Area. Promoted Captain in 1939, he was the first Royal Australian Naval College graduate to be a Member of the Naval Board, having been Second Naval Member from October, 1944, to March, 1946, with the rank of Commodore, 2nd Class. He has thus entered his second term in this position.

Commodore W. A. Dallmeyer, R.N., has succeeded Commodore Showers as Commodore Superintendent of Training at Flinders Naval Depot. Arriving from the United Kingdom in R.M.S. "Strathaird" at the end of February, Commodore Dallmeyer took up his appointment on 1st. March.

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BOOK REVIEWS

By B.H.G.

"THE FLAG OF THE SOUTHERN CROSS, 1939-1945." The story of the Ships and Personnel of the Shaw Savill Line during the war. By Frank C. Bowen.

Messrs. Shaw Savill and Albion Co. Limited did well to produce this slim volume under the capable hands of Frank C. Bowen, whose ability as a sea writer is widely known. It is a pity that it was, apparently, prepared for a limited and more-or-less private circulation. For although it deals wholly with the achievements of Shaw Savill ships and men, it epitomises in its pages the service of the Merchant Service generally in the hazardous, arduous days of the war, since the experiences of Shaw Savill's was that of all British shipowners, and of the ships and men under the Red Ensign.

In the Dedication of this book we are told that: "During the Second World War Shaw Savill and Albion Company Limited lost 473 member of its sea-going staff—6 Commanders, 120 Officers and 347 Ratings—and four members of its shore staff. Their names are recorded in the Company's Roll of Honour at Head Office. This record of some of the things they achieved by their sacrifice is dedicated to their memory."

The Company lost thirteen ships by enemy action, and one, the "Matakana," by marine risk. Those lost by enemy action were "Ceramic," "Empire Hope," "Empire Trader," "Jervis Bay," "Maimoa," "Tairoa," "Waimarama," "Waiotira," "Wairangi," "Waiwera," "Zealandic," "Mamari," and "Commissaire Ramel," this last being a French steamer whose management the Company undertook in Australia on behalf of the Government after the collapse of France.

The Company's epic loss was that of the "Jervis Bay." One of the first merchant ships to be taken up for service as an Armed Merchant Cruiser she was requisitioned on 24th. August, 1939, and converted in a home dockyard. Four of her deck officers and most of her engineer officers, together with a large proportion of her ratings, volunteered, and were taken into the R.N.R. and served in the ship as an A.M.C. Her engagement, under the command of Captain E. S. Fogarty Pegen, V.C., R.N., with the German pocket battleship "Admiral Scheer," in which the "Jervis Bay" went down fighting, but in so doing saved 33 out of the 37 ships in the convoy she was escorting, is well known. One hundred and ninety-eight lives were lost in the "Jervis Bay," and these included a large proportion of Shaw Savill employees.

More would have been lost but for the gallantry of the Master and crew of a Swedish vessel, whose action is remembered in this book. "Captain Sven Olander of the 'Stureholm,' recognised that his ship had escaped entirely through the gallantry of the 'Jervis Bay.' When night fell he called his whole crew together and with one voice they supported him in his suggestion to go back to the scene of action to search for survivors. With a good deal of difficulty they found the boat and the four rafts which had been launched, and from them they took 65 officers and men, three having died of their wounds and exposure."

Two Shaw Savill ships well-known in the Australian trade were lost while on their ordinary

passenger runs under particularly sad circumstances. "The sinking of the veteran 'Ceramic' on the 6th. December, 1942, was perhaps the most tragic of all, for she had been kept employed on the Company's usual passenger route to Australia via the Cape and, as might be expected from the enormous demand for the berths available, she was packed with civilians, including a number of women and children. She disappeared when she was well on her way to the Cape en route to Australia and soon afterwards the German wireless claimed that they had sunk her as a transport to the North African operations, an impossible statement considering the position. At first it was believed that there were no survivors from the 650 passengers and crew, but later a soldier who had been on board was made to speak over the German wireless. When he was released at the end of the war and repatriated to Britain the story he told was a terrible one. The submarine captain had only been anxious to rescue him in order to have evidence of his feat, and cold-bloodedly refused to rescue or give any assistance to the women and children in the water."

The exact fate of the "Zealandic" remains unknown. She left Liverpool for Australia on the 14th. January, 1941, and three days later was sunk by enemy action, apparently by a submarine. The loss of every one of the passengers and crew prevented full details of the disaster ever being revealed.

Three of Shaw Savill's ships, the "Waimarama," the "Wairangi," and the "Empire Hope," were lost in one convoy, the famous convoy for the relief of Malta in August, 1942. The "Empire Hope," under the command of Captain G. Williams, was the first to encounter trouble. After two days of air attacks, she became, on the evening of the second day, a special target, and within half-an-hour suffered 18 near misses. These badly dam-

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aged the engines, and made the ship practically a sitting target. Then two direct hits were scored on the after part of the ship by heavy bombs. One started a fire in No. 4 hold, which contained explosives, and the high octane spirit on the bridge deck was soon involved. The ship was abandoned and, incredible as it sounds, everybody got safely away, casualties being confined to one broken wrist.

"Wairangi," Captain H. R. Gordon, was torpedoed next morning when close to Cape Bon. Her engines were stopped, and the leak was too great for the pumps to handle. As there was no hope of towing her, it was decided to scuttle the ship, and this was done, the Tribal destroyer "Eskimo" saving the entire crew.

"Waimarama," Captain R. S. Pearce, D.S.C., was lucky until shortly before eight in the morning of 13th. August, when she was hit by three or four bombs in rapid succession on or just abaft the bridge, which disappeared completely with everybody on it. The petrol on board immediately caught fire and the ship blazed from end to end. She first took a list to starboard, righted herself and then went down only three or four minutes after she had been hit, leaving the sea all round her ablaze with petrol. H.M. destroyer "Ledbury" made gallant attempts to rescue survivors, but Captain Pearce and the greater part of his crew were lost.

It is recorded that, when the "Waimarama" had sailed from England and there was no further need for scrupulous secrecy, Captain Pearce posted up on the ship's notice board: "This ship is one of a convoy bound for the relief of Malta. I shall expect every officer and man to be with me in everything I do." He, as were many other Shaw Savill officers and Masters, was known in Australia as having been one of the old Commonwealth Government Line.

Two of the old Commonwealth Government Line "Bay" steamers

which were in Shaw Savill's fleet were requisitioned in Australia at the outbreak of war and converted into Armed Merchant Cruisers in Sydney. These were "Arawa" and "Moreton Bay," which were largely manned by R.A.N. ratings. "Arawa," on the China station, was concerned in the "Asama Maru" incident, when a number of German reservists were removed from that Japanese steamer.

As an instance of the work carried out by Shaw Savill ships, during the seven years commencing with the outbreak of war, seven of them were regularly employed either as armed merchant cruisers or as troopships, and in those and others of the passenger vessels, no fewer than 370,000 troops were conveyed to all theatres of war over distances exceeding two million miles.

An interesting deception—such as that practised in the 1914-1918 war—was carried out by three Shaw Savill ships, the "Pakeha," "Waimana" and "Mamari," the first two being disguised as "Royal Sovereign" class battle-ships, and the "Mamari" as the aircraft carrier "Hermes." Anchored in the Firth of Forth as decoy ships for enemy aircraft, they performed useful service during the early days of the war, after which they were returned to trade as refrigerated ships, "Mamari" being wrecked on the East Anglian coast in 1941 whilst on her way to Chatham for re-conversion.

Shaw Savill, Albion and Co., did a good Merchant Service job of work in the war, as this book shows. As such, they were in good company, and continue in good company when they say, as they do in "The Flag of the Southern Cross," "No fears need be entertained that the Company will not continue to play its part in building up the post-war British merchant navy, and of still further strengthening the bonds which unite the Mother Country with its Dominions overseas."

AWARDS WON IN VARYING FIELDS

PERMANENT Service and Hostilities Only personnel shared common conditions and dangers during the war, and shared also in the work and the individual actions that earned awards. Here are two examples, one of Permanent Service and one of Hostilities Only, in which personnel were awarded Medals and Mentions in Despatches.

Chief Stoker Alfred Wrench, of Kingsford, New South Wales, has long service in the Royal Australian Navy to his credit. He entered the Navy in 1926, at Sydney, and is still serving. His wartime service was in various ships, H.M.A. Ships "Moresby," "Waterhen," "Vampire," "Armistice" and "Gascoyne." Post war, he was appointed to H.M.A.S. "Shropshire."

His first Award was in January, 1942, when he received a Mention in Despatches "For outstanding zeal, patience and cheerfulness, and setting an example of whole-hearted devotion to duty," which was followed in November, 1942, by another Mention in Despatches "For bravery when H.M.A.S. 'Vampire' was sunk by Japanese aircraft." In June, 1946, Chief Stoker Wrench was awarded the British Empire Medal (Military) "For gallantry, devotion to duty, and good leadership whilst serving in H.M.A.S. 'Gascoyne' in helping to control fires which broke out in another vessel."

Able Seaman Boris Riply Smith, R.A.N.R., of Melbourne, entered the Navy in July, 1940, at Port Melbourne, and earned his awards on survey work. He saw war service in a number of H.M.A. Ships, starting off with "Manoora," and then going to "Perth," and following with periods in ships of the Survey Service, including "Stella," "Polaris," "Laurabada," "Warrego"—with periods of detached duty in U.S.S. Y.M.S. 316, and "Gascoyne" and "Benalla"—and finishing up with periods at "Melville" and back again to "Stella" before being demobilised at "Lonsdale" in March, 1946.

Able Seaman Smith's two awards were made in 1945, the first, in February of that year, being a Mention in Despatches "For distinguished service in successful survey work under dangerous conditions in the Far East," and the second, the Distinguished Service Medal, in the following July "For courage, determination and great devotion to duty in valuable and hazardous survey operations in the Far East."

Chief Stoker Wrench and Able Seaman Smith were shipmates on occasion, in "Gascoyne," and later in "Shropshire." For Able Seaman Smith came back to the Royal Australian Navy subsequent to his demobilization, for five months during which he made the Victory Contingent voyage to Britain in H.M.A.S. "Shropshire," Chief Stoker Wrench also being among those present on that occasion.

EDITORIAL

Continued from page 11.

an uplifting and ennobling force, and they are the poorer who lack either the reason or the inclination to feel it. The Monarchy is to us the head of the family. As such we look up to it.

In the present Representatives we are doubly fortunate in that, in addition to the respect due to their high position, they are regarded by their people with sincere personal affection, an affection invoked by their personalities. Duty and inclination go with us hand in hand when we say "Welcome."

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Federal Council

Reports received by Federal Council from the various States indicate a steady progress being made by their Sub-Sections' Executives and Committees. For the first time in the history of the Association all States will hold an Annual Conference at which the nominal elections will be held.

Mr. F. F. Anderson (Act. Fed. President) was present at the official opening of the Fremantle Sub-Section's new Navy Club on 27th February.

Two new Sub-Sections have been inaugurated since last month, one at Geelong, Victoria; and one at Campsie to embrace this and the Bankstown district in N.S.W.

Enquiries have been reaching the Association from ex Royal Navy personnel desirous of settling in Australia; as a means of assisting our kin folk from overseas Federal Council is herewith furnishing a list of the names and addresses of the various Hon. Secretaries of State Councils and their Sub-Sections. In the first instance direct contact should be made with the State Secretary who will be pleased to advise prospective members regarding employment, housing, etc.

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Hon. Secretary (R. Morgan),
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West Leederville, West Australia.

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Hon. Secretary (J. McKenna),
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Hon. Secretary (Mrs. A. Fogarty),
3 Pier St.,
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(Sth. West Area)
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19 Wellington St.,
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TASMANIA

Section & Sub-Sections:

Hon. Secretary (c/- Fed. Secretary),
331 Parramatta Road,
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QUEENSLAND

H.M.A.S. Perth and those of her gallant crew who lost their lives were remembered in Brisbane on March 1. A memorial service held at the Shrine of Remembrance in Antac Square was attended by nine survivors and about 100 relatives.

The service, simple but solemn, was conducted by the naval chaplain (Archdeacon Birch). Mr. Fred Affoo sounded the Last Post.

The survivors present were Leading Seaman R. (Nick) Carter, Leading Stoker A. Thompson, Able Seamen J. Houghton, N. Laughler, R. Farrington, A. Elliott, and E. Toovey, Signaller S. Foote, and Wireman C. Wray. Also in attendance was Able Seaman M. C. McAllan, who was a P.O.W. in Singapore.

Twelve ratings from H.M.A.S. Moreton formed a guard of honour. The service was also represented by Paymaster-Cdr. Wallis Smith, Lieut.-Cdr. J. W. Blunt, and W/O. H. C. Grice.

Our own association was represented by Messrs. Norman Pixley and R. J. Herd, president and secretary respectively of the Brisbane Sub-section and Mr. E. J. Hardy (State Council).

Many wreaths were laid, including one from the 2/26th Battalion. Subsequent to the ser-

vice Archdeacon Birch offered the suggestion that in future one big service be arranged in remembrance of all naval disasters. Survivors from the H.M.A.S. Perth, however, intend to hold a separate service in the years to come.

It is worthy of mention that arrangements for this year's service were made by Able Seaman E. Toovey and Mrs. M. J. Scally, mother of an E.R.A. who paid the supreme sacrifice.

On March 1 members of the Brisbane Sub-section were guests of the Shell Co. at a picture evening held in the Shell Theatre. Notwithstanding the limited transport facilities available, due to the rail strike, there was a very satisfactory attendance. Afterwards The Shell Co. entertained us at supper. Mr. Norman Pixley thanked the management for their hospitality, and Mr. C. Martin responded on behalf of the Shell Co.

Our attempt to form a sub-section at Redcliffe was unsuccessful. Few attended the meeting called for this purpose. State president (Mr. A. C. Nichola) is not deterred however. He proposes to call a further meeting on April 2. In the meantime all ex-matelots in the district will again be approached to give the objective their support.

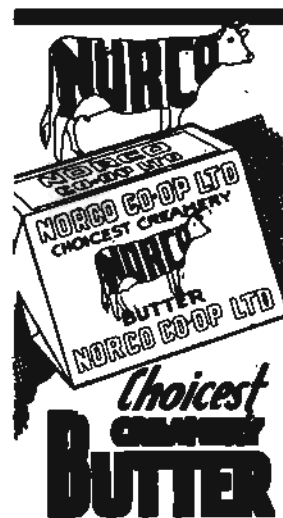
Capt. E. P. Thomas, R.N., was recently presented with the association's badge on his elevation to Vice-Patronage in Queensland. This pleasing duty was performed by the State president. Capt. Thomas retired from the service at the end of February. He will continue to reside in Brisbane.

State secretary (Miss Muriel Beesford) recently announced her engagement. The lucky man is Mr. J. Bath.

State Treasurer (Mr. R. J. Gardner) had the misfortune to lose his brother, a Flight Lieutenant, in the recent Amberley air crash. Mr. Nichola attended the funeral on our behalf.

Funds benefited recently from the P.O.'s mess of pre-war days. A cheque for a small balance on hand was presented by Mr. Burke.

Misses Noreen Guthrie and Graham are sponsoring a baby-minding project. This is for the benefit of members only. Anyone wishing to go out of an evening, unencumbered, should contact either of the two aforementioned ladies. They guarantee to do a good job.



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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-Commander (A) Gilbert Ivan Lewis Corder is appointed on loan from the Royal Navy, with seniority in rank of 4th October, 1945, dated 15th December, 1947. Lieutenant (A) John Richard Routley is appointed on loan from the Royal Navy, with seniority in rank of 26th February, 1943, dated 15th December, 1947. Lieutenant (A) Maurice William Henley, D.S.C., is appointed on loan from the Royal Navy, with seniority in rank of 25th September, 1945, dated 15th December, 1947. John Andrewartha, Richard Malcolm Baird, Ian Bartholomew, Alan Lee Beaumont, Lawrence Robert Bligh, William Thomas Hayes Bodman, Kenneth James Chambers, John Lyle Curtis, John Ferguson, Donald Bert Gough, Kenneth James Harper, Robert Graeme Harris, Peter James Hoare, Leslie John Hodgkinson, Anthony Rockley Horton, Doyné Tremayne Hunt, Bruce Edwin Jacobs, Digby Philip McDougall, Robert Graham Machin, James Osborne Morrice, Evan Albert Pedler, Paul Hudson Simpson, Peter Ross Sinclair, Hugh Stevenson, Keith Robert Vincent, James Harvey Wallis, Peter Adrian White and Cecil Mervyn Woodley are appointed Cadet Midshipmen, dated 1st January, 1948.

Promotions.—Lieutenant (Acting Lieutenant-Commander) Arthur Irwin Chapman is promoted to the rank of Lieutenant-Commander, dated 17th December, 1947. Sub-Lieutenant Donald Alexander Ross is promoted to the rank of Lieutenant, dated 16th December, 1947.

Confirmation in Rank.—Alan Lorraine Wotherspoon, Warrant Ordnance Officer (Acting), is confirmed in the rank of Warrant Ordnance Officer, with seniority in rank of 26th July, 1946.

Resignation.—The resignation of Edgar John Pessey of his appointment as Acting Sub-Lieutenant (S), is accepted, dated 23rd December, 1947.

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

Promotions.—Acting Temporary Engineer Lieutenant-Commander Robert Spinks Turner is promoted to the rank of Temporary Engineer Lieutenant-Commander, dated 1st December, 1947. Temporary Engineer Lieutenants Norton Gillham and Francis Frederick Marshall are promoted to the rank of Temporary Engineer Lieutenant-Commander, dated 1st December, 1947.

Termination of Appointments.—The appointment of Barrackclough Charles Cumberland as Temporary Engineer Commander is terminated, dated 26th November, 1947. The appointment of John Charles Muir as Temporary Engineer Lieutenant-Commander is terminated, dated 26th November, 1947. The appointment of Robert Geoffrey Anderson as Acting Temporary Engineer Lieutenant-Commander is terminated, dated 26th November, 1947.

ROYAL AUSTRALIAN NAVY VOLUNTEER RESERVE.

Appointments.—Ernest George Walker is appointed Sub-Lieutenant, with seniority in rank of 8th October, 1944, dated 8th August, 1946. Edward John Curtis is appointed Sub-Lieutenant, with seniority in rank of 30th December, 1944, dated 24th April, 1946. William John Read is appointed Lieutenant (Special Branch), with seniority in rank of 2nd April, 1942, dated 15th September, 1944.

Promotions.—Acting Surgeon Lieutenant-Commander Hamilton

D'Arcy Sutherland is promoted to the rank of Surgeon Lieutenant-Commander, dated 9th November, 1946. Surgeon Lieutenants Henry Bertram Holmes and Norman Lennox Spiers are promoted to the rank of Surgeon Lieutenant-Commander, dated 15th March, 1947, and 1st August, 1947, respectively.

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.—Keith Morley is appointed Instructor Sub-Lieutenant (on probation), dated 1st January, 1948. Ian Inglis Blaikie, Richard John Frederick Brown, Bruce Lees Carrington, George Lawrence Ronald Crago, Kaye Vonthehoff and James Neville Walker are appointed Cadet Midshipmen (S) (on probation), dated 1st January, 1948.

Promotions.—Lieutenant Hugh David Stevenson is promoted to the rank of Lieutenant-Commander, dated 1st January, 1948. Lieutenant (E) (Acting Lieutenant-Commander (E)) Brynmor Wheatley Mussared is promoted to the rank of Lieutenant-Commander (E), dated 16th January, 1948.

Loan to Royal Navy for Service and Training.—Lieutenant-Commander (E) Stuart St. Vincent Welch is loaned to the Royal Navy for service and training, dated 10th December, 1947. Francis Albert Pascoe, Acting Gunner T.A.S., is loaned to the Royal Navy for service and training, dated 20th December, 1947. Cadet Midshipmen Peter Maxwell Cumming, Henry Hunter Gardner Dalrymple, Paul Seymour Gaynor, John Leonard Jobson, Blair Morgan Kerr, Colin William Middleton, Ian Herbert Richards, Peter Scott Richardson, John Gordon Stacey, Richard John Tulip and Geoffrey John Humphry Woolrych are loaned to the Royal Navy for service and training, dated 20th December, 1947. Darrell William Bertram, Yeoman of Signals, Official Number 21373, and George Hooker, Chief Bandmaster, Official Number 21032, are loaned to the Royal Navy for service and training, dated 20th December, 1947, and 10th December, 1947, respectively.

AUXILIARY SERVICES.

Extension of Service.—The service of Norman Herman Ludvigsen, Boatman 2nd Class, Official Number 406, is extended for a period of twelve months from 7th January, 1948.

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

Termination of Appointment.—The appointment of Kingsley Vivian Bishop as Temporary Lieutenant is terminated, dated 9th July, 1947.

ROYAL AUSTRALIAN NAVAL RESERVE.

Termination of Appointment.—The appointment of Archibald Gordon Murray as Surgeon Lieutenant is terminated, dated 18th September, 1947.

ROYAL AUSTRALIAN NAVY VOLUNTEER RESERVE.

Termination of Appointment.—The appointment of Harold Charles Eysers as Lieutenant is terminated, dated 14th April, 1947.—(Ex. Min. No. 10—Approved 11th February, 1948.)

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

NAVAL FORCES OF THE COMMONWEALTH.

APPOINTMENTS.

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

CITIZEN NAVAL FORCES OF THE COMMONWEALTH. ROYAL AUSTRALIAN NAVY VOLUNTEER RESERVE.

To be Acting Lieutenant-Commander.—John Symington Bell,

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30th May, 1947, seniority in rank 30th September, 1946 (seniority as Lieutenant 5th August, 1940).

To be Lieutenants.—John Lawrence Greer, 22nd November, 1945, seniority in rank 6th April, 1941; Reginald Robert Lewis, 3rd August, 1946, seniority in rank 26th May, 1941; Sandford Saul Neville, 26th November, 1946, seniority in rank 9th September, 1941; Leslie Alderson Smith, 10th July, 1946, seniority in rank 15th April, 1942; Frederick Roy Marshall, 20th November, 1945, seniority in rank 7th May, 1942; Kenneth Robert Hudspeth, D.S.C. and two Bars, 6th February, 1946, seniority in rank 15th January, 1945; Charles Mervyn Berry, 2nd July, 1946, seniority in rank 1st June, 1943; Robert Stanley Campbell, 25th April, 1947, seniority in rank 22nd November, 1944; Lyle Clark Miller, 9th April, 1946, seniority in rank 1st June, 1945; Thomas Edward Kilburn, 3rd April, 1947, seniority in rank 10th March, 1946.

To be Sub-Lieutenants.—Rodney Gordon White, 27th March, 1945, seniority in rank 1st October, 1943; Melvin Ridgway Butler, 30th March, 1946, seniority in rank 20th September, 1944; Lloyd John Makin, 4th May, 1946, seniority in rank 15th March, 1945; Ian Stuart Parkin, 19th December, 1946, seniority in rank 6th June, 1945; Geoffrey Norman Durham, 21st February, 1947, seniority in rank 18th October, 1945; Alan John Penton, 7th November, 1946, seniority in rank 22nd December, 1945; George Preston Donaldson, 14th March, 1947, seniority in rank 22nd April, 1946; Edmund Noel O'Brien, 17th January, 1947, seniority in rank 22nd April, 1946; John Montague Baden Cooke, 21st January, 1947, seniority in rank 2nd August, 1946; John Bennetto, 10th April, 1947, seniority in rank 25th August, 1946; Neville John Harper, 10th May, 1947, seniority in rank 10th September, 1946.

To be Engineer Lieutenants.—Alfred Cressy Reed, 3rd September, 1946, seniority in rank 9th September, 1942; Alan Morris Barber, 7th March, 1947, seniority in rank 1st December, 1945; Peter Stuart Parkin, 22nd May, 1947, seniority in rank 1st January, 1947.

To be Surgeon Lieutenants.—Ewen Garth McQueen, 21st November, 1945, seniority in rank 31st March, 1941; Wilfrid Livesley Nickson, 26th October, 1946, seniority in rank 26th March, 1942; John Joseph Herlihy, 28th May, 1947, seniority in rank 21st July, 1944.

To be Acting Lieutenant-Commander (S).—Leslie William Slade, 12th April, 1947, seniority in rank 30th September, 1946 (seniority as Lieutenant (S) 21st May, 1942).

To be Lieutenant (S).—Allan George Parley, 9th April, 1947, seniority in rank 15th December, 1942.

To be Sub-Lieutenant (S).—Jim Peters Kemp, 27th April, 1946, seniority in rank 10th April, 1946.

To be Lieutenants (Special Branch).—Peter Salmon Colclough, D.S.C., 22nd July, 1945, seniority in rank 15th June, 1942; Desmond Vincent O'Leary, 5th June, 1947, seniority in rank 24th July, 1942; Paul Edward Allen Mason, D.S.C., 21st May, 1946, seniority in rank 20th April, 1943; Denys Alexander Hill Champion, 19th December, 1945, seniority in rank 29th April, 1943; Edwin Percival Milliken, 7th June, 1947, seniority in rank 21st September, 1943; Max Whitbread Coleman, 3rd June, 1947, seniority in rank 1st December, 1943; Collins Louis Greaves, 25th January, 1946, Seniority in rank 11th June, 1945.

To be Warrant Officer.—Geoffrey Read, 29th May, 1946, seniority in rank 5th October, 1942.—(Ex. Min. No. 11—Approved 11th February, 1948.)

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

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

Appointment.—Lieutenant (S) Michael John Homer Collins is appointed on loan from the Royal Navy, with seniority in rank of 1st May, 1941, dated 2nd January, 1948.

Loan to Royal Navy for Service and Training.—Cadet Midshipman Christopher Haddon Corbett Spurgeon is loaned to the Royal Navy for service and training, dated 31st December, 1947. Geoffrey James Marie, Yeoman of Signals, Official Number 23134, is loaned to the Royal Navy for service and training, dated 17th January, 1948.

Transfer to Retired List.—Lieutenant-Commander Palgrave Edden Carr, D.P.C., is transferred to the Retired List, dated 6th January, 1948.

Termination of Appointments.—The appointment of Lieutenant-Commander William Gordon Meeks, M.B.E., D.S.C. and Bar, is terminated on reversion to the Royal Navy, dated 20th January, 1948. The appointment of George William Royston as Surgeon Lieutenant (D) for temporary service is terminated, dated 19th January, 1948. The appointment of Graham Nicholas Roberts as Cadet Midshipman is terminated dated 21st January, 1948.

EMERGENCY LIST.

Transfer to Retired List.—Captain Charles Farquhar-Smith is transferred to the Retired List, dated 29th January, 1948. Commander (E) Otto Francis McMahon, O.B.E., is transferred to the Retired List, dated 31st December, 1947.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Promotions.—Acting Lieutenant-Commander Eric Gordon Henry is promoted to the rank of Lieutenant-Commander, dated 11th January, 1948. Lieutenant Gordon Melton James Goller is promoted to the rank of Lieutenant-Commander, dated 1st October, 1947.

Transfer to Retired List.—Lieutenant-Commander Gordon Melton James Goller is transferred to the Retired List, dated 2nd October, 1947.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Harold Charles Evers is appointed Lieutenant with seniority in rank of 21st March, 1943, dated 15th April, 1947. Ean Lawrence McDonald is appointed Lieutenant with seniority in rank of 3rd September, 1943, dated 25th December, 1945. Malcolm John Stevenson is appointed Lieutenant with seniority in rank of 1st October, 1944, dated 10th October, 1947.

Termination of Appointments.—The appointment of Richard Patrick Rodriguez as Acting Lieutenant-Commander is terminated, dated 11th February, 1947. The appointment of Gordon McKinstry Power, M.B.E., as Acting Lieutenant-Commander (Special Branch) is terminated, dated 8th December, 1947.

ROYAL AUSTRALIAN NAVAL NURSING SERVICE.

Termination of Appointments.—The appointments of Margaret Hannah Saunders and Joan Elizabeth Woollacott Tame as Sisters are terminated, dated 5th January, 1948, and 12th January, 1948, respectively.

CORRIGENDUM.

With regard to Executive Minute No. 33—notice of which appeared on page No. 1473 of Commonwealth Gazette, No. 100 of 30th May, 1946—that portion relating to the termination of the appointment of Acting Lieutenant-Commander Bryan James Castle, Royal Australian Naval Volunteer Reserve, is amended in that the date of termination should read 19th March, 1946.—(Ex. Min. No. 12—Approved 25th February, 1948.)

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

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THEY WROTE OF THE SEA.

Continued from page 16.

out there," growled out huskily above my head. He was a grown youth then, but all of his writing was English and of English ships, and he is an English writer despite his Polish origin. "The Nigger of the Narcissus" is a masterpiece. And, surely no better story of a storm has been written than "Typhoon."

Masefield is of the sea salty. He has sung of it and written of it, and of its men:

"The sailor, the stoker of steamers, the man with the clout.

The chancyman bent at the halliards putting a tune to the shout.

The drowsy man at the wheel and the tired look-out."

He has been true to it, and all he has written of it is well worth while.

And Conan Doyle wrote well of the sea, in moments when his descriptive powers equal the best. Nor are the magazine writers unworthy of notice, the Cutcliffe Hynes, the W. W. Jacobs, and those others who have created characters who play their parts with a ring of truth against an authentic background.

There are many more, many names that have not been mentioned here. There is one that must not be let pass. That of our Australian sea writer Edwin J. Brady, who at his best can hold his own with the best who sing songs of the sea. To know his collections of sea poems in "The House of the Winds," "The Ways of Many Waters," and "Wardens of the Seas" is to taste of the real full flavour of deep sea and coastwise sailing and steaming. He is not a sailor, but he spent his youth on the waterfront and among seamen and longshoremen, and he knows his drill—and can write.

They are a good company, these writers of the sea. They have a noble subject, a broad canvas, and character and colour with which to deal. And they have given us a heritage of the greatest value.

VOYAGE TO HEARD . . .

Continued from page 22.

way down its slopes. The head waters of Swains Bay lay at our feet on the other side of the height on which we stood. Silver-mirrored among the hills, little tarns sparkled in the sunlight, and from them waterfalls tumbled down to the valleys. Miles upon miles of green, treeless slopes stretched away into the distance, as far as the eye could see.

It was hard going up the steep stony ridges, and over the swampy land covered with spongy azarella. Ducks there were aplenty.

At low water at the head of the sound, are mudflats, and when we arrived, thousands of birds flew up, among them flight upon flight of teal.

It was New Year's Eve, and a large bonfire had been prepared ashore, to celebrate the coming of the New Year with a barbecue. But just before midnight a strong and bitterly cold wind brought heavy snow, so all hands retreated to the comfort of the ship. Soon, from L.S.T. 3501, weird noises flooded the night, and the fauna of Kerguelen were awakened by the sound of men's voices singing "Old Lang Syne."

The passage back was made direct to Melbourne, in moderately fine weather and without incident. The voyage had not been exactly a picnic, but the sailors, by their endurance, had made it possible for Australia to establish a scientific station on the borders of the Antarctic, a station which may one day prove itself to be of great value to the world.

The men of L.S.T. 3501 are proud of the job they have done. They are not, as some people in Australia have termed them, anti-Antarctic. They have, as is only natural, a preference for better conditions than exist in and south of the Roaring Forties, but they have the knowledge of a piece of work satisfactorily completed; and on its conclusion anticipated, with complete confidence in their stout vessel, a similarly successful voyage south to Macquarie.

Subsequent to the return of L.S.T. 3501 to Australia from Heard Island, her Commanding Officer, Lieutenant-Commander Dixon, received the following letter from the Minister for the Navy, the Hon. W. J. F. Rorrdan:

"I have much pleasure in forwarding to you the following text of a congratulatory letter which I have received from the Minister for External Affairs eulogising the services performed by you and your Ship's Company in the recent hazardous operations at Heard Island:—

"It would be appreciated if you would convey my congratulations to members of the crew of L.S.T. 3501 on their Heard Island operation.

"Lieutenant-Commander G. M. Dixon, D.S.C., Captain of L.S.T. 3501 displayed magnificent seamanship, determination and whole-hearted co-operation, ensuring the success of the operation from the start.

"The seamanship, enthusiasm and untiring effort of Commissioned Warrant Officer A. J. Hayter, was an inspiration to all under him.

"The willing assistance and strenuous effort of the officers and men of the ship's company under extremely arduous conditions enabled this difficult and hazardous operation to be carried through to a successful conclusion.

"I heartily endorse the sentiments which have been expressed by my colleague and desire to convey to you my own appreciation of your inspired leadership and of the indefatigable services rendered by all under your command during the operation."

ZEALANDIA.

Continued from page 25.

During the 1930's she had her accommodation altered, and the promenade deck closed in at the forward end. When Huddart Parker Ltd. brought out the second "Zealandia" this ship relieved "Zealandia" on the Sydney-Fremantle trade, and eventually "Zealandia" transferred to the Sydney-Hobart run. While in the Hobart run "Zealandia" often met "Canberra" in the vicinity of Gabo Island on the Sunday afternoon at about 1300. "Zealandia" was then on passage from Hobart to Sydney and "Canberra" Melbourne to Sydney, but "Canberra" usually entered Sydney Harbour first.

On being taken over by the Australian Government in the 1939-45 war, "Zealandia" carried troops to Singapore, and later on was a member of a convoy proceeding from Darwin to Ambon, escorted by Allied warships inclusive of H.M.A.S.'s "Warrego" and "Swan." This convoy was heavily attacked by Japanese aircraft, and finally returned to Darwin. The vessels were anchored in Darwin Harbour when the Japanese aircraft carried out their air-raid on Darwin on the 19th. February, 1942. "Zealandia" was one of the vessels hit and sunk, and all that could be seen of her at low tide in 1945, appeared to be her davits.

HALF-WAY HOUSE.

Continued from page 31.

fur is thick and soft and makes an excellent karoos. It was not always so named. The Dutch called there in 1601 and christened it Elizabeth Island. Twenty-six years later an English East India fleet dropped in, and renamed it Coney Island. When it got its present name, Miss Fox Smith says, is not clear.

But let us turn to my old log-book. "0.39, observed Dassen Island light, 571E True, 22 miles. 2.10, Dassen Island light abeam, N55E True, 12.25 miles. 3.33, observed Robben Island light, S57E True, 15 miles. 3.54, reduced to half speed, awaiting daylight. 5.1, Robben Island light abeam, N44E True, 2½ miles. 5.40, anchored in seven fathoms. 7.47, brought up to 45 fathoms chain on port anchor. 6.27, Pilot Storm boarded.

An appropriate name, that, for this region, for did not Bartholomew Diaz christen the Cape "The Cape of Storms"? King John the Second of Portugal gave it its better name, "Cabo de Boa Esperança." What if there are storms, it is better to remember it as the Cape of Good Hope. Little of its association with the Portuguese remains save in the names, but the Dutch—who founded the original colony in 1652—have placed their imprint on the place in many ways, including the language, and notices on the piers and in public places are in both English and Dutch.

The harbour has been greatly enlarged of recent years. It was small, and awkward to enter and swing in to get alongside the piers that ran at right-angles to the entrance. Ostrich feathers were in great demand in those days, and emigrants bound for Australia bought them from salesmen at the foot of the ships' gangways, the long plumes packed in thin cardboard cylinders. And the ship, when she sailed, was the scene of much rivalry in the colouring of calabash pipes, another fruitful source of profit to wharfside salesmen. The Cape was still garrisoned by British troops shortly before the 1914-18 war, and it was not uncommon for an odd deserter stowaway to make his appearance after the ship had left port and started on her Easting Down run to Australia.

There are few coasts as impressive as that of the Cape Peninsula, with its majestic piece de resistance of Table Mountain; and the coastline continues in magnificence as it runs to the eastward, with the crouching lion gazing at the rugged outline of the Twelve Apostles.

How many of the Earth's place-names are associated with the calendar. Wednesday and Thursday Islands, Easter Island, Christmas Island. Vasco da Gama gave Natal its name because he sighted its coast in the Christmas season after battling against storm and tempest out of sight of land

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since doubling the Cape a month earlier. Just four hundred and fifty years ago, that was. There was no lighthouse on the Bluff at Durban then. Da Gama would have missed it, anyway, because he apparently made his landfall some distance north, round about Delagoa Bay.

Was he much troubled by the Agulhas Current? It runs strongly down the coast past Durban, to skirt it until it trends eastward to join in the eastward drift of the Southern Ocean. When a southerly wind blows against its four to five knots of set, a very nasty sea can result, short and high, and with a viciousness in its punch. Let us again turn to Miss C. Fox Smith in "All The Way Round." She tells in that book, writing of the loss of the "Waratah," how "Officers of ships passing up or down the coast have occasionally experienced in heavy weather, at one particular point not far from the mouth of the St. John's River, a strange sensation, which they find it very difficult to put precisely into words, as if the ship were dropping into a kind of pocket, or being sucked down by some kind of powerful eddy or whirlpool." And she mentions that the idea has been advanced that in some way or other the "Waratah" may have fallen a victim to this Charybdis of the African coast.

The story wakens a memory in the mind of the author of this article. Many years ago he was in a steamer which sailed from Durban late in the afternoon of a sultry, humid day, presaging a storm. We had been discharging Australian wheat, and bunkering, and the heavy air had throbbed to the monotonous "Wah Wah Wah" of the kaffirs trotting up and down the gang-planks with little baskets of coal on their heads, to tip it into the bunkers. Across the harbour, the green line of the Bluff danced in the heat, and the whale hauled up on the slipway at the Bluff whaling station—where lay the small Norwegian chasers,

with barrel crows' nests on their stumpy masts—diffused its high aroma.

The wind came away just as we left, and when we steamed down the harbour the white dust was whirling high along the Point Road, where the buffalo-horned and be-feathered Zulu rickshaw boys clustered round the dock-gates for fares. By the time we got outside and were heading down the coast it was blowing hard, and by the middle watch we were punching into a nasty head sea and taking it over green.

About three bells—when we would have been in the vicinity of the St. Johns River—we took three over in quick succession. Before she could recover from the first sea, the second was on her. It was as she was struggling to lift to this, that the third hit her. The ship seemed to stop dead, and it was then that we felt that strange sensation, that sickening sensation, of dropping, of being sucked down, or pushed

down, by the sea.

The third wave swept over her fore-castle head as though over a half-tide rock. The heavy guard rails, with stout solid stanchions, were bent back level with the deck. Windlass and winch steam-pipes, with everything movable—were torn up and swept away. The well-deck filled to the bulwarks, and solid water hit the bridge twenty-five feet above. One had the feeling that the ship was hard put to it to struggle upwards against the tremendous weight pressing her down—and she was of over twelve thousand tons, and with a high freeboard—and to free herself of a burden almost too much for her. Speed had been reduced immediately the second sea had hit her, and that relief enabled her to lift, but only after a shuddering effort that all on board could feel.

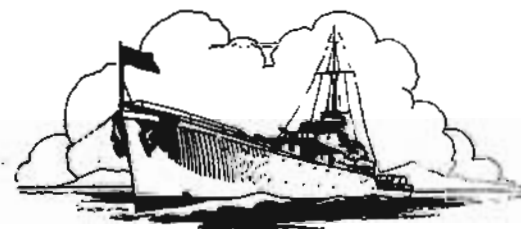
One is tempted to wonder if the "Waratah" was caught by some such succession of Agulhas Current seas. A loose hatch tarpaulin on the well deck, and hun-

dreds of tons of water washing the hatch covers off and rushing down into the 'tween decks, and the burden could easily have been too much to carry and the ship have steamed straight under. It could have happened in a matter of moments.

It is a stormy, dangerous coast, this of the Halfway House. Guarded often on the west by fog, it is pounded on the south by the great rollers of the Southern Ocean, and on the east the treacherous seas that a Southerly piles against the Agulhas Current can make navigation hazardous.

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Answers to

(1) It is the Flag of the Australian Commonwealth Naval Board.

(2) St. Elmo's Fire is an electrical phenomenon which appears in the form of bright balls of light on masts, spars and yard-arms during severe storms. The origin of the name is variously given as a corruption of St. Ermo (St. Erasmus) the patron saint of sailors in the Mediterranean, and as from St. Elmo, who is kindly disposed towards sailors through having been saved from drowning by a Breton captain. St. Elmo's Fire is also, in classic legend, the appearance—in their role of protectors of seamen—of the heavenly twins, Castor and Pollux.

(3) "All my eye and Betty Martin" means "All nonsense." The story is that Jack ashore wandered into a foreign church, where he heard someone saying: "Ah! mihi, beate Martin' (Oh! help me, Blessed Martin). On telling of this, Jack said he could not understand what was said, but it sounded very much like "All my eye and Betty Martin."

(4) The title of the book is "The Riddle Of The Sands," and its subject is the discovery, in the Prussian Islands in the early years of this century, of a plan for a German invasion of England, the two characters in the story watching an embarkation rehearsal.

(5) It referred to the public demand for a programme of capital ship building in England. It arose during the Cabinet crisis of 1909, when the First Lord of the

Nautical Quiz

Admiralty. Mr. McKenna, was on the point of resigning owing to Cabinet refusal to adopt the building programme. The hostility to the programme had been publicly announced, and gave rise to the slogan "We want eight, and we won't wait."

(6) The Battle of the Falkland Islands was fought on the 8th. December, 1914. It was fought between a British Squadron under Admiral Sir F. Doveton Sturdee with the battlecruisers "Invincible" and "Inflexible" as the main units, and the German Pacific Squadron under Admiral von Spee, whose two most powerful ships were the "Scharnhorst" and "Gneisenau." With the exception of one light cruiser, the "Dresden," the German force was destroyed.

(7) "Light the binnacle, boy!" was a derisive term addressed to apprentices, tending the binnacle light in sail being one of their jobs.

(8) It was Captain Kendall, of the steamer "Montrose," who made detective history by wirelessly the information that among his passengers were the murderer Crippen and Miss Le Neve.

(9) The "Cutty Sark" took her name from the short skirt worn by the "winsome wench and wale" in Bobbie Burns' "Tam O'Shanter," the caperings of the gifted wearer causing Tam to shout "Weel done, Cutty Sark!"

(10) A Bottomry Bond is a contract by which money is borrowed to allow a ship to complete her voyage.

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CONTENTS

Vol. IV. MAY, 1948. No. 5.

EDITORIAL

Letters to the Editors	5
Editorial	8

ARTICLES

Salute to the "Queen Elizabeths"	K. F. Caldwell	12
Go to Sea, My Lad	Reuben Renzo	15
Sailing Day	John Clark	26
Scotts Reef Mystery	"Rocky Derby"	37

PERSONALITIES

Lieutenant M. H. Shean, D.S.O. and Bar, R.A.N.V.R.	14
Commodore H. A. Showers, C.B.E., R.A.N.	18

OVERSEAS NEWS.

Maritime News of the World	24
News of the World's Navies	39

SPECIAL FEATURES

Navy Spotlight	10
Seas, Ships and Sailors	Norton 20
Nautical Question Box	Captain R. C. C. Dunn 29

HUMOUR

Navy Blue	Gordon Williams	21
Navy Mixture		28
Prandergast	Lock	28

NAVAL OCCASIONS

What the Navy Is Doing—At Sea and Ashore—	
Squadron Dispositions	32
General	34
Personal	36

BOOK REVIEWS

"Blue Pencil Admiral"—Rear-Admiral G. P. Thompson, C.B., C.B.E.	42
---	----

GENERAL

"The Navy" for Next Month	3
From Arctic to Tropic	22
Two Dominion Bridges	23
Nautical Quiz	25
Naval Appointments, etc.	48

ASSOCIATIONS, CLUBS.

The Navy League	7
Cruising Yacht Club of Australia	41
Ex-Naval Men's Association of Australia	46

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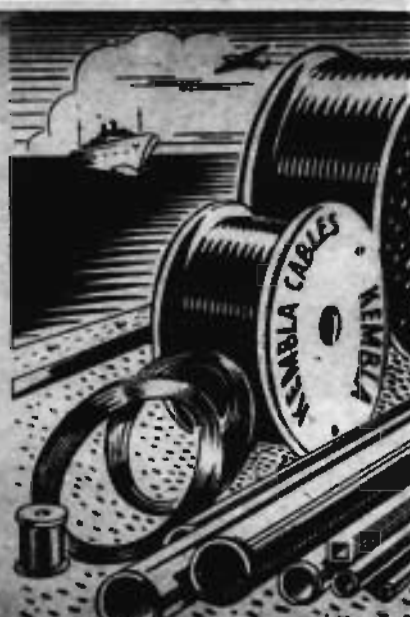
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THE NAVY FOR NEXT MONTH

We hope to tickle your palates in more ways than one in next month's issue of "The Navy." In answer to the question "What's Cooking?" we have some good fare—and, we trust, some good cooks—so that you may look forward to satisfaction of a variety of tastes, including your own. There are, for instance, among those articles in course of preparation:

EAT, DRINK AND BE MERRY

Not that it was always possible to be merry on the food provided for the sailors of the past, either in the ships of the Navy or the carriers of the world's seaborne traffic. There is, however, plenty of interest in regarding the menus of the past on board ship, and in an article we are promised the writer essays to give you a picture of how the seaman fared, what he ate and drank, and how he eked out his rations with such special dainties as he could manage, with the raw materials provided and the help of the ship's "Doctor."

"REVENONS A NOS MOUTONS"

"Revenons a nos moutons," besought the judge in the old French play "L'Avocat," when the plaintiff woollen draper kept wandering from his subject when accusing a shepherd of stealing sheep. "Mais, mon ami, revenons a nos moutons." "What about the sheep, tell me about the sheep, now return to the story of the sheep." Well, the story of the sheep, both as regards its wool, its tallow, and its frozen carcass, is a very important one so far as the shipping industry of Australia is concerned. In an article in the forthcoming issue of "The Navy" the author touches on this subject, and tells us something of the wool and frozen meat trade from this country.

SHIPBUILDING IN AUSTRALIA

It was during and shortly after the 1914-18 war that Australia emerged as a shipbuilding centre of some importance, and produced vessels that have stood the test of time and of hard work and proved the goodness of Australian materials and workmanship. The industry languished between the wars, but with the recent war it revived again to some order, and the country's shipbuilding effort during and since the war has been one worthy of respect. In an article in the June issue of "The Navy" some indication of the extent of that effort, both in the building of warships and merchant ships, will be given.

GO TO SEA, MY LAD

It had been intended in the article under this title in the current issue to deal with the Merchant Service as well as the Navy, but the author's pen ran away with his space. The Merchant Service will, therefore, be dealt with in the next issue of "The Navy."

You will find all the usual features also. The latest news of the activities of the Royal Australian Navy, reports of the doings of the Navy League and the Ex-Naval Men's Association, Letters to the Editor, Fiction, Shipping news from all over the world.

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LETTERS TO THE EDITORS

Our March Cover

Sir,
Having served in frigates, I was under the impression that I knew practically all there is to know about that class of ship, but on seeing the photograph on the cover of the March issue of "The Navy" I realised I was wrong. Could you please explain to me through your column the nature of the instrument fitted over the gyro compass, as I have been rather puzzled trying to work out what it could be. The airman in the lower right hand corner has his hand resting on it.

Yours etc.,

J. Paizis,
26 Drummond Street,
Carlton, Vic.

The instrument is a Target Bearing Indicator. The sight is on the upper arm, which is projecting forward in the cover photograph. The instrument is connected up with the gyro through the main arm projecting downwards under the hand of the airman, and by its means the bearing of the target is automatically transmitted to the necessary stations throughout the ship.

Ed., "The Navy."

Volunteer Training

Sir,
During the war I made several attempts to enlist in the Navy. My attempts were based on a life-long urge to spend some time in the Service. In fact this urge at times became almost an obsession, reflected in the possession of a library on naval subjects as good as any other. My urge was frustrated in the first place by disapproving parents and in the second by wartime manpower restrictions which ruled that I must "do my bit" down a mine. Great was my disgust when an old timer from the '14-'18 days was recalled to the Service and saw some action in the Med. and the Java Sea show. His second

chance was given because he was an experienced hand, despite his age. Time has not cured my urge, and there must be many like me who would like to still "get in," but are now past the present enlisting ages. Could the Navy League and "The Navy" work out some scheme to use idle ships at present for the training of part-time volunteers at week-ends and other occasions? This could be something like the pre-war militia. I am sure that such a scheme could give the Navy some men equally as valuable as my '14-'18 friends in the event of a crisis.

"Still Anxious,"
Weston, N.S.W.

The main obstacle to the carrying out of your suggestion is, it is imagined, one of finance. Considerable cost would be involved in the maintenance of training vessels in the way you propose. It would be a very fine thing if it were possible to make vessels available in this way for training. In any case, your proposal is being brought to the notice of the Navy League, and will be considered with the object of getting an authoritative view.

Ed., "The Navy."

"Themistocles" Again

Sir,
In the article "Themistocles—Last of a Famous Line" in "The Navy" of November, 1947, it is stated (Page 15) "The last of the Aberdeen Line Officers of those days to command the "Themistocles" was William James Williams, who had her during the recent war." This is not quite correct. Certainly Captain Williams had the old ship on her last run to Australia, but it was another old Aberdeen Line man who took her on her final voyage to the breaker's yard. This it was not to be expected would be known to you at the time the article in the November issue of



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LETTERS TO THE EDITORS

the magazine was written, as at that time the ship had not made her last passage. During March of this year, however, I received a letter from an old shipmate of mine, Captain McCraith, now Master of Shaw Savill's "Coptic." In this letter he says: "It might interest you to know that I was the last Master of the 'Themistocles.' I took her from the River Blackwater to Glasgow to be broken up. She is now scrap and her remains will be used to build new ships. We had a most impressive ceremony. Mr. Raymond Jones hauled down the flag and I presented it to him. Cameras clicked and reporters made 'copy.' I arranged for him to have the barometer out of the Captain's cabin. I told him every Master of the 'Themistocles' had tapped the barometer, and it would therefore be a suitable souvenir." I am myself—as was Captain McCraith—an old Aberdeen Line apprentice, and this little account of the passing of the "Themistocles" might, I thought, be of interest to your readers, especially to those who knew the old ship.

Yours, etc.,
Stanley Buckland,
46 Harp Road,
Kew, Vic.

Thank you for your letter, and for the very interesting account by Captain McCraith of his final association with the "Themistocles." It will, without doubt, be of considerable personal interest to a number of our readers.

Ed., "The Navy."



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THE NAVY Australia's Maritime Journal

Vol. II.

MAY, 1948.

No. 5

MARITIME CONSULTATIVE ORGANISATION

Australia's interest in, and dependance upon, seaborne trade is recognised in her inclusion among the twelve nations which will form the permanent members of the sixteen-member council of the United Nations Maritime Consultative Organisation. The constitution of the Organisation was signed by eighteen nations at Geneva on the 6th March, and was the fruit of a conference which met to consider the establishment of an inter-governmental maritime organisation with the objects of:

(1) Providing machinery for co-operation among Governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade, and to encourage the general adoption of the highest practicable standards in matters concerning maritime safety and efficiency of navigation;

(2) Encouraging the removal of all forms of discriminatory action and unnecessary restrictions by Governments affecting shipping engaged in international trade so as to promote the availability of shipping services to the commerce of the world without discrimination;

(3) Providing for the consideration by the Organisation of any shipping problems of an international character involving matters of general principle that may be referred to the Organisation by the United Nations. Matters which are suitable for settlement through the normal processes of international shipping business are not within the scope of the Organisation;

(4) Providing for the exchange of information among Governments on matters under consideration by the Organisation.

The Council will be the actual managing body of the Organisation, although nominally subject to the Assembly, which will include all member governments and which will normally meet every two years in London, where the Permanent Secretariat will be established. The Council was selected from two groups, one being that of the six nations with

the "largest interest in providing international shipping service"—Greece, the Netherlands, Norway, Sweden, the United Kingdom, and the United States; the other that of the six nations with the "largest interest in international seaborne trade"—Argentina, Australia, Belgium, Canada, France and India. In addition, the first Assembly elects four more members, two with a substantial interest in shipping, and two with a substantial interest in seaborne trade.

The original twelve nations of the Council will form the permanent members; the remaining four members of the Council will be periodically elected from among the other members of the Organisation. Between meetings of the Assembly, the Council will perform all the functions of the Organisation, and will meet as often as may be necessary for the efficient discharge of its duties. The Organisation will include a Maritime Safety Committee, to consist of 14 member governments selected by the Assembly from the governments of those nations having an important interest in maritime safety. This Committee will have the duty of considering any matter within the scope of the Organisation and concerned with aids to navigation, construction and equipment of vessels, manning from a safety standpoint, rules for the prevention of collisions, handling of dangerous cargoes, maritime safety procedures and requirements, hydrographic information, logbooks and navigational records, marine casualty investigation, salvage and rescue, and any other matters directly affecting maritime safety. Membership of the Maritime Consultative Organisation will be open to all states not precluded from joining by action of the General Assembly of the United Nations. As its name implies, its functions will be consultative and advisory. It will draft conventions, agreements, or other suitable instruments, and recommend these to governments and inter-governmental organisations; and it will convene such conferences as may be necessary.

With the development of international trade, and the growing complexity of the interests involved in maritime navigation, the need for such an organisation has been felt. In dealing with traffic on the seas, it deals with the common meeting ground of all nations, whether as active traffickers or as those dependent upon that traffic. In the clash of rival interests in the past, the sea has often been a battleground. It has also, in times of peace, often been the scene of examples of that "Brotherhood of the Sea," when nationality has been forgotten in the overwhelming instinct to help a brother seaman and a fellow human in distress; at times when the elements—gales, fire, ice, fog—have been the common foe, and humanity has risen to heights of selfless devotion in a way which gives every reason for faith in man's ultimate triumph in a

world which, at times, such faith is dimmed by the course of events.

One can but feel that the establishment of such a consultative and advisory body as the Maritime Consultative Organisation is a step in the right direction, a further evidence of an underlying desire to arrange matters by discussion rather than to allow events to take charge. As such it can but be welcome, and have the hopes of us all for its success.

THE GOOD OIL

With petrol rationing still in existence in Australia getting on for three years after the conclusion of hostilities, the complete dependence of the country on overseas supplies of oil is brought home to everyone. In a list of the twelve chief overseas imports landed in the Port of Melbourne during the twelve months ended September, 1947, published in the Official Magazine of the Melbourne Harbour Trust Commissioners ("Port of Melbourne Quarterly"), oil products account for seven of the items, and for 894,517 tons of the total of 1,342,570 tons listed. Of this oleaginous total, 320,000 tons was motor spirit, and 350,000 tons fuel oil, the balance being made up of kerosene, lubricating oils, and crude petroleum.

In view of the importance of oil in the country's economy—in peace and to a greatly accelerated extent in times of war—the claim that Australia could, even for a limited period, be self-supporting, falls down. Oil to-day is the basis of industrial life, and the food that is devoured most ravenously by a war machine. Without it Australia would be handicapped beyond measure in her industry, and would be unable to defend herself in times of danger. The search for sources of supply within her own territory is proceeding, and it is not beyond likelihood that she may one day be self supporting in oil. But in the meantime her lack in this direction is just another indication of her dependence upon the sea lines of communication, a fact that we should always keep before us.

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NAVY SPOTLIGHT



ADMIRAL Lord Mountevans and Lady Mountevans, distinguished visitors to Australia, made almost a triumphal progress round the coast of this country when they arrived in the Norwegian ship "Torrens" last month.

Friendships made during 1929-1931, when the Admiral was in command of the R.A.N. Squadron, were eagerly renewed during the brief time "Torrens" was in port.

At Adelaide they were the house guests of Sir Lavington and Lady Bonython, and in Melbourne, among other parties was one given by the Cambrian Society, where they were guests of honor.

On the day of their arrival in Sydney, they entertained a number of friends at luncheon on board the ship.

The Norwegian Minister to Australia, Mr. Lars Jorstad and Madame Jorstad were guests. Lady Mountevans is Norwegian by birth.

Mr. and Mrs. Niels Storaker gave a late afternoon party at the Royal Sydney Golf Club in their honor, before they left for Casalis to stay with Sir Frederick and Lady McMaster at "Dalkeith."

On April 6, Rear Admiral G. D. Moore and Mrs. Moore gave a cocktail party at "Treco" in honor of their house guest, Commodore G. W. G. Simpson, First Naval Member of the New Zealand Naval Board, who visited Sydney last month.

Popular Mrs. John Collins, wife of the First Naval Member, after enduring the cold of last winter in England, had the bad luck to

succumb to a bad attack of pneumonia, since her return to Melbourne.

She had a relapse and was forced to cancel all engagements for the best part of April.

Making Scotts Hotel her headquarters, Mrs. John Dowson of Sydney, spent three weeks of last month in Melbourne, to be near her husband Lieut. Commander Dowson, Captain of H.M.A.S. "Condamine," while the ship is refitting.

They drove back to Sydney at the end of the month, to spend his leave here.

Ex-W.R.A.N. Barbara Mollison, of Toorak, Melbourne, has announced her engagement to Robin Shenton (ex-R.A.N.) of Perth.

When Lieut. Commander R. B. A. Hunt, O.B.E., received the American Medal of Freedom from Commander Junka (U.S. Naval Attache) a short time ago, Mrs. Hunt flew down from Sydney to be present.

Thirty-one debutantes, escorted by R.A.N. personnel, made their curtsies to the Governor of Victoria (Sir Winston Dugan) and Lady Dugan, at the Catholic Women's Organisation Naval Cabaret Ball, at St. Kilda Town Hall in April.

Proceeds of the Ball went to the Flinders Memorial Chapel.

Admiral Sir Leighton Bracegirdle and Lady Bracegirdle, were among guests at a late afternoon party at Government House, Sydney, for country guests in town for the A.J.C.'s Autumn Race Week and the Wallabies Rugby Union Team, which had just returned from the world tour.

Commander Warwick Bracegirdle, his wife and three children, who arrived in England early in March, are now settled into a flat in Knightsbridge.

The Adelaide Steamship Company gave a dance on board their ship "Manunda," in Sydney last month, shortly before she resumed the interstate run, after an absence of seven years.

After its long refit, the "Manunda," with a wonderful record as a hospital ship behind it (during which time it was holed by a Japanese bomb at Darwin) bears none of the scars.

The main lounge through which the bomb passed has been rebuilt and refurnished with great charm. The well-remembered Hans Heyesen picture, stored during war, has been replaced over the mantle-piece.

Coloured lights illuminated the deck and guests at the dance were received by Mr. and Mrs. Guy Packard and Mr. and Mrs. P. R. Harris.

Peggy Campbell wore her attractive frock of American pink satin, copied from the gown worn by

the Duchess of Gloucester at the wedding of Princess Elizabeth and the Duke of Edinburgh.

Daughter of Dr. and Mrs. Little of Vaulcuse, Elizabeth Little looked charming in her frock, a green and white checked cotton, with a tiny frill round the bodice.

Helen Hawkeswood wore a frock of copper coloured crepe and her sister Celia (just back from a trip to India) wore a ballerina length frock of sapphire blue and silver, with tiny silver shoulder straps.

News from London:

Captain (S) J. B. Foley, C.B.E., R.A.N., and Mrs. Foley, gave a cocktail party on April 22, at their home in London, shortly after the announcement of their daughter Ann's engagement to Lieut. Tony Sallman, R.A.N.

Mrs. Foley and Ann, who left England early this month to return to Australia, had a busy time saying farewell to friends in the U.K.

Tony is the only son of Mr. and Mrs. Morris Sallman of Toorak, Victoria.

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Captain Foley has been relieved at Australia House by Commander (S) C. H. Blacklock, who is in England awaiting completion of the new R.A.N. aircraft carrier.

Mrs. Blacklock will join her husband early in May. Their daughter Betty is staying with Commander (E) Oliver and Mrs. Oliver, during her parents' absence.

Another naval wife in England on a visit, is Mrs. Hewish of Gordon, Sydney. She is staying with her parents over there.

There is quite an emodus from Australian naval circles these days.

Rear-Admiral and Mrs. H. J. Peakes are on their way over in the "City of Poona." Disappointment for them was the ship's delay owing to loading hold-ups. They had hoped to reach London in time for the famous Antique Arts Exhibition.

They have let their charming Palm Beach home, scene of so many grand house parties, to Neville Goodall and his South Australian bride of a few weeks, the former Rowie Bray, from Adelaide.

The same Rowena, who is an able certificated seaman, owns a part share in a cargo ship, and hopes some time to go round the world in it.

Writing to his mother in Sydney, Lieut. John Bennett, who is doing an "O" course with the Fleet Air Arm in England, says he dined in London with Captain Guy Willoughby, R.N., who is coming out here as Fourth Naval Member—Fleet Air Arm, with rank of Commodore.



On their return from Japan, officers of H.M.A.S. "Aranta" gave a gay dance in the ship, on April 11. Dining at Remuera (Sydney) before going to the dance are Lieut. Geoffrey Looft, Mrs. Dell McArthur, Sub. Lieut. Peter Cooper, Ron Doyle and Lieut. and Mrs. James Crovan.

SALUTE TO THE QUEEN ELIZABETHS

AT A TIME WHEN MANY WERE SAYING THAT THE BATTLESHIP HAD OUTLIVED ITS USEFULNESS, THE QUEEN ELIZABETH PLAYED A VITAL ROLE IN BRITISH HISTORY. IN THIS ARTICLE THE AUTHOR PAYS TRIBUTE TO THESE GRAND OLD SHIPS.

By K. F. Caldwell

THE news that "Queen Elizabeth" and "Valiant" were to be scrapped wrote the last chapter in the history of five famous ships, known far and wide as "the Queen Elizabeths." The only survivor, "Malaya," lingers on in a demilitarized condition, and has ceased to count as a warship. The part these ships have played in thirty years of British history is worth recalling: they fought in many actions, but perhaps even more significant is the number of battles their existence has prevented.

Laid down in the 1912-13 programme, "Queen Elizabeth," "Valiant," "Barham," "Warspite" and "Malaya" were incomparably the finest battleships commenced prior to the 1914 War. This was the last occasion on which Great Britain launched a class of battleship markedly superior in all respects to foreign contemporaries—designers in those days worked

unhampered by scrupulous adherence to treaty restrictions. The ships' outstanding features were the heavy main armament of eight 15 in. guns, stout armour protection, and the unprecedented speed (for battleships) of 25 knots; with them, indeed, was born the type of capital ship that today has reached the peak of its evolution in the American "Iowa" class.

So successful was their design that we found them still in the front rank of Britain's squadrons in 1939, and much of the credit for their success is due to Winston Churchill, First Lord of the Admiralty at the time of their design. On him fell the responsibility of authorizing the use of oil fuel only, for the first time (in a battleship) and gambling on the success of the untried 15 in., 42 calibre gun; he took the decisions which carried with them his political life, but neither he,

nor the Navy, ever regretted the result.

"Queen Elizabeth" was the first of her class to fire her guns in anger—at Gallipoli—but the existence of these ships exercised a powerful influence in the North Sea as they came into commission. They made their debut into fleet actions at Jutland, where, owing to their high speed, "Barham," "Warspite," "Malaya" and "Valiant" (the 5th Battle Squadron) were supporting Beatty's battlecruisers. In the second phase of the battle, when Beatty was drawing the High Seas Fleet towards Jellicoe's Grand Fleet, the 5th Battle Squadron, rearguard of Beatty's force, received the concentrated fire of the heaviest German ships, and dealt out blows much more severe than they suffered—"Von Der Tann," for instance, had lost the use of all her turrets by 5.30 p.m. Still "Barham" led her sisters on—this was possibly "their finest hour"—while the guns thundered, funnels poured forth smoke and flame, and numerous White Ensigns fluttered gaily from yards and gaffs. Beatty's lighter-armoured battlecruisers were saved from the full force of that German fire which had proved so disastrous to them earlier in the afternoon.

On the deployment of the main British fleet the squadron was ordered to take station astern, and thus was condemned to a comparatively inactive role in the later stages, but, during the alterations of course, "Warspite's" steering jammed and she swept out of line toward the Germans, drawing upon herself the fire of every German gun that would bear at a range that closed to 10,000 yds. It seemed impossible



The funeral pall of H.M.S. "Barham." The great cloud of smoke that rose when she blew up after being torpedoed on 25th November, 1941.

that she could escape destruction, but she was brought under control and returned to the line without suffering vital damage, although it was now impracticable to steam her at more than 16 knots, for which reason she was ordered back to Rosyth.

At the surrender of the High Seas Fleet in 1918 "Queen Elizabeth" was Beatty's flagship, when the German ships steamed down between the long Allied lines, and from her signal halliards flew the famous signal "The German flag will be hauled down at sunset and will not be hoisted again without permission." The Armistice was, of course, the prelude to a melancholy procession of warships, some hopelessly obsolete, others practically new, to the breakers' yards.

During the years 1924-30 the "Elizabeths" were, in turn, extensively altered: they had originally been as shapely as a large battleship can be, with two large funnels, but these were now merged into one huge, rather ungainly structure, and the bridge and control positions were radically re-arranged, while anti-torpedo bulges increased their tonnage and slightly reduced their

speed. Whenever an emergency threatened, in the between-war years, they, with their five slower near-sisters—the "Royal Sovereigns"—were there to restrain, by their mere presence, some foreign power inclined to precipitate action. The sunny Mediterranean ports knew them well in those years, as the grim, yet immaculate, silhouettes lay at anchor by Malta's forts, slipped out by Gibraltar's Rock to manoeuvre in the more turbulent Atlantic, or turned their curved ram-bows toward the current danger-spot.

The outbreak of the 1939 War saw "Warspite" and "Valiant" thoroughly modernised once again, with aircraft hangers, increased A.A. armament, and rebuilt superstructure as well as many internal improvements, at a cost of more than £2 million (their original cost averaged £3 million). "Queen Elizabeth" was in the midst of a similar process, and "Malaya" had received a less extensive refit which included new turbines and increased aircraft accommodation. With the "Royal Sovereigns," the controversial "Nelson" and "Rodney," and the three ageing battlecruisers, the "Elizabeths" stood where, in 1914, Britain had ranged 70 capital ships, many of them almost new. Despite their age, they took no minor role in the six years of strenuous naval war that followed—years that brought new weapons and new and changing strategic situations to be faced by naval men at short notice.

From behind the curtains of "security" occasional glimpses of those years emerged—"Warspite"



H.M.S. "WARSPITE" when Flagship of the Mediterranean Fleet during the war, being closed by H.M.A.S. "NORMAN."



H.M.S. "Malaya" leaving New York Harbour during the war, after refitting in America under facilities afforded by the United States Government.

A Reserve Officer's Achievement

The Cutting of The Hong Kong-Saigon and Singapore-Saigon Cables While In Command Of A Submarine Earned Him The Bar To The D.S.O. And The American Bronze Star Medal.

TO join the Royal Australian Navy in wartime as a Reserve Sub-Lieutenant (on probation), and to end up his war experiences by commanding a submarine and by being awarded the D.S.O., the Bar to the D.S.O., and the American Decoration of the Bronze Star Medal, is a distinction not given to many, but was achieved by Lieutenant Maxwell Henry Shean, R.A.N.V.R., of Western Australia.

Lieutenant Shean joined the Navy at Fremantle on the 20th. October, 1940, entering as a Sub-Lieutenant. Having passed through his Anti-Submarine course in Sydney, he proceeded overseas to the United Kingdom in early 1941, and served in various H.M. Ships, including H.M. Ships "Bluebell," "Dolphin," "Varbel," and "Bonaventure."

He was promoted Lieutenant, R.A.N.V.R., on 28th. April, 1943, and, with the end of the war, his appointment was finally terminated on the 15th. September, 1945. His awards were for achievements outside the run of usual experience of a Naval Officer, even in wartime. But let the citations speak for themselves.

The first, that for his D.S.O., which was awarded on the 13th June, 1944, stimulates the imagination, but leaves much to it. It reads "For great courage, skill and determination in a most hazardous enterprise."

That accompanying the Bar to the D.S.O., which was awarded on the 18th. December, 1945, is more explicit. "For gallantry, perseverance, and outstanding skill in successfully cutting the Hong Kong-Saigon and Singapore-Saigon cables on 31st. July, 1945. The operation was performed in water much deeper than expected, and hampered by tide and rough weather."

The American Bronze Star Medal was awarded for the same achievement, and the citation tells the story in greater detail. Presented on the 24th. March, 1947, the Medal was for: "Meritorious achievement while serving as Commanding Officer of the submarine H.M.S. 'Z.E.2' in the vicinity of Cape St. Jacques, off French Indo China. Displaying outstanding navigational skill in the face of difficult weather conditions, Lieutenant Shean directed his submarine crew in locating, snagging and extracting from the mud, sections from two separate cables which had been used for vital enemy communications between Saigon and Singapore and Hong Kong. Although twice washed over the side into rough waters while directing manoeuvres to and from the area, he valiantly maintained his post, leading his men to safety with sections of the cable as positive evidence of their successful mission. A superb seaman and courageous leader, Lieutenant Shean by his devotion to the accomplishment of a daring mission, contributed essentially to the success of Allied operations in the Pacific War."

roaring up the narrow fjords at the second Battle of Narvik; the old British ships bounding the new, larger Italian ships from the face of the Mediterranean, blasting heavy cruisers to shattered wrecks at Matapan, and, perhaps the proudest moment, leading Italy's modern ships to an anchorage under the guns of Malta. These ships, built for the needs of 30 years before, nobly stood the test of this new war; and Australians should know how Admiral Somerville, with "Elizabeths" and "Royal Sovereigns," barred the Japanese fleet from the Indian Ocean approaches to this country. Covering landings in Italy, France and Holland, and service with the British East Indies Fleet brought their long record of active service to a close, and their crews turned them homeward to the old ports whence Nelson's three-deckers had sailed to smash Napoleon's invasion plans.

Peace, and a Labour Government, meant the end for these ships. Already "Barham" lies deep in the Mediterranean, victim of a brilliant submarine attack at close range, and "Warspite" is on the rocks at Prussia Cove, after breaking away from the tugs leading her to the ship-breakers. Now the end, for the rest, is not far off, and "Nelson," "Rodney" and "Renown" are also "under sentence." As all new naval construction has practically ceased in Britain, the regrets we may feel are more than mere sentimental ones. Britain is not discarding the battleship as a weapon; she is merely discarding these particular specimens, and no one could quarrel with the decision were we sure of five or six years of unbroken peace, or, alternatively, if adequate successors had been provided, as pre-eminent today as the "Queen Elizabeths" were in 1915.

About the points just mentioned there is, and will be, much controversy: but we can all join in saluting Britain's veteran warships, at the conclusion of their years of honourable service.



The Royal Naval College at Dartmouth, England. H.M. the King inspecting Cadets.

GO TO SEA, MY LAD

The Admiralty Has Recently Introduced A New Scheme Of Officer Entry Into The Royal Navy Which Will Offer Equal Chances To Boys, Regardless Of Social Status Or Financial Standing. This Article Discusses It, And Past Methods of Entry.

by Reuben Ramon

IN March of this year the first examinations in a new system of entry into the Royal Navy through Dartmouth College were held. This is an important departure from the system hitherto obtaining, and is the greatest change in naval education since Lord Fisher's reforms, which resulted in the building of Dartmouth College in 1903. The new system considerably broadens the entry and opens the door for direct entry into Dartmouth to any

boy who can pass the qualifying examination and satisfy the interviewing committee, thus making conditions similar to those which have obtained for entry into the Royal Australian Naval College since its establishment in 1912. In announcing the scheme on the 28th January, the First Lord of the Admiralty (Viscount Hall) said: "The new system of entry and its examinations have been designed to ensure that no boy is prevented from competing by rea-

son of his social status, school or financial standing. I also stress the point that the Navy must have officers with high academic attainments and high qualities of character and leadership: the Admiralty is offering prospects of a life-long career and must look for the best candidates. In determining the details of the scheme, the Admiralty has had full discussion with the Ministry of Education and other responsible educational authorities and associations and



Cadet Midshipmen at the Royal Australian Naval College, Flinders Naval Depot, receiving instructions in engineering.

has taken the opinion of eminent naval officers.

"The new system will apply to the Executive, Engineering and Supply Branches. There will be three entries of cadets in each year, and the new age at entry will be 16 years to 16 years four months. Examinations will be held in or near the candidates' own schools. The interview part of the competitive examination will be widened in scope. The first entry under the new system will be in September, 1948, and the examination for this entry will be held in March next.

"Cadets will spend six terms at the Royal Naval College, Dartmouth, followed by a period of eight months' training on a training cruiser before they go to the Fleet as midshipmen. Tuition and maintenance will be free. The Admiralty will make actual provision of uniform and replacements during the cadet period. Parents will be expected to pay for the cost of uniform and the cadets' personal expenses, according to their means; under this arrangement some will not pay anything.

"This, you will understand, is only one of the three sources from which the Royal Navy obtains its

officers. The special entry at the age of eighteen will be continued and, as previously announced, the present aim of the Admiralty is to recruit up to 25 per cent. of its commissioned officers by promotion from the lower deck. We intend that half the remainder will ultimately be obtained from the age 16 entry and the other half from the special entry."

The widening of entry into Dartmouth is not entirely an innovation. It is the further opening of a door which had already been pushed ajar. In 1941 a scholarship scheme was initiated, through which 20 scholarships were offered at each entry—10 for boys from grant-aided schools and 10 for boys from other schools—for which boys were examined for entry at the age of approximately 13½ years of age. These scholarships could bring considerable financial benefit. Their monetary value depended on the means of the boy's parents, who might be required to pay from £1 to £65 each term, according to a scale laid down. Under the new scheme the only expense incurred by the parents of boys who enter Dartmouth will be for uniforms and personal expenses, and not these when their financial circumstances warrant a remission.

The main change in the Dartmouth system is the raising of the entry age from 13½ to 16½ and the shortening of the period of schooling from 11 terms to six terms. One imagines that there will be changes in the curriculum, since it may be assumed that, with the raising of the school leaving age to 16—which is no doubt one reason for the lifting of the Dartmouth entry age to 16—certain of the education in general subjects that would, under the old system, have been given at Dartmouth, will already have been acquired at the earlier school. This advance in general education—as well as the financial implications of the new system—was touched on by the Parliamentary Secretary to the Admiralty when speaking on the new scheme in the House of Commons in May of last year, when he said: "When Dartmouth was founded the educational system in the country was very different from what it is now. Inevitably entry was the privilege of boys whose parents were able to send their children to preparatory schools."

By the introduction of the new system the Admiralty has adopted the fundamental principle governing entry into the Royal Australian Naval College—an equal chance for all, regardless of social status, school and financial standing. It does not go quite so far as does the Australian system, under which parents and boys are under no financial obligation whatsoever, regardless of their financial position. Cadets at the Royal Australian Naval College are provided with an adequate initial uniform outfit, and an allowance is credited to each cadet to cover further purchases and for kit upkeep during his college time, while he is also provided by the country with pocket money. Furthermore, each boy on leaving the college is completely kitted up as a midshipman, and is paid as such.

Before the Royal Australian Naval College was moved from Jervis Bay to Flinders Naval Depot, thus eliminating much of the

overhead, it was a costly institution to run. Lord Mountevans, in his book, "Adventurous Life," comments on this fact: "But for really expensive college training for the sea, nothing that has come my way compares with the Jervis Bay Naval College in Australia, where it cost annually about £60,000 to maintain the training of 45 cadets. Mr. Scullin's Government abolished the college while I commanded the Royal Australian Squadron, and I think they were quite right."

In making this comment, Lord Mountevans was discussing another method of entering the Royal Navy, that which he used, which was via the Mercantile Marine Training Ship "Worcester," "where, compared to the Dartmouth establishment, things were done 'on the cheap'—very much so, as I discovered later on when I went to Dartmouth to pass the final examination."

Special cadetships from the "Worcester" and from the other Mercantile Marine Training Ship, "Conway," gained their winners entry into the Royal Navy. That was in the days when direct entry cadets into the Navy did two years in H.M.S. "Britannia," a system that was initiated in 1867, when a special school for young officers entering the Navy was set up in an old line-of-battleship, the "Prince of Wales," which was renamed the "Britannia," and moored at Dartmouth. She remained the alma mater of the naval cadet until the college, built at Dartmouth, was opened in 1903. Then, as part of Lord Fisher's educational reform, the curriculum was extended to include a very thorough engineering course, and the period of tuition was increased to four years instead of two.

In Lord Fisher's own time of joining the Navy, entry was by nomination. In his life of Lord Fisher, the late Admiral Sir Reginald Bacon tells how Fisher's god-mother, Lady Horton, was instrumental in getting him a nomination from a neighbour of hers,

Admiral Sir William Parker, the last of Nelson's captains. Having been nominated, young Fisher proceeded and "He arrived at Portsmouth alone, and at once went to visit his outfitters, who found him a bed for the night. Next day he was examined for entry into the Navy. This ordeal consisted of writing out the Lord's Prayer and jumping over a chair, naked, in the presence of the doctor; following which he was given a glass of sherry as evidence of his having become a naval officer. This examination Fisher, in after life, called 'very simple but adequate.' It was, however, very different from the one which boys had to pass under his own 1904 scheme of naval education."

That was in 1854. Just short of 50 years earlier, the method of entry was just as simple. Frederick Marryat, for instance, at the age of 14, joined the "Imperieuse" as a First Class Volunteer, by favour of her captain, Lord Cochrane. There was no examination. "As soon," says Christopher Lloyd, in his "Captain Marryat and the Old Navy," "as he heard that Cochrane had been appointed to a ship, Joseph Marryat sent his son to be fitted out at the tailors. A sea chest was bought and filled

with gear: frilled shirts and black silk handkerchiefs, silk stockings, buckled shoes, and breeches of white nankeen; for working rig, a round jacket and a little glazed top-hat like a bishop's; for full dress uniform, a blue-tailed coat lined with white silk, a cocked hat with a huge cockade at the side totally disproportionate to the size of the wearer, and a dirk with plenty of gold on the scabbard." The cost of the outfit was about £100.

Perhaps a description of the actual physical act of entry into the Navy in those days, so that one might compare it with that of the present; is not amiss here, especially since it comes from the pen of Marryat himself, telling of Frank Mildmay's introduction to the midshipmen's berth: "I followed my new friend down the ladder, under the half deck, where sat a woman selling bread and butter and red herrings to the sailors: she had also cherries and clotted cream, and a cask of strong beer, which seemed to be in great demand. We passed her, and descended another ladder, which brought us to the 'tween decks, and into the steerage, in the forepart of which, on the lar-

Continued on page 52.



Midshipmen of the Royal Australian Navy in H.M.A.S. "Shearwater" being shown how to take compass bearings.

COMMODORE HENRY ARTHUR SHOWERS, C.B.E., R.A.N.

Second Naval Member of the Australian Commonwealth Naval Board

RECENTLY appointed Second Naval Member of the Australian Commonwealth Naval Board in succession to Commodore J. M. Armstrong, D.S.O., R.A.N., Commodore H. A. Showers, C.B.E., R.A.N., is filling his second term in this appointment.

The son of the late Charles Showers, of Melbourne, Henry Arthur Showers was born at Carlton, Victoria, on the 24th. May, 1899. He joined the Royal Australian Naval College as a Cadet Midshipman in the first term of the College in December, 1912, and on graduating in 1916 proceeded overseas to an appointment in the Grand Fleet, first to H.M.S. "Glorious," and later to H.M.S. "Strenuous." Subsequent to the war he returned to Australia in the Submarine J3, one of the six of these vessels presented by the British Government to the Royal Australian Navy. He returned to the United Kingdom in 1922, and served with the Royal Navy in minesweepers in the English Channel until May, 1925. Commodore Showers specialised in Navigation, subsequently serving in survey ships and cruisers.

At the outbreak of war in 1939, he was—then with the rank of Commander—appointed in command of the cruiser H.M.A.S. "Adelaide," being promoted to the rank of Captain in December of that year. In H.M.A.S. "Adelaide" he performed valuable service, especially during 1940 at New Caledonia, when the "Adelaide" was there at a time of some tension among the population following on the collapse of France, and his position called for the exercise of considerable tact and understanding of the situation.

Following his period in command of H.M.A.S. "Adelaide," he was appointed in command of H.M.A.S. "Hobart," and in her took part in the operations in August, 1942, when the United States Marines made their assault landings on Guadalcanal and Tulagi. He remained in command of "Hobart" until she was put out of action for some months owing to serious damage caused by an enemy torpedo. The successful attack, by

a Japanese submarine, took place at 6.45 p.m. on 20th. July, 1943. The Force had departed from Espiritu Santo the previous day, and at the time of the attack was steaming at 20 knots, "Hobart" being in station astern of the Flagship, H.M.A.S. "Australia," and with a destroyer screen. The torpedo struck on the port side aft, below the wardroom. A large hole was blown in the ship's side, the deck was lifted up some feet, and the after turrets were badly damaged. Casualties were seven killed, seven missing believed killed, and 16 wounded. Despite the damage, the ship returned to Espiritu Santo under her own steam, assisted by tugs.

The following May, Commodore Showers assumed command of H.M.A.S. "Shropshire," she then being Flagship, for part of his time in command wearing the Flag of Rear-Admiral V. A. C. Crutchley, V.C., D.S.C., and for the remainder the broad pendant of Commodore J. A. Collins, C.B., R.A.N.

During his time in command, "Shropshire" took part in the combined operations which resulted in the occupation of Wakde, Biak, Sansapor and Morotai, and supported the United States Army at Aitape.

In October, 1944, Commodore Showers achieved the distinction of being the first graduate from the Royal Australian Naval College to be appointed to the Naval Board, he being appointed Second Naval Member, as Commodore, Second Class.

He remained in this appointment until April, 1946, when he again assumed command of H.M.A.S. "Shropshire" on the occasion of that vessel carrying the Australian Victory Contingent to the United Kingdom. On the return of "Shropshire" to Australia towards the end of the year, Commodore Showers was, in November, 1946, appointed Commodore Superintendent of Training at Flinders Naval Depot, an appointment he held



Commodore Henry Arthur Showers, C.B.E., R.A.N., Second Naval Member of the Commonwealth Naval Board.

until his assumption of the position of Second Naval Member on the 1st. of March of this year.

An outstanding sportsman, Commodore Showers, in 1917, won the Grand Fleet Middleweight Boxing Championships for Junior Officers. He later played Rugby Union for Kent and Hampshire, and also for the Royal Australian Navy. He has represented the R.A.N. at hockey, at which game he represented the Mediterranean Fleet at the Barcelona Exhibition in 1929.

In 1927 he married Jean, daughter of the late William J. Cunningham, of Sydney, N.S.W. Mrs. Showers was, during the war, a member of the Royal Australian Navy Patriotic Committee, and took a very live interest in the conducting of Navy House, Melbourne, where accommodation, meals, and entertainment were provided for Naval personnel based on or passing through the port. Commodore and Mrs. Showers are the parents of a daughter.

SEAS, SHIPS AND SAILORS - by Gordon Williams -



NAVY BLUE

One of Australia's Leading Humorous Writers and Most Expert Manipulators of the English Vocabulary Has a Few Well Chosen Words to Say on His Experiences in the Navy.

By Gordon Williams

News of the rehabilitation of the British Navy pleases me immensely.

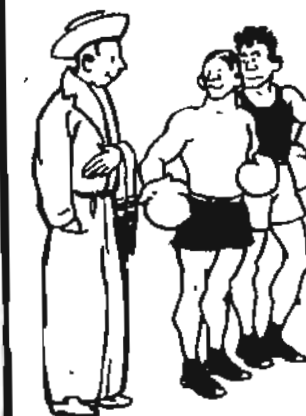
This, after all, is very natural, as I am descended in a more or less direct line from a whole flock of salt-encrusted, pepper-spotted admirals, commodores, stevedores, coracles, barnacles, binnacles, and other forms of nautical what-nottery.

Sometimes I wish I had never left the Navy.

Eh? No. I don't know why I left it. I don't even know where I left it.

I left my ship, however, when we were up on the dear old China Station fixing up the Boxer Rebellion for Stadiums Ltd.

Very funny people those Boxers. I remember meeting two of them in an hotel I was spending my shore leave in. I was passing the bathroom at the time.



"We are going," said the Boxers, "to Pekin."



Up in the crow's nest taking a correspondence course from the crow.

"Where," I said sternly, "are you two going?"

"We are going," said the Boxers, "to Pekin."

"Well," I told them, gazing back sadly at the bathroom, "you needn't bother. There's no one in there."

They left me for dead. Hounds.

Whereupon two other Boxers fell upon me. But I could tell at a glance these were different. They were professional Boxers. Undertakers. So I—but there I go. Baring the soul like Mad again, while the Navy waits.

Begin again. As I was saying. I left my ship on the China Station. I had to. The way things were, with the trains dashing in and out of the station all night, I couldn't get a wink of sleep.

They were dear old days in the Navy. Everybody was so

kind. Even the Admiral took a kindly interest in me.

I recall how he instructed two stokers to tattoo a Plimsoll mark on my midships to prevent me getting overloaded.

That was when we were off Japan and I discovered Sake. A lovely wine, made from Rice. From rice, mind you. And we waste tons of the glorious stuff making puddings and chucking it at brides and other undeserving objects. Ought to be a law.

What a dear man the Admiral was! One night he invited me to his Cabin to join him in some shanties. I was doing all right up to the fifth shanty, out of which I got thrown because I mistook a picture of Nelson with one eye for a football barracker or a stipendiary steward, I forget which.

The Admiral was very cross about it. He kicked me in a most undignified target area. Of course, the poor man was only a Rear-Admiral. I think it was after this I was promoted to be a Gunlayer. Very hard to lay guns. Night after night I would spend three watches, two alarm clocks,



G. Williams dashing up manfully to the front of his Submarine.

From Arctic to Tropic

FIGHTING DIFFERENT FOES IN A GLOBAL WAR, MEN OF THE R.A.N. WON AWARDS IN WIDELY DISPERSED THEATRES AND UNDER VARYING CONDITIONS.

FROM the Arctic Ocean to the South West Pacific is a far cry, but the men of the Royal Australian Navy were, during the war, like the sailors in the song, "all over the place": and they won decorations all over the place, also.

Hugh Somerville Cassidy, for example, although he was R.A.N.V.R., served all his time during the war with the Royal Navy, and in addition to winning the D.S.M. while an Ordinary Seaman, finished his war service with a Commission.

A native of Red Hill, Brisbane, he entered the Navy as an R.A.N.V.R. Rating at Brisbane on 21st. August, 1941, and proceeded overseas to Great Britain almost immediately, being appointed to H.M. Ships "Victory" and "Collingwood" and later to H.M.S. "Scylla," in which he performed the service which earned him the Distinguished Service Medal, awarded in December, 1942, "For Gallantry, skill and resolution in escorting an important convoy to North Russia in the face of relentless attack by enemy aircraft and submarines." Promoted Sub-Lieutenant in January, 1943, he subsequently served in H.M. Ships "St. Christopher," "Hannibal," and "Gregall," and, returning to Australia, was demobilised on the 1st. December, 1946.

Acting Chief E.R.A. Gordon Keith Woodward, R.A.N., was permanent service, with some years experience in the Royal Australian Navy previous to the outbreak of war. A native of Rockdale, New South Wales, he entered the Service at Sydney on the 25th. September, 1934. After some time in H.M.A.S. "Canberra," the outbreak of war found him at Sydney in "Penguin." From there he went to "Yarra," and subsequently served in H.M.A. Ships "Uki," "Swan," "Hobart," "Moreton," and L.S.T.s

His first award was a Mention in Despatches, which was awarded on 8th. September, 1942, "For bravery when H.M. A.S. 'Swan' was attacked by enemy aircraft." That was followed three years later by the announcement of a further Mention in Despatches on 6th. November, 1945: "For outstanding courage, skill and initiative whilst serving in H.M.A.S. 'Hobart' over a period of seven months in operation in the Far East, which covered the bombardments of Tarakan, Wewak, Labuan and Balikpapan, and the attack on the Lingayen Gulf, Aitape, and Wewak."

With the conclusion of hostilities he took his discharge, and was demobilised on the 27th. November, 1946.

NAVY BLUE.

Continued from page 22.

and a sundial up in the crow's nest taking a correspondence course from the crow.

I was a fairly good gunlayer after this, if I do say so. But we fell on evil days in our ship. There arose a tremendous vitamin shortage. The result was one day I laid a gun, and—pardon these burning tears. It had no shell. Woe was G. Williams, A.B. and Esq.

They couldn't fire the gun. So they fired me instead.

Whereupon I slid down the scale a bit and ended up as the Skipper—or it may have been the Scupper—of a submarine, a job which I perform with great diligence through two wars.

It used to be one of the sights of the Fleet Manoeuvres to watch G. Williams dashing up manfully to the front of his Submarine to hold its nose when it dived.

Yeh. Then one day I am at my periscope 40 fathoms deep and one of my Pretty Officers tells me there is an armed merchantmen above us.

"Is he," I enquire shrewdly, "well armed?"

"Yes," he says.

"Then," I tell him, "you wait till you see a one-armed merchantman, and we will go up and belt the beak off of him."

"Go after him, go on," sighs the s.b. steward.

"Who, me?" I inquire. "Certainly not. I refuse to paddle this nice clean submarine round in the dirty water he's been using. If that merchantman is looking for fight tell him to come down here. I have bespoken."

Sometimes I am so sorry I left the Navy. Nelson asked me not to, but I thought he was only kidding.



T.S.S. "Miltiades," in her camouflage of World War I, approaching the St. Lawrence River Bridge when bound to Montreal to embark Canadian troops for Europe.

Two Dominion Bridges



M.V. "Mamunda," on one of her coastal holiday cruises before she became a hospital ship in World War II, is about to pass under Sydney Harbour Bridge.

TWO of the Empire's leading waterways—the St. Lawrence River in Canada, and Australia's Sydney Harbour—are spanned by bridges of considerable length, and high enough to permit tall-masted ocean-going vessels to pass beneath them. They are bridges which rank among the world's largest, and constitute major achievements in constructional engineering. To stand on the deck of a vessel to pass under either of them for the first time, and to watch the main span swiftly gliding towards the masts and funnels, is to harbour the thought: "Good Lord! She'll never clear it." Yet she always does. Some indication of the suggestion in this optical illusion is given in the accompanying photographs, one of which, taken during the 1914-18 war, shows the old Aberdeen liner "Miltiades" approaching the Quebec Bridge, while the other, taken from the boat deck of the "Mamunda" shortly before the outbreak of the last war, shows that ship's foremast about to prove that it can clear Sydney Harbour Bridge with plenty of room to spare. The St. Lawrence River Bridge, a cantilever construction, is the older of the two, having been opened in 1917. Its main span is 1,800 feet, and it has a total length of 3,240 feet. It carries roadway and railway. The Sydney Harbour Bridge, with a total length of 3,770 feet, carries four electric tracks, a roadway, and two footways. It was completed in 1932.



Front war Correspondents in LONDON and NEW YORK

The Blue Ensign
THE Aberdeen and Commonwealth Liners "Moreton Bay," which many among R.A.N. personnel will remember from the war days when they sailed in her under the White Ensign, is now back again on her peace-time work of carrying passengers and cargo—but she is sailing under the Blue Ensign instead of the Red, which is the usual one for commercial vessels. When the "Moreton Bay" was on the coast recently, the Melbourne Office of the Aberdeen and Commonwealth Line stated: "You may be interested to know that the Ship's Articles of the 'Moreton Bay' have been endorsed by the Superintendent of the Mercantile Marine Office in London to the effect that the vessel is entitled to fly the Blue Ensign. We understand that this is a somewhat rare distinction to be granted to a commercial vessel, and it is only granted in those instances when there are a considerable number of R.N.R. Officers and Men included in the ship's company. In

addition, of course, Captain Edward T. Grayston, O.B.E., D.S.C., who is in command of the vessel is a Royal Naval Reserve Officer."

Seeking Loading Costs Cut
 The ability of the United States Merchant Marine to operate on a competitive basis with the merchant shipping of other countries is largely dependent on improved efficiency in the handling of ocean cargo, according to results of studies of the subject. American crews are now paid wages so much higher than those of crews under other flags that what is being lost on the swings must be saved on the roundabouts. Some method of reducing cargo handling costs is therefore being sought. At present, of total operating costs—which include ship operation, pier expenses and labour—cargo handling represents in the United States 55 to 60 per cent. This is due not so much to the increased wages of longshoremen, but to the fact that the production index in cargo working has declined.

King Coal
 Recent reports concerning the probability of 15,000,000 tons of coal being exported from Great Britain gave rise to an almost immediate lessening of European interest in American coal, according to a report in the "Christian Science Monitor," and a consequent decline in American shipping services handling this class of cargo is expected. It is pointed out that in 1947 the United States exported 18,000,000 tons of grain, including flour expressed in grain equivalent, and 43,000,000 tons of coal in ocean-going ships, and the report adds "While American coal and grain will remain in heavy demand in world markets, the high-water mark for the coal-grain movement was probably reached in 1947."

Rotterdam Restoration
 Rotterdam, the great Dutch port, although still suffering the effects of the bombing that preceded the German invasion in 1940 and the demolitions carried out by the Germans in their re-

troop in 1944, is rapidly being restored, and the port facilities will probably be complete by the end of the year, according to the Mayor of the city, Mr. Pieter J. Oud. Resumption of traffic through the port on a pre-war scale will, however, depend largely on the rehabilitation of Germany. The extent to which the port depended on Germany in normal times is shown by the fact that before the war Rotterdam handled 42,000,000 tons of cargo annually, three-quarters of which originated in or was shipped to Germany. In 1947, the port handled only about 10,000,000 tons from all sources.

Swedish Ship Building
 Sweden is making a bid for a large share in the North Atlantic freight traffic, according to a report in the "New York Times," which records an announcement made by the Swedish American Line in March. The Line has ordered five new vessels, three of them each of 7,000 tons, with speeds in excess of 17 knots, while the other two will be of the 3,000 tons class and especially designed for service in the Great Lakes area. Contracts for the ships, which are being built in Sweden, were placed in 1947. It is estimated that the first will be in operation from Göteborg to New York and Gulf ports late in 1949. The last vessel is scheduled for completion by 1951.

Lloyd's Register
 Of the 2,111,000 gross tons of merchant shipping launched throughout the world last year, an aggregate of 1,292,377 tons was built under the supervision of Lloyd's Register, and intended for classification with that society, according to "Lloyd's Register of Shipping." This figure represents 61.2 per cent. of the entire tonnage launched in 1947.

Increase In Motor Ships
 Motor vessels of all types launched during 1947 showed an increase of 246,000 gross tons, or about 25 per cent. more than the 1946 total. Launchings of all other types of vessels combined

NAUTICAL QUIZ

- (1) What four ships were concerned in the River Plate Battle in the early days of the recent war, and who were the opposing Commanders. When was it, by the way?
- (2) Can you put the Navy prefix to these surnames? (a) Bell, (b) Wilson, (c) Sykes, (d) Clark, (e) White, (f) Adams.
- (3) Why is a vessel's speed described in terms of knots?
- (4) What and where is the Albany Pass?
- (5) Four of the crack Australian coastal liners were requisitioned for service during the war. Which were they, and what did they do?
- (6) Speaking nautically, what are (a) a Scotchman, (b) a Norman, (c) Irish Pennants, (d) a Spanish Windlass, (e) a Dutchman's log?
- (7) Richard Dana, in "Two Years Before The Mast," describes how hides were stowed when loading in California by a process called "steveing," by making a "book" of doubles hides, and jamming them into a tier with the aid of spars called "stevees," and tackles. Does this remind you of any Australian loading method?
- (8) The name of Britain's largest battleship is associated with a great British naval victory. Do you know it?
- (9) What are the largest ships ever to have visited Australia?
- (10) With the outbreak of war in 1939 a major appointment was made at the Admiralty. What was it?

Answers on page 56.

showed a decrease of 262,000 tons in the same period.

British Shipbuilding Up
 Great Britain and Northern Ireland showed an increased output in shipbuilding in 1947 as against the previous year by 68,779 tons. Sweden and France showed increases of approximately the same extent, with 75,500 tons and 68,706 tons respectively. The only two countries to show a decrease were the United States of America and Spain. Spain's decline was of 30,600 tons, but the United States output fell off by 336,400 tons, this steep downward trend being chiefly responsible for the over-all world output decline from 2,127,000 tons in 1946 to 2,111,886 tons in 1947.

Shortage of U.S. Merchant Marine Cadets
 In spite of the decline in the

size of its Merchant Fleet, the United States through its Merchant Marine Academy is unable to keep up with the demands of the shipping industry for cadets and graduates, according to a report in the "New York Herald Tribune." If the industry's demands for new officers are to be met, it will be necessary to provide increased Academy facilities assuring 500 entering cadets each year. Of that number, it has been found that about 350 graduate, while the others drop out. The United States Merchant Marine Act of 1936 calls for at least one engine and one deck cadet on each subsidized ship, and to meet that requirement one U.S. shipping company alone wants 78 cadets a year. It is estimated that about 800 U.S. Merchant Ship officers leave the sea yearly for shore ports in or outside the industry.

Sailing Day

Now That We Are Getting Back To Things As They Were, Something Of The Thrill Of Sailing Day Of A Passenger Steamer Is Returning. Thrill Of Excitement For The Passengers, Of Relief For The Ship's Staff.

By John Clark

SAILING day is not yet what it was, but it is getting that way. Something of the thrill, of excitement in the one case, of relief in the other, is creeping back into the lives of both passengers—and their friends—and the ship's staff. Colours are back again after the drab greys of wartime. The distinctive colours of funnels and hulls, the white enamel of promenade deckhouse, the gay kaleidoscopic hues of the streamers that link ship to wharf in the final minutes before departure.

Those thought-enticing notices that used to be such a feature of our newspapers are with us no longer. "NOTICE TO PASSENGERS" they used to read. "T.S. 'Nonsuch.' From Railway Pier, Port Melbourne, to-day, at noon. All passengers must be on board by 11.30 a.m. and in possession of passports. A special train will leave Flinders Street Station at 11.5 a.m. to convey passengers and friends to the pier." Melbourne? Yes! Or Port Adelaide, or Brisbane, or Sydney or Fremantle. It is much the same.

There was magic in plenty in that simple announcement. The letters of the words tumbled over each other to make bright little pictures. Tumbling blue seas under a field of azure across which drive the fleecy white trade clouds. The road to Mount Lavinia out from Colombo, with the scented smoke rising among the palm trees leaning against a flaming sunset sky, as we drive back to dinner at the Galle Face before returning to the passenger landing stage and the ship. The horned and plumed rickshaw boys at Durban, and the fireflies dancing

an arabesque under the trees at Umgeni, where we sit having cool drinks in the warm, velvety night. Shepherd's Hotel, after the drive across the desert from Suva. The broad Nile flowing under the Khedive Ismail Bridge with its noble lions at either end; coffee and cakes at Groppe's; a hurried whirl around the sights, and then on to Port Said to catch the ship again.

The final stage of the journey, that magical moment when the first loom of the English coast or of the coastwise lights is seen. Journey's end.

But we are anticipating. There is much to do before that. There is income tax to pay, and a clean bill to procure. There is the passport—and its always dreadful libel of one's appearance and contradiction of the claim that the camera does not lie. "In the name of His Britannic Majesty, all those whom it may concern to allow . . . to pass freely." There are letters of credit, travellers' cheques, farewell parties, friends to see us off. We find that we have a plethora of soap and bath salts after they have gone ashore and we have time to take stock of our situation.

It is a trying business for all concerned, for travellers and friends alike. There is a perfectly true story of a charming but mentally-erratic lady who had a family of friends departing for England by a ship leaving at 4 p.m. one Wednesday. At the last moment she remembered this fact, and decided that, though 'the heavens fall, she must see them off. She rang her husband up at his office and ordered the unfortun-

nate man to drop everything and pick her up in the car. His protests were unavailing. Picked up she was—with her neat little parcels of soap and bath salts tied with coloured ribbons, one for Elsie, one for Joan, one for their mother . . . she forgot nothing.

They were running late, and by the time the car got down to the pier the ship had let go and was already a yard or so from the wharf and rapidly increasing that distance as one by one the coloured streamers snapped and snaked and floated away in the breeze to tangle around gantry and stanchion and wharf pile. But she could see them up there on the promenade deck, Elsie, and Joan, and their mother.

"Cooc! Cooc!"

They saw her, too, and waved and blew kisses. Valiantly she hurled the parcels of soap and bath salts deckwards . . . and with three splashes they plunged into the ditch. What did it matter? Elsie and Joan and their mother had seen her: they understood and appreciated her gesture.

"Cooc! Good-bye! Happy voyage! Don't forget to write!"

That night she and her husband met a mutual friend. "This afternoon," she told her, "Jack and I went down to the pier and saw Elsie and Joan and their mother off. My dear, it was lovely. It's a glorious ship, and

"But," said the friend, "Elsie and Joan and their mother? Why! I had tea with them in town this afternoon. They don't sail until NEXT Wednesday."

Yes! There are thrills of excitement for passengers and friends alike—perhaps especially so these days, when the lapse of time between securing a booking and sailing day is so great, and anticipation has plenty of time in which to ripen. But possibly the moment of sailing has no greater thrill for anyone on board than it has for

the members of the ship's staff. But for them it is a thrill of relief. For a brief spell, at any rate, they will be free from the trials and tribulations of the shore, trials and troubles which mount and become sharper than ever in those last few hours before sailing time. Let us take a glance at some of them. And let us start at the top and work our way down.

Up in his room under the bridge, the captain is dividing his time between signing receipts, reading letters, answering enquiries and giving orders, and entertaining officials and friends. His is an unfortunate position at the moment. His health is being drunk at intervals by his guests. "Well! Cheerio, captain! Pleasant voyage! . . . Happy days! . . . See you again soon . . ." He responds from his desk mechanically. He, alas, cannot be convivial. It is sailing day.

He jumps as at a straw when a newcomer in civilian clothes peeps in at the door. "Ah! Hello, pilot! Yes! We're all ready, I think." He glances at the clock and his guests take the hint and rise, and start to file out. "Good-bye; Good-bye! Pleasant voyage. See you next trip." No! he won't forget to look after that friend of Mr. So-and-So's sister who is going as far as Colombo. And yes, he'll write about that case that went astray on the outward voyage from Adelaide. And he'll go into that matter of fuel oil in the West. Good-bye! Good-bye . . . He sighs with relief as the last visitor disappears.

"Ah! Pilot . . ."

The chief officer is busy signing dunnage bills, water accounts, mate's receipts, and arguing with someone from the of-

fice about what happened to a box of kippered herrings marked "Z" in a diamond that was short-landed the voyage before when he was in another ship. His staunch henchman the boatswain and carpenter, are attending on him.

"Oh! Bos! Send down numbers one and two derricks. And see that gangway net is mended before we get to Adelaide. And you'd better send a couple of hands along aft to drive No. 7 winches; the chief steward has a ton of spuds on the wharf there to lift aboard."

He gropes feverishly in a drawer. "Where's that steward? Hi! Bates! I want a clean cap cover. What! Isn't my laundry back yet? And we're sailing in half an hour. Oh! Goodness gracious! (Or words to that effect.) "Go and ring them up. . . . Now look here, I've told you I know nothing about your beastly kippers. Ask the second mate. . . . Oh! Chippy. Is that gun port door closed? Right! Get everything battened down as soon as you can. Put your mate on it right away.

Better put a new tarpaulin on number one."

Up in the chart room the second mate has the charts all ready for the run around the coast to the next port. He has been busy correcting them to the latest Notice to Mariners. He sees that all navigational instruments are in order—log, sounding gear, dividers, rulers, stationery. The after hatches are also his responsibility. And in the middle of it all somebody comes raving about kippers.

The third mate has tried the steering gear, the whistle, the engine room telegraphs. The engineers have been worrying him, wanting to "take a turn" out of the engines. He has to stand by for that, and meantime has had to dig one of the apprentices up to run along aft and see that everything is clear there of the propellers. And he promised to ring up that girl with the red hair. He'll never have time now. Ah! well . . .

The ton of potatoes on the wharf are giving the chief steward food for thought. They promised

Continued on page 54.

FLAGSHIP HONOURS ANNIVERSARY.



To mark the silver wedding anniversary of the King and Queen on April 26th, H.M.A.S. "Australia," the flagship of the R.A.N., was illuminated. Hundreds of people watched the floodlit ship from the foreshores of Sydney Harbour.

NAVY MIXTURE

— a Blend of Nautical Humour

EASY.

Knocker White, at the football match, was blocking the views of the little man behind him, who eventually tapped him on the shoulder with a "Hi! I want to look as well as you."

"Do you?" said Knocker. "Then go and have a bath and shave."

DANGEROUS

Lynette: "But, darling, my kisses are the tender kind."

Nobby: "I get you. I kiss you tonight, and your lawyers tender me a summons tomorrow morning."

LETTER OF PROCEEDINGS

The lady passenger, shocked by the seamanlike language of the two men painting overside in harbour, reported the matter to the Captain. The Bo'sun's Mate was ordered to give his version of the affair. Said he: "Fred Yates was on the punt, painting with a long-handled brush, and Gus Ericsson was lowering him down a new pot of paint on a line. The pot caught on the edge of a plate and tipped all the paint on Fred's face as he was looking up. And Fred said, after he'd wiped the paint out of his eyes and mouth, 'I say, Dutchy. You really should be more careful you know.' Just like that. See?"

CAUSE AND EFFECT

The reason some girls keep as fit as a fiddle is because they're always up alongside some chap's chin.

SIMPLE

Wife: "Darling, married women wear wedding rings. Why don't married men wear something to distinguish them from single ones?"

Husband: "They do. Worried looks."

FAIR EXCHANGE.

Guns: "You know, you're not a bad looking sort of a girl."

Gertie: "Oh you men! You'd say so even if you didn't think so."

Guns: "Well! That evens us off. You'd think so even if we didn't say so."

RETORT COURTEOUS

Susie: "Every time I look at you I wish I could break myself of a habit I've had for years."

Sally: "And what is that, may I ask?"

Susie: "I never forget a face."

HANDY

He: "All right! Meet me at the Australia at eight."

She: "Did you say the Australia? Oh! That sounds good."

He: "Yes! It's close to where we're going, too."

YOUTH MUST BE SERVED

"What makes you look so old?"

"Trying to keep young."

"Trying to keep young?"

"Yes! Nine of 'em."



"That's right! Wipe out Alf altogether and turn Bert into Horrie in a sort of, artistic modo."

NAUTICAL

QUESTION BOX

CONDUCTED BY

Captain R. C. C. Durr, 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.

J. S. B. (Brisbane) asks for information of the ship in which a party of socialists left Australia in the early nineties of last century.

This vessel was the "Royal Tar," a barque of 598 tons built by W. Marshall on the Nambucca River, N.S.W., in 1876. Constructed of hardwood she was probably the largest barque ever built in that State. She was in the coastal trade until early in the eighties of last century, when she was transferred to the Sydney-New Zealand trade. She made a voyage to San Francisco by way of New Guinea, where her crew contracted fever so badly that on her arrival in San Francisco only three men were fit for duty; a number, including the master and chief officer, had died. The ship returned to Sydney with a cargo of lumber in charge of the second mate.

In 1893, she was bought by a party of socialists, headed by William Lane, to take a number of emigrants to found a Utopia or New Australia in Paraguay. The scheme proved unworkable and the majority of the settlers returned to Australia, though some remained and there are still some very British names in that part. The "Royal Tar" was bought by J. J. Craig of Auckland and was in the inter-colonial trade until she was wrecked on Shearer Rock, Hauraki Gulf, N.Z., on 26th November, 1901, with the loss of one life only, Kirby, the mate.

D. A. (Adelaide) states that the steamer Papanui of the New Zealand Shipping Co., was burnt and asks when.

The "Papanui" was a steamer of 6,582 tons, built in 1899, and in 1909 went ashore on the Tasmanian coast but was refloated and taken to Melbourne for dry-docking. Cost of repairs was very high and she was sold to Melbourne purchasers who proposed sending her to Japan for repairs, but the ship was declared unseaworthy. Transferred to Nicaraguan registry, she quietly left Melbourne without either clearance or pilot and reached Nagasaki where she was repaired, returning to Australia in time to pick up a full complement of passengers for the Coronations of King George V. and Queen Mary in London. She returned to Australia and on her return passage to Britain with a full cargo and passenger list, when near the island of St. Helena, she was found to be on fire. She reached the island and landed all her passengers safely, but the ship was completely gutted. She was finally towed to sea in September, 1911, and scuttled in deep water.

J. J. (Port Pirie).

The steamer "Rewa" was a triple screw turbine steamer of 7,308 tons gross, owned by the British India S.N. Co., London, and was requisitioned by the British Admiralty as a hospital ship. She was one of those under the Anglo-German agreement, which when certified by the Spanish authorities as such, were to have the free use of the seas in the Atlantic and North Sea. On her last voyage she was certified by a Spanish officer, who was landed at Gibraltar, and proceeded until the night of

4th January, 1918, when she was passing up the Bristol Channel en route from Malta to Avonmouth, with 279 patients, a medical staff of 79 and a crew of 207. At 11.15 p.m. when some 19 miles W. & S. of Hartland Point she was hit by a torpedo under the funnel, the illuminated Red Cross having been used as a target by Kapitän Leutnant Werner of the submarine U55. By strenuous efforts, all the ship's complement, including many cot case patients, were safely transferred to the boats, but four lives were subsequently lost. Werner again used the Red Cross as a target when attacking the hospital ship "Guildford Castle" on 10th March, 1918, but the torpedo failed to explode. Werner and his officers were put on trial before a German tribunal in 1919, but they were allowed "to escape" soon after being sentenced to four years detention.

D. T. (Cairns).

The four masted barque "Donald" was built by Workman, Clark & Co., Belfast, in 1891, and was owned by Kerr & Newton, Glasgow. She was wrecked on Disappointment Island in the Auckland Group, south west of New Zealand, soon after midnight on 6th March, 1907, with the loss of Captain Thorburn and ten members of the crew. Sixteen others were rescued some nine months later by the New Zealand Government steamer "Hinemoa" after severe hardships during which the chief officer had died. One of the men had twelve vesta matches in a pocket, and these, together with the canvas of some sails that were salvaged, proved to be their salvation. They lit a fire which was kept going, and by excavating holes in the sand and covering them with canvas, they were able to keep warm during the bitterly cold winter; they lived mainly on molly-hawks and seal meat. After constructing three small boats from timber washed up on the beach, four men

left in the last one built for the main island, where they found a depot with food, clothing, and a boat. One of these men was a Londoner named Charles Eyre, to whom most of the credit goes for their survival. The remainder of the survivors were ferried over to the depot, where conditions were much better. They had been there only some five weeks when the "Hinemoa" arrived.

A. S. (Melbourne) asks for the dates on which the various ships of the R.A.N. were lost.

Cruisers: "Canberra," 10,000 tons, torpedoed Savo Island Battle, 9th August, 1942. "Perth," 6,980 tons, torpedoed by Japanese warships in Strait of Sunda, 1st March, 1942. "Sydney," 6,830 tons, sunk in action with German auxiliary cruiser "Kormoran" (ex "Steiermark") off north west

coast of Australia, 19/20 November, 1941.

Destroyers: "Nestor," 1,690 tons, sunk after bombing by enemy aircraft in Eastern Mediterranean, 15th June, 1942. "Vampire," 1,090 tons, sunk in action with Japanese aircraft in Indian Ocean, 9th April, 1942. "Voyager," 1,100 tons, lost off Timor coast, 25th September, 1942. "Waterhen," 1,100 tons, foundered whilst in tow after bombing by enemy aircraft in the Eastern Mediterranean, 30th June, 1941.

Fleet Minesweepers (generally termed Corvettes): "Armidale," 733 tons, sunk in action with Japanese aircraft off the coast of Timor, 23rd December, 1942. "Geelong," 733 tons, lost in collision, in Northern Australian waters, 18th October, 1944. "Walaroo," 733 tons, sunk in a collision

with a merchant steamer off the West Australian coast, 19th June, 1943.

Sloops: "Parramatta," 1,060 tons, torpedoed and sunk by a German submarine off Bardia, 28th November, 1941. "Yarra," 1,060 tons, sunk in action with Japanese forces, south of Java, 4th March, 1942.

T. E. B. (Cowra) asks what ships of the R.A.N. sank or took part in sinking enemy submarines during 1939-45. In order of dates, these were:—

H.M.A.S. "Stuart" in co-operation with the Sunderland flying boat L2166 R.A.F., sank the Italian submarine "Gondar," in position 31.33N, 28.33E, near Alexandria, 30th September, 1940.

H.M.A. Ships "Deloraine," "Lithgow," and "Katoomba" in company of U.S. escort destroyer "Edsall" sank the Japanese submarine I 124 (1,142 tons) in position 12.05S, 130.06E, near Darwin, on 20th January, 1942.

H.M.A.S. "Arunta" sank the Japanese submarine RO 33 in position 09.36S, 147.06E, (south east of New Guinea) on 29th August, 1942.

H.M.A.S. "Wollongong" in company with H.M. ships "Hyacinth" and "Haarlem" and the Wellington bombers "J" and "P" of 179 Squadron, R.A.F., sank the German submarine U617 in position 35.38N, 03.27W, (western Mediterranean, off Morocco) on 11th September, 1943.

H.M.A. ships "Launceston" and "Ipswich" with H.M.I.S. "Jumna" sank the Japanese submarine RO-110 in position 17.25N, 83.21E, near Vizagapatam, east coast of India on 11th February, 1944.

The official records do not give any submarines as having been sunk in the southern waters of Australia. We heard reports of such incidents off Gabo by units of the R.A.A.F., but these are not substantiated.

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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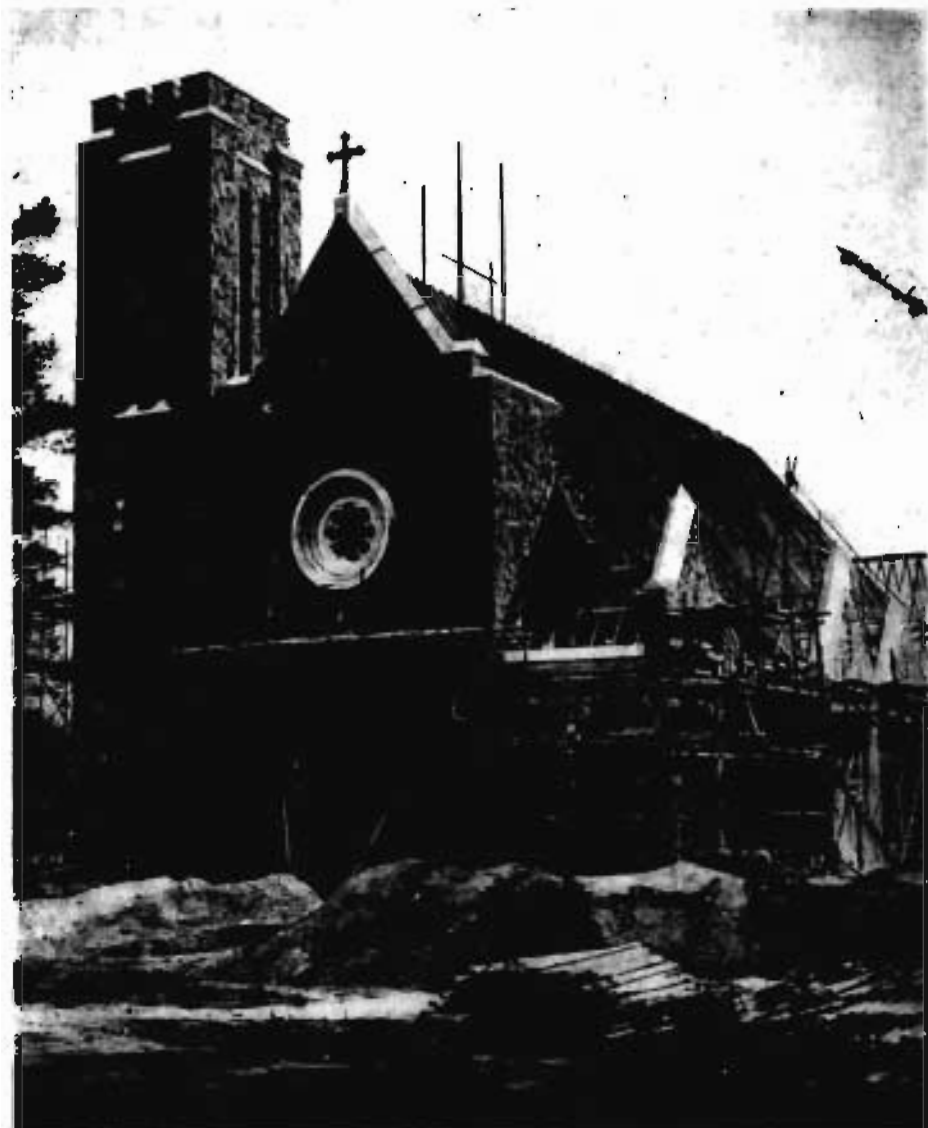
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"Our Lady Star of the Sea"—the Roman Catholic Chapel at Flinders Naval Depot. It will probably be completed at the end of 1948, but it is hoped to be sufficiently finished in June to enable services to be held in that month. The Chapel will hold 300. The Roman Catholic Chaplain at Flinders Naval Depot is the Reverend J. D. Roche.

WHAT THE NAVY IS DOING

Since last these notes were written there has been a number of changes in appointment in the Royal Australian Navy. These involve changes in the Naval Staff at Navy Office, and at Sydney, and also in the destroyer commands. Captain James Cairns Morrow, D.S.O., D.S.C., R.A.N., who has for some time been Captain (D) of the Tenth Destroyer Flotilla and Commanding Officer, H.M.A.S. "Bataan," has been appointed Chief Staff Officer to Rear Admiral George Dunbar Moore, C.B.E., Flag Officer-in-Charge, Sydney. Captain Wilfred Hastings Harrington, D.S.O., R.A.N., who was until recently attached to the Defence Department, has been appointed Captain (D) Tenth Destroyer Flotilla, and as such will be Commanding Officer, H.M.A.S. "Warramunga." The previous Commanding Officer, H.M.A.S. "Warramunga," Commander George Carmichael Oldham, D.S.C., R.A.N., succeeds Commander Arthur Stanley Storey, D.S.C. and Bar, as Director of Naval Intelligence at Navy Office. Commander Storey has been appointed in Command of H.M.A.S. "Bataan."

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., Flag Officer Commanding the Royal Australian Naval Squadron, arrived at Sydney from Jervis Bay on Friday, 23rd April. Following a period of training in Sydney, H.M.A.S. Australia will, in the middle of this month, commence a period of availability for refit, and for giving leave to each watch. Under the present programme she will depart from Sydney for the Spring Cruise, on the 13th July.

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, paying off into reserve.

10th Destroyer Flotilla

H.M.A.S. Warramunga (Captain (D) 10, Captain W. H. Harrington, D.S.O., R.A.N.) arrived in Sydney from Japan early last month, and is at present granted availability for giving 21 days' leave to each watch. She is scheduled to carry out firing exercises

in Port Phillip during June, subsequently returning to Sydney. Later she will proceed to Japanese waters to relieve H.M.A.S. Shoalhaven there in October.

H.M.A.S. Bataan (Commander A. S. Storey, D.S.C. and Bar, R.A.N.) arrived in Sydney on 23rd of last month from Jervis Bay, and commenced leave availability. She departs from Sydney on 15th June for Japanese waters to relieve H.M.A.S. Quiberon. Her present programme for the passage is: Cairns, 20th June; Dreger Harbour, 23rd June; Manus, 25th June, arriving Japan 3rd July.

H.M.A.S. Arunta (Commander F. N. Cook, D.S.C., R.A.N.) arrived in Sydney from Japan early last month, and was granted availability for refit and to give 21 days' leave to each watch. She is due to sail early next month on a cruise of approximately a month's duration, after which she returns to Sydney for training exercises, relieving H.M.A.S. Bataan in Japan in October.

H.M.A.S. Quiberon (Commander J. L. Bath, R.A.N.) is in Japanese waters, where she is due

for relief by H.M.A.S. Bataan about 3rd July.

H.M.A.S. Quickmatch (Lieut. Commander C. J. Stephenson, R.A.N.) is in Japanese waters, where she will be relieved about 3rd July by H.M.A.S. Shoalhaven.

1st Frigate Flotilla

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-Cole, R.A.N.), is in New Guinea waters, where she will be relieved by H.M.A.S. Condamine about the 26th of next month. She then returns to Sydney, where she will arrive about the 5th July, and will be granted availability to give 21 days' leave to each watch.

H.M.A.S. Condamine (Lieut. Commander J. H. Dowson, R.A.N.) is at present in Williamstown Naval Dockyard, where she is undergoing refit and granting leave to each watch. She is due to depart Williamstown for Jervis Bay on the 26th of this month, later proceeding to Sydney, where she departs on the 23rd June to relieve H.M.A.S. Culgoa in New Guinea.

H.M.A.S. Shoalhaven (Lieut. Commander Keith Tapp, R.A.N.) is in Williamstown Naval Dockyard, where she is refitting and giving leave to both watches. She is due to depart from Williamstown on the 10th of next month: for Sydney, whence she departs on the 15th June for Japanese waters to relieve H.M.A.S. Quickmatch. Shoalhaven will herself be relieved in Japan in October by H.M.A.S. Warramunga.

H.M.A.S. Murchison (Lieut. Commander J. McC. Adams, O.B.E., R.A.N.) is in Sydney, where she completed availability for refit at the middle of last month. She is now carrying out exercises with H.M. Submarine Affray.

... 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.L.'s 1328 and 1329 and G.P.V.'s 960 and 963, after working up in the Jervis Bay area, departed during last month for New Guinea via the Barrier Reef, Port Moresby and Dreger Harbour.

10th L.S.T. Flotilla

L.S.T. 3014 (Lieut. Commander W. A. Wilson, R.A.N.R.), having completed dumping ammunition from Albany and Port Geismen, Western Australia, has been granted availability for refit.

L.S.T. 3017 (Lieut. Commander H. K. Dwyer, R.A.N.R.), having completed availability for refit and leave at the end of March, is employed dumping ammunition.

L.S.T. 3501 (Lieut. Commander G. M. Dixon, D.S.C., R.A.N.V.R.), after successfully completing the second half of her programme with the Australian National Antarctic Research Expedition—carrying scientific personnel and supplies to Macquarie Island—returned to Williamstown via Hobart early last month. On arrival at Williamstown she commenced 50 days' availability for refit and the granting of leave.

Loading Ships Infantry

H.M.A.S. Kanimbla (Captain A. P. Cousin, D.S.C., R.A.N.R. (S.)), having recently returned to Australia with B.C.O.P. troops from Japan, is expected to depart from Sydney about the 20th of this month for the United Kingdom, carrying 500 officers and men of the Royal Australian Navy, these representing the main portion of the ship's company of the new Aircraft Carrier which is being acquired for the R.A.N. It is anticipated that the new vessel

will be ready for her sea trials shortly after the arrival of Kanimbla in the United Kingdom. On H.M.A.S. Kanimbla's return passage to Australia it is anticipated that she will bring British immigrants to this country.

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.), after being engaged on surveying duties in South Australian waters, is due in Sydney on the first of this month for refit and to give 21 days' leave to each watch.

H.M.A.S. Warrego (Lieut. Commander R. B. A. Hunt, O.B.E., R.A.N.), accompanied by H.M.A.S. Jabiru (tender), is due in Sydney on the first of this month to give 21 days' leave to

each watch, after carrying out survey duties in Bass Straits.

H.M.A.S. Lachlan (Lieut. Commander C. G. Little, D.S.C., R.A.N.) has been at Williamstown Naval Dockyard for refit.

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 to Sydney early last month after being in New Guinea waters.

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.) has been employed carrying empty ammunition packages from Brisbane to Melbourne.

H.M.A.S. G.P.V. 956, at Cairns, R.M.S. duties.

H.M.A.S. G.P.V. 957, at Cairns, R.M.S. duties.

Australian National Antarctic Research Expedition.

H.M.A.S. Wyatt Earp (Commander K. E. Oom, O.B.E., R.A.N.), after her successful voyage to the Antarctic Continent



Captain J. C. Morrow, D.S.O., D.S.C., R.A.N., Chief Staff Officer to Rear-Admiral G. D. Moore, C.B.E., Flag Officer-in-Charge, Sydney.

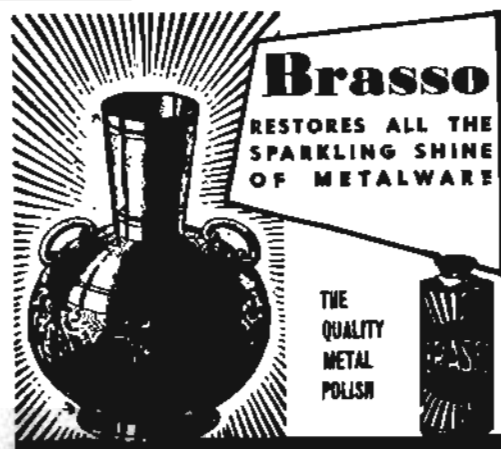
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and to Macquarie Island, departed Buckle Bay, Macquarie, on the 24th March, and arrived at Melbourne at the beginning of April.

GENERAL

New Zealand Exercises

During the recent visit of the Squadron to New Zealand, H.M.A. Ships "Australia" and "Bataan" carried out exercises with H.M.N.Z.S. "Bellona" off Cuvier Island.

General Freyberg's Visit

While H.M.A.S. "Australia" was in Dunedin on the New Zealand cruise, the Royal Australian Navy was honoured by a visit paid to the ship by the Governor-General of New Zealand, His Excellency General Sir Bernard Freyberg, V.C., G.C.M.G., K.B.E., D.S.O., K.C.B. His Excellency inspected the ship's company, and on his departure asked Admiral Farncomb to convey his congratulations to the Commanding Officer (Captain H. J. Buchanan, D.S.O., R.A.N.) on the appearance of the ship and her company. Accompanied by Lady Freyberg, His Excellency later attended Divine Service on board, and read the lesson.

Navy Sells Surplus Craft

The sum of £2,808,832 was realised from the sale of surplus craft which had been used in the war, the sales taking place between October, 1944, and February of this year. In conducting these sales, the Navy Department acted as Delegate of the Commonwealth Disposals Commission, the 3,723 vessels which were sold having been used in wartime by the three Australian Services and by Australian civil departments, as well as by Forces of the United Kingdom and the United States of America.

In order to provide efficient facilities for the prompt disposal of the vessels for sale, the Navy Department established organisations in every State, and at Port Moresby. In all, 48 auction sales were held

throughout the Commonwealth, and in only a few instances was the reserve figure set not reached in the bidding by buyers. By February of this year, only 46 vessels remained to be sold.

Over 90 different types of vessel were offered for sale, including destroyers, corvettes, minesweepers, ocean-going lighters, small oil tankers, small floating docks, cargo vessels, luggers, trawlers, ketches, launches, tug-boats, and dinghies.

Two destroyers were sold for breaking up, and several of the corvettes were purchased for conversion to cargo and passenger ships.

Three 93-feet Diesel-engined tugs were bought by the Maritime Services Board of New South Wales, and are now in service in Sydney Harbour, while another was purchased for use in carrying Tasmanian newsprint on the River Derwent, from the paper mills to the wharves at Hobart. Large numbers of steam trawlers and luggers went to Australian buyers for the rehabilitation of the fishing and pearling industries, which are now employing many ex-service men.

The policy adopted in selling vessels which had been acquired compulsorily from private owners on the outbreak of war, was, wherever possible, to give priority rights of re-purchase to the original owners. If these did not want to re-purchase the vessels, they were offered at auction or by tender, and if the reserve figure was not reached at auction, they were sold by private treaty.

The sale of all vessels likely to be of use in the event of another outbreak of hostilities, was confined to Australian and New Zealand buyers.

New Petty Officers' School

Under the direction of Lieutenant-Commander E. J. Peel, D.S.C., R.A.N., a new school for Petty Officers of the Royal Aus-

tralian Navy has been opened at Flinders Naval Depot. The School, which is permanent, is one at which non-technical courses will be undertaken, what might be described as "background courses," the purpose of which is to inculcate a high standard of morale and discipline, a spirit of responsibility and self reliance, and improved qualities of leadership. The instruction to be given is in all respects similar to that received by Petty Officers of the Royal Navy under a scheme of training which was established after the First World War and suspended on the outbreak of the recent war, and which has now been revived. Since these are "background courses," lectures cover a variety of subjects. In the first three weeks of each course, lectures are devoted to various aspects of the Navy and the other Services, and to current events about which those attending the classes may have only meagre knowledge. Lectures, for instance, will be devoted to India, the Netherlands East Indies, the Australian Rocket Range, Naval and combined Services Intelligence, the uses of Radar, among a wide range of subjects. The fourth and last week of each course will be devoted to lectures and demonstrations which will fit Petty Officers to use films and other apparatus in instructing Ratings.

Special Cadet Entry

Next month, the first entries in a new scheme of special entries of young men of the age of 17 or 18 years as Cadet Midshipmen, will enter the Royal Australian Naval College at Flinders Naval Depot. The rapid expansion of the Royal Australian Navy has created a shortage of officers, and the special method of entry has been adopted to make good the deficiency. Young men who, at a secondary school in any part of the Commonwealth, have passed examinations in Mathematics, Physics, and English at matriculation standard, and have obtained satisfactory

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passes in two other subjects not necessarily up to that standard, are eligible to nominate for selection.

Successful candidates will spend six months at the Royal Australian Naval College undergoing intensive courses in seamanship, navigation, squad and rifle drill, while their scholastic instruction, particularly in Mathematics and Physics, will be carried forward. They will then proceed to the United Kingdom to join a training cruiser of the Royal Navy. After eight months in the training cruiser they will be promoted to the rank of midshipman, and will be appointed to battleships, aircraft carriers, cruisers, and other vessels for Fleet training, and fifteen months later will enter the Royal Naval College at Greenwich as acting Sub-Lieutenants for a further eight months of special studies. Greenwich will be followed by three months training in small ships, after which they will undertake gunnery, torpedo, anti-submarine, damage control, and other technical courses at Portsmouth, on completion of which they will be confirmed in their appointments as Sub-Lieutenants. They will then return to Australia, and be appointed to ships of the Royal Australian Naval Squadron, so that they may obtain their watch-keeping certificates and eventually be promoted to the rank of Lieutenant, a promotion that depends largely on the proficiency and initiative they each display.

PERSONAL

Commodore William Alexander Dallmeyer, D.S.O., R.A.N., who recently succeeded Commodore H. A. Showers, C.B.E., R.A.N., as Commodore Superintendent of Training at Flinders Naval Depot, served in a one-time Royal Aus-

tralian Navy unit during the recent war, as he was for some time in H.M.S. "Albatross." He also served during the war in H.M. Ships "Highlander" and "Venerable," and was for a period Deputy Director of Torpedoes and Mining at Admiralty.

While H.M.A.S. "Warrego" was in Melbourne during March, her Commanding Officer, Lieutenant-Commander Robert B. A. Hunt, O.B.E., R.A.N., was presented with the Medal of Freedom (with Bronze Palm) by Commander S. Jurika, the United States Naval Attache, on behalf of the President of the United States of America. The citation reads: "For meritorious services which aided the United States in the prosecution of the War against

Japan in the Philippine Islands, from 17th October, 1944, to 24th January, 1945. Commanding a hydrographic task unit during the Leyte and Lingayen operations, Commander Hunt displayed outstanding skill and initiative in directing his unit in reconnaissance surveys. Despite constant enemy air attacks, he effectively marked invasion channels with buoys which proved invaluable to allied forces in their landing operations. His constant zeal and courageous work provided the safe and shoreward deployment of Allied Naval vessels, and an effective approach of vital landing operations. Commander Hunt's services proved of great value to the success of Allied operations in the recapture of the Philippines."



Lieutenant-Commander R. B. A. Hunt, O.B.E., R.A.N., recently presented with the Medal of Freedom (with Bronze Bar).

The Navy

SCOTTS REEF MYSTERY

What Is The Story That Lies Behind The Wreck Of An Unidentified Sailing Ship Between Timor And Our North West? Only The Postscript Remains—Some Rusted Frames And Plating, And A Human Skull

By "Rocky Darby"

There is a reef between Timor and the North West Coast of Australia which holds an interesting, and to the best of the writer's knowledge unsolved, story.

This reef, together with several others in the area, was at one period of the war visited by H.M.A. Ships. In 1944, one of these vessels, a small craft, on her return to Darwin, reported that on Browse Islet one could still see the remains of part of a small vessel, also rail lines and huts. This information was already known, as there was at one time an industry on the island.

The Commanding Officer of the vessel further reported, that on the Western Arm of Scotts Reef there was the wreck of an old sailing ship. The Australian Pilot referring to those waters was examined and no mention was made of this; furthermore, nobody in Darwin could throw any light on the subject.

Later on a R.A.N. Survey Group, using Darwin as their base, commenced survey operations in the Timor Sea, in an area embracing this reef. The Group was told about the wreck, and naturally, being interested, went to great pains to help uncover any object likely to solve the problem. Photographs were also taken of her remains.

The vessel was lying on her port side, and bow frames and plating still remained, revealing what appeared to be two hawse pipes on either side. The hull plating from about the fore-castle head to amidships and further aft, had completely collapsed flat, and it was

impossible to see any traces of the main hatch beam giving the vessel's official number, tonnage, etc.

No indication could be discovered whether she was a barque, ship, or any other type. Aft, her keel and stern framing still remained fairly intact, and had not fallen over flat, but, like the bow structure, was still at a great list.

She appeared to have been a vessel with a length of about 190 to 210 feet, a draught of 9 to 11 feet fwd., and 11 to 13 feet aft. Her tonnage could be estimated at about 900 tons.

Some of her plates aft., and her stern framing, remained; but her rudder had collapsed. An old barrel type winch had fallen through the fore-castle head, the makers name being obliterated by rust.

Officers and ratings of all the survey vessels took what opportunity offered to visit the wreck, and contributed towards the above information. One of "Junee's" ship's company discovered the top portion of a skull, and was good enough to lend it to the Naval Staff Officer (Intelligence) Darwin, for onward transmission to Navy Office Melbourne in hope that it may assist in some way.

When H.M.A.S. "Southern Cross" visited the island at a still later period to recover some mail, her Commanding Officer brought back to Darwin some anchor cable, steel or iron fittings, and some teak decking which was in great state of preservation.

From where the vessel lay it

looks as though she may have been on passage from either India, China via Sunda Straits, or Britain, towards Australia via Torres Straits, and piled up at night in poor visibility, whilst making a good passage. She appears to have just missed another reef called North Reef, and gone high and dry on her present position with the loss of all hands.

As far as the writer knows, no identification has been established so far, and she is therefore still a mystery. Can anybody solve it?

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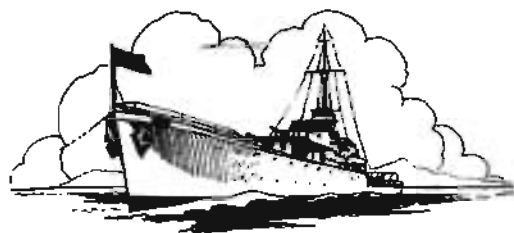
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News of the World's Navies

U.S. RECRUITING TARGET

With a monthly goal of 15,000, the United States Navy is seeking to recruit 75,000 men before the 1st July in order, according to the Secretary of the Navy (Mr. John L. Sullivan) to have "the minimum we need to keep our ships and planes and shore stations operating." In a "Fill The Fleet" week in February, Mr. Sullivan said that the U.S. Navy plans to end the fiscal year with 356,000 men, but the urgent need for recruits lies in the fact that 232,000 enlistments will expire during that time.

GOOD RETIREMENT PAY

In a leading article commending the objects of the "Fill The Fleet Week," the "New York Times" pointed out that entirely aside from the moral obligation of national defence, the Navy makes a good case for selection of Navy life as a career. "A young man of 18 with a high school education can enlist today with the confident expectation of retiring at the age of 38 on a monthly retirement pay of 107 dollars 25 cents. In the prime of life then, he should also have an excellent grounding in a craft that should make his services in demand in civilian life."

BRITISH NAVY WEEKS

British Navy Weeks, which were a feature of British life before the war, and which did much to stimulate interest in the Navy, are being permitted this year by the Admiralty for the first time since the last war started in 1939. "In their restricted form," says the "Admiralty News Summary," "they will really be 'Navy Week-ends,' for the Royal Dockyards at Portsmouth, Chatham and Plymouth will be open to the public from Friday to Monday inclusive at Whitsun—14th, to 17th. of this month—and from Saturday to Monday inclusive

during the August Bank Holiday period,"—that is, the first week-end in August. The Admiralty has expressed the wish that admission to the dockyards should not exceed 1/6d. for adults and 6d. for children. Profits will be devoted to Naval charities. Units of the Fleet will be "at home" for inspection, but expenditure of labour and material for "side shows" is to be small.

U.S.S. Coral Sea

Unless she steams west about round the Horn, or makes the eastward passage via the Cape or through the Suez Canal, the United States Navy's new aircraft carrier "Coral Sea" will not be able to visit the scene of the battle for which she is called, as she is too broad in the beam to pass through the locks of the Panama Canal. The new carrier has a complement of 2,800 officers and men.

R.N. Training Cruiser

H.M.S. "Devonshire," the Royal Navy's training cruiser which replaced H.M.S. "Frobisher," returned to Great Britain last month after her Spring training cruise to the West Indies, on which she carried some 240 cadets. The cadets were representative of all branches of the Service, including the Executive, Engineering, Supply and Secretariat Branches and, for the first time, the Electrical Branch. Cadets from Dominion Navies were represented, including the Royal Indian and Royal Pakistan Navies.

Admiral Byrd For Antarctic

According to a United States report, Rear-Admiral Richard E. Byrd has announced that he has applied for retirement from active duty in the United States Navy and that he plans to organise another Antarctic expedition. Work on the preparations for his new project will commence as soon as

he has completed correlating the results of scientific research on his last voyage.

Manoora's Ensign to U.S.

His Excellency the Honourable N. J. O. Makin, Australian Ambassador to the United States, recently presented a battle ensign from H.M.A.S. "Manoora" to the Veterans of Foreign Wars, as a symbol of friendship between the United States and Australia. The ceremony took place at the Australian Consulate in New York, the Ambassador handing the ensign to Clarence R. Runge of New Haven, past Surgeon General of the Veterans' organisation. Mr. Makin, who from the latter part of 1941 until the end of the war was Minister for the Navy in Australia, expressed the hope that the symbol of the ensign would "further express the desire of our peoples to march together for the making of a better world and in memory of those who shared the perils of war."

R.N.—R.C.N. Joint Exercises

The America and West Indies Squadron of the Royal Navy collaborated with the Royal Canadian Navy during the last-named's Spring cruise. The Canadian units, comprising the cruiser "Ontario," the destroyer "Crescent," and the tribal class destroyer "Nootka," proceeded south to the Panama Canal, where it combined with Vice-Admiral Sir William Tennant's Squadron for exercises in the West Indies.

U.S. Navy in China

The privilege of entering Chinese ports without being delayed by government red tape, originally granted only for the period during which the United States Army and Navy were helping to repatriate Japanese soldiers, has been extended for as long as the United States Army Advisory Group remains in China, according to a report in "The New

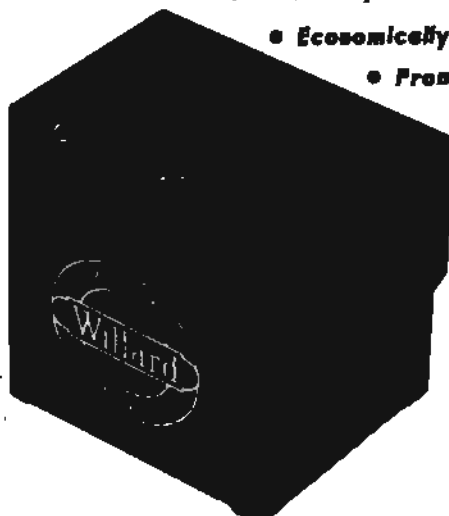
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York Times." American warships will thus be permitted free entry into Chinese ports, being merely required to inform the Chinese Foreign Office of naval movements in Chinese territorial waters.

R.N. Changes in Command

Vice-Admiral Sir Cecil Harcourt, K.C.B., C.B.E., who was recently succeeded as Second-in-Command, Mediterranean Fleet, by Vice-Admiral Sir Thomas Troubridge, K.C.B., D.S.O., became a Lord Commissioner of the Admiralty in March, when he assumed the duties of Chief of Naval Personnel as Second Sea Lord.

Last month, Admiral Sir Arthur J. Power, G.B.E., K.C.B., C.V.O., who in the final stages of the war was Commander-in-Chief of the Eastern Fleet, succeeded Admiral Sir Algernon U. Willis, K.C.B., D.S.O., as Commander-in-Chief, Mediterranean Fleet.

U.S. World Responsibilities

Admiral Thomas C. Kincaid, remembered by many people in Australia as well as by officers and men of the R.A.N. as the Commander of the Seventh Fleet during the decisive stages of the war in the South West Pacific, spoke of the obligations imposed upon the United States by American assumption of Sea Power, when addressing a gathering in New York recently. "Our country," he said, "has laid aside its isolationism and stepped out upon the stage of international affairs. Our country has come of age and isolationism is no longer possible. The grave and worldwide responsibilities of the position of leadership which we have attained are inescapable." The United States, he added, would have to remain strong until "we see more definite substantiations of a prolonged peace and until we see more tangible results through the efforts of the United Nations."

YACHTING NOTES FROM THE

CRUISING YACHT CLUB OF AUSTRALIA

By F. M. LUKE, Vice Commodore

Since my last contribution in these columns, a large number of yachts and yachtsmen have sailed over many miles of that uneasy stretch of water that Abel Tasman bequeathed us. On December 26th, 1947, a fleet of 28 yachts left Sydney in the Cruising Yacht Club's Hobart Race. Although the weather for some days prior to the start was dull and overcast the spectators and competitors were fortunate in having almost an exact replica of the previous year's perfect conditions.

The fleet included quite a number of last years contestants including "Christina," "Morna," "Trade Winds," "Kurrewa," "Mistral," "Southern Maid," "Winston Churchill" and "Defiance." There was great interest in "Peer Gynt" and "Eolo," new yachts built specially for the race and which were to gain 3rd place in their respective classes. Owing to the number and diversity of the entries this year the Cruising Yacht Club committee decided to divide the race into two divisions 32ft. rating being the dividing line although both classes were racing for the major prizes. There was an incident at the start when "Morna" and "Christina" collided in a mix up on the line, which led to a protest being lodged by "Christina." After a sitting of eight and a half hours the sailing committee of the R.Y.C.T. dismissed the protest and disqualified "Christina." Mr. Bull, her owner, has lodged an appeal which is still pending. "Defiance" also had the misfortune to collide with the starter's boat in endeavouring to avoid the other two, and was disqualified.

It was anybody's race up to Gabo Island. Varying conditions produced some surprising results. At one stage little "Storm Bird"

being ahead of "Morna." Once again the Straits turned on some breezes of gale force, from North West and South West. It was during this stage that "Westward," and there must be some luck in the name, stood away to the westward, to gain the ground that carried her over the line second to "Morna," and the winner of both open and under 32ft. classes.

The rest of the fleet were not far astern and there were some exciting battles, and amazingly close finishes among the next half dozen. Placings and times in both classes were as follows:—

No. 1 Division—	
"Morna" — — —	1.
"Winston Churchill" — — —	2
"Eolo" — — —	3
No. 2 Division—	
"Westward" — — —	1
"Moonbi" — — —	2
"Peer Gynt" — — —	3

So the honours go to Tassie this year and it is to be hoped that the other States are well represented next year, when the southerners will have to defend their well-won trophy.

After reaching Hobart "Peer Gynt" and "Kurrewa" pressed on to Auckland to be in time for the start of the Trans Tasman Race to Sydney, for the "Akarana Cup." I went across in "Wayfarer," calling at Lord Howe on the way. The race started on January 24th, 1948, and the New Zealand yachtsmen turned out in force to witness the event. Unfortunately several N.Z. yachts were withdrawn from the entries and the Kiwis' representatives which took part, with the exception of "Rangi," were more of the cruising than the racing type. Conditions were easy the first few days, but approaching the longitude of Lord Howe we heard of the cyclone

conditions moving down from Noumea. In the early hours of Thursday, 29th January, 1948, the wind and sea reached a peak that lasted with us for twelve hours. The barometer went down to 29.2 and conditions gave every appearance of a revolving storm. We had gradually reduced sail till only the staysail remained, but it eventually split and left us under bare poles. The other yachts were having a boisterous time, and "Rangi" suffered considerable damage. Her after deck was lifted and the cabin top stove in. When the wind eased, the fleet got going again and radio reports began to come in from "Kurrewa" which, in the form of news items told the ones with receivers, what their chances were. Light breezes with the lap over swell made the last section rather trying, but it was wonderful to be able to go on deck without getting wet.

"Kurrewa" was first in with the record time of nine days twenty three hours twenty four minutes, "Peer Gynt" followed five hours forty minutes later, and on handicap (R.O.R.C. rating) won easily. Placings were "Peer Gynt," "Wayfarer," "Kurrewa." All were soon accounted for except "Rangi" and as the days passed anxiety for her safety grew and a search was made by the R.A.A.F. Criticism has been levelled at the wastage of fuel, but when it was the only bid that could be made towards the possible saving of five lives, surely petrol loses its financial value and becomes the instrument of a humanitarian gesture.

"Rangi" turned up on time to be reported, just as the prize giving function began, and lifted what otherwise would have been a curtain of doubt over the rest of the contestants.

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BOOK REVIEWS

By G.H.O.

"Blue Pencil Admiral"—The Inside Story of the Press Censorship, by Rear-Admiral George P. Thompson, C.B., C.B.E. Chief Press Censor. Sampson Low, Marston and Co., Ltd., London.

In these columns in the issue of "The Navy" of November last, Mr. Francis Williams's book "Press, Parliament and People" was reviewed. In that book, Mr. Williams spoke of "the blight of admirals and other senior naval officers nominated by the Admiralty" that plagued British wartime Censorship in its early days, and commented that "from this unpromising beginning one admiral remained as censor to become one of the most loved of all war-time characters by newspapermen of every nationality." That admiral was the author of this present book, Rear-Admiral G. P. Thompson, Chief Press Censor who, in a bright, informative, and witty volume, gives his side of the picture.

Just retired from the Navy after 37 years' service, Admiral Thompson was on a holiday in the South of France when Hitler invaded Poland. He returned at once to London, and reported to the First Lord of the Admiralty, Mr. Winston Churchill, and was directed to "Go at once to the Ministry of Information and give Admiral Osborne a hand with the Press Censorship." It was his introduction—out of the blue and with no previous experience—to a five-year period in which he was to have to decide, day by day and hour by hour, just how much war news the press and broadcasting could give, without disclosing information of value to the enemy.

Censorship in those days was working without any previous experience as a guide. Most of the censors were in the same boat as Admiral Thompson in having no knowledge of how newspapers were produced, how news was distributed, how largely the time factor loomed. Each censor knew

that he had to delete information of value to the enemy, but suffered from not knowing what that information was. "Do you think," Admiral Thompson heard a censor ask a desk-companion on his first day at the Ministry of Information, "that I should blue-pencil this passage? Surely we oughtn't to allow a newspaper with such a large circulation as the 'Daily Express' to give a list of our capital ships?" Fortunately there was a retired naval officer as the desk-companion, who was able to point out that the Germans must already have that list from "Jane's Fighting Ships."

But "Those first days of the censorship were, not unnaturally, filled with a succession of protests, recriminations, arguments and rows generally." However, some order was soon conjured out of the chaos, and after a period of teething troubles a smooth-running system was evolved, in which the commonsense of the Chief Censor, and the co-operation of the Press and of newspaper correspondents, which was readily given once they had got his number, were the main factors.

The initial difficulty was in overcoming the not unnatural reluctance of the Services to release war news, but, "as time went on, the Service advisers came more and more to realise that war news was meant to be published, if safe to do so, and not automatically to be stopped because it was war news. Their job was by no means easy. Whether they were ex-officers called up after many years of retirement, or ex-civilians which many of them were, their decisions were governed by the strict rules laid down for them by the Intelligence and Security officers of

their own departments. The natural instinct of an officer in a Fighting Service—particularly if specialised in the Intelligence and Security side—is to dislike the publication of war news in case his opposite number—the enemy Intelligence Officer—should profit by it. War is an affair of fighting, not news giving. Any news which the public ought to have can be issued officially in due course."

This was the hurdle which had to be surmounted here in Australia also in the early days of the war. But it was eventually. Indeed, reading this book, one realises how closely Censorship experience in this country paralleled that in the United Kingdom. The fact that the two systems were parallel no doubt accounts for that.

Lack of uniformity in censoring was our bugbear here, as it was that of those concerned there, and there, as here, "the issue of our list of 'stops' and 'releases,' revised and brought up to date every day, was the beginning of better times."

"Some of those early 'stops' and 'releases' now seem very comic. 'No mention of gas masks for donkeys' was one. . . . One release read: 'Recent war inventions include a device attached to the eyelid of sentries and air raid wardens ringing a bell or giving an electric shock when the eyelid drops.'"

Admiral Thompson points out that British censorship did not censor opinions, for opinions are not facts and therefore could not provide information of value to the enemy. "Nevertheless the question of freedom of opinion in the press continued to be a problem throughout the war. Often it would be a borderline case—was the statement one of fact or merely of opinion?" "The principle of allowing freedom to express opinions, as we have seen, gave the censorship many headaches, but I am sure it was better that way than to have had the kind of press censorship which France conducted before her collapse in June, 1940. This was essentially a military organisation. Apart from the civilian 'political'

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controller all the censors were officers of the army reserve. And everything had to be submitted to censorship before publication. Newspapers submitted the proofs of their pages and the censorship was carried out on those proofs. Thus, papers were printed with many blanks and frequently whole columns were missing from their letterpress. Their censorship rules were very strict. Opinions, political comment, speculation, or surmise were ruthlessly cut if the individual censor didn't like it or had views different from those of

the writer. Not only were articles censored according to the political views of the censor, but there was a great deal of quite unnecessary censorship. And the French people themselves naturally placed the worst construction on the many blank spaces in their newspapers. This caused much dissatisfaction and despondency. In fact it may not be going too far to say that the French censors had a lot to do with the collapse of France."

Australians may remember during the war how the B.B.C. News would often contain a report that

the weather was fine, or bad, or hot, or cold, in the Straits of Dover. Admiral Thompson explains the reason for that. In order to give the Germans no assistance in planning air raids, weather reports were banned in British press and broadcasting—it being here remarked that most of the British "weather" comes from the west. But when the Germans occupied the whole of the French coast there seemed little purpose to continue banning reports of weather conditions in the Straits of Dover, since the Germans at Calais could actually see the cliffs at Dover on a fine day. An arbitrary rule was therefore laid down. Reports of weather conditions in the Straits of Dover, up to and including the foreshore, were permitted, but nowhere else.

Admiral Thompson has some things to tell of attempts by American correspondents to beat censorship in the stories they telegraphed across to the States. Some of them are reminiscent of O. Henry's story of Calloway's Code. "The censors took it in good part when our American friends tried to get past us with news items such as 'Bombs came down Wu Wu Wu.' It was the night after the offices of the Western Union Cable Company had been blasted by a bomb; the censor had little difficulty in spotting that one."

A "New York Times" correspondent, however, got a story away to his paper in which he divulged the torpedoing and damaging of the British cruiser "Bel-fast." "The way he tricked the censor's blue pencil was this. He sent a cable to a friend in New York saying: 'If you and James will get together we may get somewhere to-night. Remember it's the last word that counts.' James was the managing editor. And during the evening he received seven telegrams, with consecutive numbers, but sent through two different cable companies. The telegrams were:

"We are sending a story about submarines"

"Please tell Harvard I want my son entered."
"As ordered, am setting forth."
"Government was not attacked."
"If you persist somebody's reputation may be damaged."
"Smith covers Dublin not Belfast."
"Untrue that any prisoners escaped."

Put together the last words read: "Submarine entered Firth, attacked, damaged Belfast, escaped."

Two censors' mistakes. "A British reporter had been given a trip in an American anti-submarine vessel off the U.S. coast. A number of survivors from a sunken merchant ship had been picked up and the captain hoped to be able to hail a passing ship bound for New York and get her to take the survivors on board. Fortunately, not long afterwards, a ship duly appeared on a course which would bring her quite close to the little anti-submarine vessel, but no amount of hailing or signalling would induce her to pay any attention. 'What the hell's up with her?' exclaimed the captain. 'She must be the ruddy "Marie Celeste".' A British censor, when the story was cabled from New York, deleted the words "Marie Celeste" in accordance with the rule 'No mention of the whereabouts of warships or merchant ships'."

A German censor passed a photograph showing part of their latest 'Tiger' tank. The caption stated that the tank was bound for North Africa. From the small part of the tank shown in the photograph. British Intelligence officers were able to reconstruct the complete silhouette. Their calculations showed that here was not only a far heavier tank than previously, but that it was armed with the famous 88 mm. anti-tank gun, and protected by armour obviously effective against any anti-tank gun Britain had at that time. Britain got busy and produced the new 17-pdr. anti-tank gun to meet this new threat. On

the first occasion the "Tiger" was used as a direct challenge to the Allied line, the 17-pdr. was there to meet it . . . with devastating results to the Tiger!

Do you remember the stories that went around during the war of the actual German attempt at invasion of England, and of the 30,000 burned German bodies floating in the Channel? Admiral Thompson says of it: "The fact remains that though the Germans certainly prepared to invade Britain they never actually tried to carry it out. There is no truth at all in the story of the repelling of the attempted invasion and 30,000 burned German bodies." "What about the bodies? They no doubt drifted ashore from German aircraft destroyed in fighting over the Channel. We know, however, that some of Hitler's invasion barges had left harbour with troops in them to try and avoid the hail of bombs from the R.A.F. and had been sunk while at sea. The majority of German bodies washed up on our south coast—and there were quite a number—probably came from those barges."

Admiral Thompson is emphatic about the co-operation given to Censorship by the Press. "After six years' experience of censorship, I can say quite definitely that every newspaper throughout the country did all that was humanly possible to avoid giving information of value to the enemy." And he says: "There were over 400,000

separate issues of newspapers during the war, and from these 400,000 separate issues only 650,000 news items were submitted to censorship—that is, only one and a half items from each separate newspaper . . . These figures seem to me to present clear and definite evidence that Press Censorship in this country was indeed conducted on a voluntary basis."

There is much of interest in this book. And much of value. For as Admiral Thompson says: "With the atom bomb came peace and the end of the press censorship—the end of an institution which, under modern conditions of rapid communications, will always be essential in time of war. It was, and always will be, distasteful to the British people. For Britain was the birth-place of a free press. But it was tolerated as a necessary evil. After a time toleration became resentment. The teething troubles of an untrained and inexperienced staff made censorship seem even worse than anticipated. But gradually, as its efficiency improved, it gained the confidence and trust of both the press and the public. Broadly speaking, the press censorship had two duties to perform. It had to ensure that the enemy was told nothing that would help him to carry on the war and it had to ensure that the press and radio were not prevented from telling you anything else."

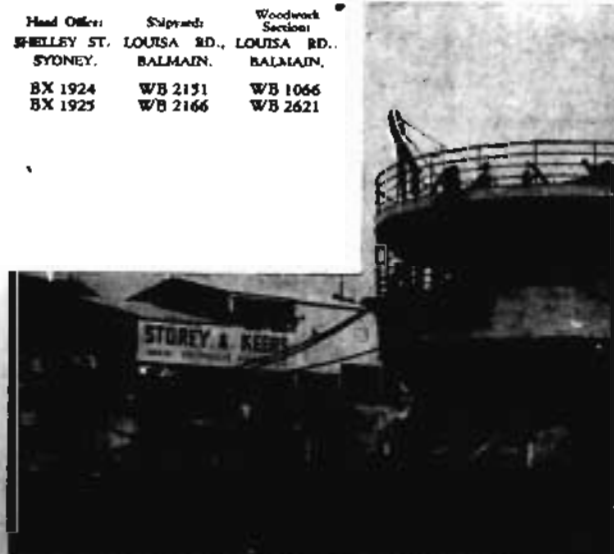
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Federal Council

The Ex-Naval Men's Association of Australia has suffered a great loss with the death of the Federal President, (Mr. Alfred James Martin) on 16th March last. The late Mr. Martin was a Life Member for 18 years; during his membership, which began in the New South Wales Section in 1927, the following offices were held: Hon. Organising Secretary and Hon. Employment Officer, Vice, and later State President. Sixteen years ago Federal Conference elected him Federal President, which office had been held continuously up to date of his decease.

Amongst those present at the funeral service were: Messrs. F. P. Anderson, Acting Federal President, G. W. Scott, Hon. Federal Secretary, (rep.) H. H. Hanby, State President of South Australia, F. W. Birt, Hon. Federal Treasurer, (rep.) N. Bicker, State President of Western Australia, H. S. Peebles, Hon. Federal Assistant Secretary, (rep.) A. C. Nichols, State President of Queensland, C. Pring, N.S.W. Federal Councillor, (rep.) L. Ivey, State Presi-

dent of Australian Capital Territory, W. H. Sullivan, State Secretary of Victoria, (rep.) M. Ivey, State President of Victoria, G. B. Darling, State President of New South Wales, O. F. McMahon, President of Sydney Sub-Section, Rear-Admiral G. D. Moore (rep.) Commonwealth Naval Board, Captain J. C. Morrow, (rep.) R. A. N. Rear-Admiral Sir Leighton S. Bracegirdle, (Rtd.) E. S. Anstee, C. A. Comber and M. G. Hudson, the last three named being former Federal Council Officers, also present were many officers and members of the N.S.W. State Council and metropolitan Sub-Sections, and Mr. G. W. Sewell who represented Federal Council Auditors.

Telegrams and messages of sympathy have been received from all State Councils and their Sub-Sections, together with expressions of condolences from Captain H. L. Howden of Fremantle, and Captain R. C. Garcia of Canberra, Air Force Association and the Australian Legion of Ex-Servicemen and Women.

The passing of the late Mr. Martin has been deeply felt by

all his fellow Federal Executive officers and Councillors.

At the April meeting of Federal Council the office of Federal President was filled by the unanimous election of Lieut. Commander F. F. Anderson, V.R.D., R.A.N.R. (Rtd.) formerly Federal Vice-President.

For the guidance and information of members the structural Association can be noted in the set-up and general progress of the chart herewith provided, (where marked x Sub-Sections are already in process of formation).

FOOTSCRAY SUB-SECTION

The President and Committee of this sub-section desire to extend their gratitude to those workers among our members whose stout efforts have resulted in the membership of the sub-section being raised to one hundred six months after our inauguration. It has been six months of hard work and the Executive has not been unmindful of the grand support it has received and is greatly heartened thereby. With the hundreds of ex-naval

personnel residing in the Western suburbs of Melbourne, who are not yet members of this Association, however, there is considerable work ahead of the sub-section in endeavouring to interest these former shipmates in Association matters. Every General Meeting since the inauguration has seen an increase in membership and it is hoped that members will continue to bring along new applicants on the second Tuesday of each month.

A puzzling feature is the dearth of applications for membership from ex-Wardroom and Warrant ranks to date, and it is hoped that this deficiency will soon be remedied, for there must be many living between Melbourne and Williamstown who are willing to give their support to an organisation which caters for the interests of the ex-naval community—surely a worthy object for every one who has served in the King's Navy.

It is our aim to build the sub-section up into one which will be to the lasting benefit of ex-naval personnel in the Western suburbs and such an object calls for an all-in effort, and no one who has served can conscientiously get away with the excuse that he has not the time to spare, for by just being a member he will be helping a grand cause along.

QUEENSLAND

State Council, at its March meeting, expressed accord with a recent suggestion made by the South Eastern District of the R. S. S. & A.I.L. of Australia, that State Congress be asked to form a composite committee of ex-Servicemen's Associations. Our Association will appoint a delegate or delegates to the Committee if the proposal is eventually adopted.

Mr. C. Lambourne, at the request of Mr. G. W. Scott, Hon. Federal Secretary, represented the Federal Council at the 5th Annual Federal Conference of the Australian Legion of ex-Servicemen and Women, held at Brisbane in March last.

State Council meetings, will in future, be held in the V.A.D. Clubrooms, at 6.45 p.m. on the first Monday in each month; these Council meetings will precede the usual monthly general meetings of the Brisbane Sub-Section at the same venue.

It was with deep regret that we learned of the death of Mr. A. J. Martin, our Federal President. Condolences were despatched through the appropriate channels.

The visit to Australia of Admiral Lord Mountbatten, (Evans of the "Broke") is of more than passing interest. We have asked the Federal Secretary to ascertain if Brisbane will be a port of call,

if so steps will be taken, with the Admiral's permission, to try and arrange for a public address at the City Hall. Any proceeds to be devoted to the "Food for Britain" Appeal and our Association funds.

Mr. R. Reaney of 115 Murray Street, Rockhampton, is the newly appointed Hon. Secretary of this Sub-Section in the North, which recently lost its President (Mr. T. W. Wilson) who resigned from office to reside in Maryborough, along with his former Hon. Secretary (Mr. J. P. Hills). Both these stalwarts of the Association will, we trust, soon explore the possibilities of opening up a new Sub-Section in their particular district.

E.H.

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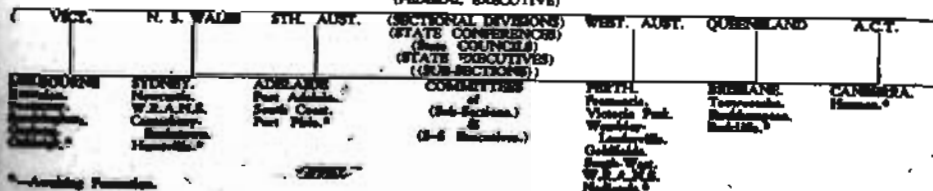
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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

APPOINTMENTS, ETC.

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.—The following are appointed Lieutenant (P) (Acting) (on probation) to date 3rd February, 1948:—Jeffrey Allan Gledhill, D.S.C., with seniority in rank of 6th June, 1944; Jack Langford Hanna, with seniority in rank of 16th June, 1944; John Gillow Butler Campbell, D.F.C., with seniority in rank of 17th July, 1944; George Firth Spencer Brown, D.F.C., with seniority in rank of 6th August, 1944; Guy Alexander Beange, with seniority in rank of 5th May, 1945; Clement John Schmitzer, with seniority in rank of 22nd January, 1946; David John Robertson with seniority in rank of 4th July, 1946; Colin Matthew Alfred Wheatley, with seniority in rank of 7th August, 1946; Keith Frederick Wilson, with seniority in rank of 8th October, 1946; Noel Stewart Ferris, with seniority in rank of 27th March, 1947; Robert Westbrook Barnett, and John Roy Norman Salthouse, with seniority in rank of 3rd February, 1948.

Promotions.—Lieutenant William Noel Swan is promoted to the rank of Lieutenant-Commander, dated 26th February, 1948; Colin Edgar McPherson, Chief Engine Room Artificer, official number 22627, George Alexander McGregor, Chief Engine Room Artificer, official number 22698, Ronald Vivian Jones, Engine Room Artificer, 3rd Class, official number 30781, and Edward Robert Sangwell, Engine Room Artificer, 3rd Class, official number 23860, are promoted to the rank of Warrant Engineer (Acting), 23rd February, 1948; Horace Mercer Durrant, Chief Engine Room Artificer, official number 22340, William Rich, Chief Engine Room Artificer, official number 23744, Harry Irwin Rouse, Chief Engine Room Artificer, official number 20989, Tom Stanley Braithwaite, Chief Engine Room Artificer, official number 24570, and Austin Langley Milroy, Engine Room Artificer, 2nd Class, official number 23683, are promoted to the rank of Warrant Engineer (Acting) (Provisional), dated 23rd February, 1948.

Confirmation in Rank.—Thomas Victor Dicks and Reginald Thomas Green, Warrant Engineers (Acting), are confirmed in the rank of Warrant Engineer, with seniority in rank of 17th February, 1947.

Fixing Rates of Pay.—Lieutenant (E) Robert George Watkins to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Lieutenant-Commander (E) (on probation), whilst acting in that rank, dated 25th November, 1947.

Termination of Appointment.—The appointment of Leslie Mortimer as Temporary Warrant Catering Officer is terminated, dated 17th February, 1948.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH. ROYAL AUSTRALIAN NAVAL RESERVE.

Appointment.—The Reverend Percy Clark is appointed Chaplain, dated 23rd February, 1948.

Termination of Appointment.—The appointment of the Reverend William Ernest Freeman as Chaplain is terminated, dated 22nd February, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Henry Charles John Lockyer is appointed Lieutenant, with seniority in rank of 9th August, 1941, dated 21st May, 1947; Archibald William James Watts is appointed Surgeon Lieutenant, with seniority in rank of 2nd August, 1943; dated 16th April, 1947; Oliver Howard Williams is appointed Lieutenant (Special Branch), with seniority in rank of 22nd August, 1944, dated 29th March, 1946.

ROYAL AUSTRALIAN NAVAL NURSING SERVICE.

Termination of Appointment.—The appointment of Norma Rome Treast as Sister is terminated, dated 16th February, 1948.—(Ex. Min. No. 21—Approved 25th March, 1948.)

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

PERMANENT NAVAL FORCES OF THE COMMONWEALTH.

Appointments

The following officers (for temporary service) are appointed to the Permanent List:—

To be Lieutenants.—David Thomas Kirkwood, 4th February, 1948, seniority in rank, 5th August, 1943; Peter Garratt Newby, 7th January, 1948, seniority in rank, 28th January, 1944; Lealand Mayne Ponton, 19th December, 1947, seniority in rank, 27th September, 1944; Murray Hartley, Fowler, 9th January, 1948, seniority in rank, 8th June, 1945.

To be Lieutenant (S).—Herdley Roy Williams, 4th December, 1947, seniority in rank, 14th May, 1944.

Lieutenant-Commander George Frederick Edmund Knox is appointed Lieutenant-Commander (L), with seniority in rank of 1st August, 1943, dated 9th February, 1948.

William Henbest, Temporary Acting Commissioned Boatswain, Percy William Herrington, Temporary Acting Commissioned Boatswain, and Alfred Dean, Temporary Gunner, are appointed on loan from the Royal Navy, with seniority in rank of 18th June, 1945, 22nd August, 1945, and 29th December, 1945, respectively, dated 20th January, 1948.

Promotions

Sub-Lieutenant Anthony Frederick Sallmann is promoted to the rank of Lieutenant, dated 1st February, 1948.

Sub-Lieutenant (S) Peter Hamilton Wilson is promoted to the rank of Lieutenant (S), dated 1st February, 1948.

Confirmation in Rank

Acting Lieutenant Christopher Sidney Goldsmith is confirmed in the rank of Lieutenant, with seniority in rank of 28th December, 1941, dated 14th January, 1948.

Instructor Sub-Lieutenant (on probation) George Histed is confirmed in the rank of Instructor Sub-Lieutenant, with seniority in rank of 1st July, 1947.

Loan to Royal Navy for Service and Training.

Sub-Lieutenants Errol Victor Stevens and John Charles Leland Bennett are loaned to the Royal Navy for service and training, dated 8th January, 1948.

Termination of Appointments

The appointments of William Frederick Souter and John Alexander Hall as Temporary Instructor Lieutenants are terminated, dated 30th January, 1948, and 2nd February, 1948, respectively.

May, 1948.



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CITIZEN NAVAL FORCES OF THE COMMONWEALTH. ROYAL AUSTRALIAN NAVAL RESERVE.

Termination of Appointments.

The appointment of Colin Alfred Cameron Galbraith as Surgeon Lieutenant is terminated, dated 23rd October, 1947.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.

The following appointments are made:—

To be Lieutenants.—David Ross Giddy, 22nd December, 1945, seniority in rank, 14th September, 1942; Ellison Octavius Hawker, 19th May, 1946, seniority in rank, 5th February, 1943; James Laurence Norman Anderson, 5th December, 1945, seniority in rank, 23rd April, 1943; Colin Falconer Sturm, 6th March, 1946, seniority in rank, 17th June, 1945.

To be Sub-Lieutenants.—Thomas Eccott Edwards, 19th November, 1946, seniority in rank, 4th December, 1945; Graham Marsden Edmonson, 22nd January, 1947, seniority in rank, 26th June, 1946; Geoffrey Richardson, 11th March, 1947, seniority in rank, 7th August, 1946.

To be Surgeon Lieutenants.—Brian Oxenham, 17th December, 1946, seniority in rank, 12th September, 1942; Archibald Gordon Murray, 19th September, 1947, seniority in rank, 8th September, 1945.

To be Lieutenant (Special Branch).—Westmore Williams, 22nd November, 1945, seniority in rank, 6th February, 1944.—(Ex. Min. No. 13—Approved 3rd March, 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.—The following appointments are made to date 1st January, 1948:—

To be Lieutenant-Commander (L).—Lieutenant-Commander Frank Fox Lord, seniority in rank, 1st July, 1946.

To be Lieutenants (L).—Lieutenant Robert James Bassett, seniority in rank, 1st March, 1940; Telegraphist Lieutenant Bertram Harding, M.B.E., seniority in rank, 1st April, 1940; Lieutenant Jack Robertson McMurray, seniority in rank, 16th July, 1940; Lieutenant (for Temporary Service) David William Johns, seniority in rank, 11th February, 1944; Lieutenant (E) Leonard Ralph Blackett, seniority in rank, 15th July, 1946.

To be Commissioned Electrical Officers (L).—Commissioned Gunners (T) Edward Blatchford, seniority in rank, 1st October, 1941; William Devon Raymond, 1st April, 1946.

To be Commissioned Electrical Officers (R).—Commissioned Telegraphists James Copland Smart, seniority in rank, 1st April, 1945; Frank Clinton Tregurtha, 1st October, 1946.

To be Acting Commissioned Electrical Officer (L).—Acting Commissioned Gunner (T) Samuel George Cantor, seniority in rank, 25th April, 1946.

To be Warrant Electrical Officers (L).—Gunner (T) Raymond Arthur Rutherford, seniority in rank, 24th November, 1945.

To be Warrant Electrical Officers (R).—Warrant Telegraphist Alexander Francis Haggie, seniority in rank, 25th September, 1942; Warrant Electricians (Provisional) Reuben Varney McDonald, seniority in rank, 7th June, 1946; Richard Leslie Harvey Waugh, seniority in rank, 7th June, 1946; Colin Henry Stewart, seniority in

rank, 7th June, 1946; Ernest James Morrison, seniority in rank, 7th June, 1946; Donald John Simons, seniority in rank, 7th June, 1946; David Hyde, seniority in rank, 7th June, 1946.

To be Warrant Electrical Officers (R) (Acting).—Warrant Electricians (Acting) (Provisional) Robert Arthur May, seniority in rank, 29th January, 1947; Edward James Kerkin, 10th December, 1947.

Acting Lieutenant Ian Wynnum Barnes is appointed Lieutenant (L), with seniority in rank of 16th September, 1943, dated 17th January, 1948.

Harold Graham Baker (Ex Lieutenant (Special Branch), Royal Australian Naval Volunteer Reserve) is appointed Lieutenant (L) (on probation), with seniority in rank of 1st February, 1941, dated 18th January, 1948.

Richard Rex Wells Humbley (Ex Lieutenant, Royal Australian Naval Volunteer Reserve), is appointed Lieutenant (L) (on probation), with seniority in rank of 29th March, 1942, dated 16th January, 1948.

Lieutenant Donald Douglas Howson is appointed on loan from the Royal Navy (Exchange Officer), with seniority in rank of 1st May, 1942, dated 2nd February, 1948.

Promotion.—Lieutenant Gordon John Brandstone Crabb, D.S.C., is promoted to the rank of Lieutenant-Commander dated 16th February, 1948.

Loan to Royal Navy for Service and Training.—Captain David Hugh Harries is loaned to the Royal Navy for service and training, dated 10th January, 1948.

Fixing Rates of Pay.—James Copland Smart, Commissioned Electrical Officer (R), to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Lieutenant (L) (on promotion), whilst acting in that rank, dated 1st January, 1948.

Termination of Appointments.—The appointment of Ronald Alan Reilly as Lieutenant (S) for temporary service is terminated, dated 20th January, 1948. The appointment of Harry Oliver Taylor as Temporary Warrant Wardmaster is terminated, dated 20th January, 1948.

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

Termination of Appointment.—The appointment of Frank Lindsay Brady as Temporary Lieutenant-Commander (S) (Acting Temporary Commander (S)) is terminated, dated 5th January, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Clifford McDonald Sullivan is appointed Acting Lieutenant-Commander, with seniority in rank of 30th September, 1945, dated 5th February, 1947 (seniority as lieutenant 19th July, 1941).

Confirmation in Rank.—Surgeon Lieutenant (on probation) Sinclair Elwyn Finlay, is confirmed in the rank of Surgeon Lieutenant, with seniority in rank of 31st March, 1941.

CORRIGENDUM.

With regard to Executive Minute No. 48—notice of which appeared on page No. 2735 of the Commonwealth Gazette No. 179 of the 18th September, 1947—that portion relating to the termination of the appointment of Lieutenant John Francis Irwin, Royal Australian Naval Volunteer Reserve is amended in that the date of termination should read 20th March, 1947.—(Ex. Min. No. 17—Approved 16th March, 1948.)

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

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GO TO SEA, MY LAD.

Continued from page 17.

board side, abreast of the mainmast, was my future residence—a small hole, which they called a berth; it was ten feet long by six, and about five feet four inches high; a small aperture, about nine inches square, admitted a very scanty portion of that which we needed most, namely, fresh air and daylight. A deal table occupied a considerable extent of this small apartment, and on it stood a brass candlestick, with a dip candle, and a wick like a full-blown carnation. The table cloth was spread and the stains of port wine and gravy too visibly indicated the near approach of Sunday. The black servant was preparing for dinner, and I was shown the seat I was to occupy. "Good heaven! I thought, as I squeezed myself between the ship's side and the mess table, 'and is this to be my future residence?—better go back to school; there, at least, there is fresh air and clean linen.'"

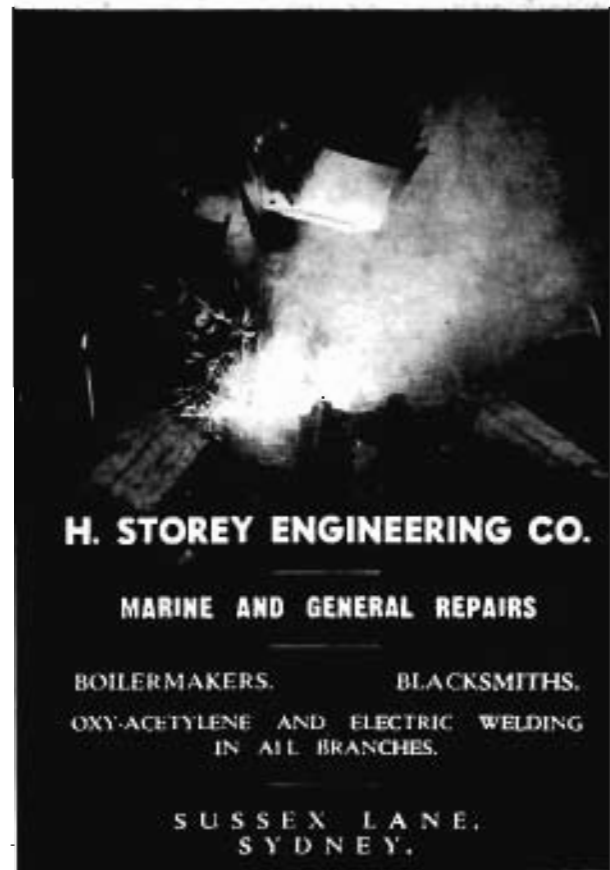
It was some years previously, in 1770, when Lieutenant James Cook was discovering the eastern coast of Australia, that Nelson joined the Navy in much the same way as did Marryat, by favour of a commanding officer, his uncle, Captain Maurice Suckling, captain of the "Raisonné." Southey, in his "Life," tells how the 12-year-old boy joined his ship, lying in the Medway: "He was put into the Chatham stage, and on its arrival was set down with the rest of the passengers, and left to find his way on board as he could. After wandering about in the cold without being able to reach the ship, an officer observed the forlorn appearance of the boy, questioned him, and happening to be acquainted with his uncle, took him home and gave him some refreshments. When he got on board, Captain Suckling was not in the ship, nor had any person been apprised of the boy's coming. He paced the deck the whole remainder of the day without being noticed by anyone, and it was not until the second day that some-

body, as he expressed it, 'took compassion on him.'"

James Cook entered the Navy as an enlisted man and rose to be a commissioned officer through warrant rank, as the Admiralty anticipates 25 per cent. of its officer requirements will be filled under the new entry scheme. He was master for some years before, on the 25th May, 1768, he received his commission as a lieutenant in his appointment in command of the "Endeavour."

Schemes and methods of entry into the Service there have been many. Perhaps one of the least orthodox was that of another man closely connected with Australian discovery—Captain William Dampier, of the "Roebuck." Of him, James A. Williamson, in his Introduction to the Argonaut edition of Dampier's "A Voyage to New Holland," says: "Dampier's qualification to lead a difficult expedition lay solely in the literary talent which had enabled him to describe the distant parts of the earth in a book that has become a classic. He had no record of command, or even of service as an officer. He had occupied twelve years in drifting round the world, for the most part in ruffianly company, and always in subordinate positions in which he displayed no promise of leadership. Other drifters had done the like, and there were doubtless many scallywags who had seen as much as he had. But his book set him in a class of his own. It proved him to be a man of intellect, if not of character. The Admiralty took the character for granted, and sent the poor man out in command of a cheap expedition, with a rotten ship and an inferior crew, and without a single officer of any moral quality to supply his captain's deficiencies. The result was another classic and a quantity of dirty linen for public laundering."

To-day the methods are more scientific, as the times demand. But, in the long run, it depends on the human material, on the men themselves, and those boys who are fathers of the men. If



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only for that reason, there is little doubt that, under the new entry system into the Royal Navy, there will be no falling off in quality.

When Lord Fisher was introducing his reforms of 1903, he was accused of being the High Priest of the "Material School" and of paying no attention to "the Man." But this was not so.

In the postscript of a letter he wrote to Mr. Joseph Chamberlain in 1900, he referred to the French Admiral d'Hornoy's opinion that the British Navy was then the first in the world "in the capacity of its officers and men, and also in material; but it is the spirit which animates all English sailors which makes them so much above all others." And he underlined the final eighteen words.

(In "The Navy" of next month will appear an article on past and present methods of going to sea in the Merchant Service.)

SAILING DAY.
Continued from page 27.

him help to get them on board, and now the after stevedore gangs have knocked off and gone ashore, and he'll want all his own crowd to run baggage—the special train will be down any minute now—and lunch—and—oh! It is always the way. They'd howl loud enough if they had to go without food, but they don't care how it gets on board. He has bills by the dozen to check and sign. And Mr. Somebody doesn't like his cabin, and he's going to raise all sorts of Cain at the office if something isn't done about it. And Mrs. So-and-So can't understand why her name wasn't specially mentioned to him; such a nice young man at the office had promised her it would be. And here's a note about someone who must have special food. Doctor's orders. The Customs want him in the purser's office. What a life!

Down in the engine room, warm, bright, shining with pol-

ished steel and copper and white enamel paint, the air throbs. Steam is up ready for sailing, and in the clean white boiler room—no coal dust or grime here—the oil jets are roaring in the furnaces. Figures flit about, turning a cock here, tightening a valve there, polishing, greasing, wiping, making sure everything is ready. The dynamos buzz and hum. Pumps wail and sob. And the hands of the clock on the control platform steal round. Suddenly the telegraph bells jangle, the pointers swing and stop . . . "Stand by!"

"All friends ashore, please. . . . All friends ashore." Slowly the crowded decks thin as people push and squeeze down the gangways. There is much throwing of coloured streamers from ship to wharf. They twist and flutter, twinkling in the sun. Cameras click. Half-heard messages are shouted. The warning bells ring out. The deckhands are standing by forward and aft, under the directions of the chief and second officers. Captain and pilot are on the bridge. The third officer is at the telegraphs, the quartermaster at the wheel. The tugs are making fast. Eight bells are struck, noon, and as the Blue Peter—the signal flag meaning "I am sailing within 24 hours"—flutters down from the foremast, the order "Let go" comes from the bridge.

The big mooring lines splash from the wharf into the water. Winches and windlass clack and creak as the lines are hauled dripping aboard. The engine room telegraphs jangle, and as the tugs' lines tighten, the whistle booms with its deep voice—One—Two—Three—"My engines are going full speed astern."

The crowds watch her until she is stern on, and the last good-bye is waved. Then, slowly, they stream off the pier. And nothing is left but the broken coloured ribbons, squashed and trodden underfoot, twined round pile and gantry, drifting in the still water. And on board the T.S.S. "Non-such" the ship's staff heaves a long, deep sigh of relief.

May, 1948.

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Answers to

- (1) The four ships concerned were the British cruisers H.M. Ships *Exeter*, *Ajax* (Flag) and H.M.N.Z.S. *Achilles*, and the German Armoured Ship *Admiral Graf Spee*. The opposing commanders were Commodore Henry Harwood, R.N., and Captain Langsdorff, of the German Navy. The action was fought on the 13th December, 1939.
- (2) (a) Daisy, (b) Tug, (c) Bill, (d) Nobby, (e) Knock-er, (f) Fanny.
- (3) Because the hand log line was marked, at intervals of 46 feet 8 inches, with a piece of whipcord with two knots, three knots, etc., in it, the passage of the knotted cord over the taffrail when the log was hove giving the ship's speed. The principle of the log line was that a knot bore the same proportion to a sea mile that a 28-second glass does to an hour of time.
- (4) Albany Pass is the narrow strait, average width three and a half cables, which separates Albany Island from the Australian mainland at the northern end of Cape York Peninsula.
- (5) They were the *Kanimbla*, the *Manoora*, the *Westralia* and the *Manunda*. The three first-named were originally Armed Merchant Cruisers, and subsequently Landing Ships, Infantry. The *Manunda* was a Hospital Ship.
- (6) (a) A Scotchman is a chafing batten, (b) a Norman is an iron bolt in a windlass which keeps the chain clear when running out, (c) Irish pennants are loose lengths of line or other unwanted

Nautical Quiz

- gear hanging about a ship, (d) a Spanish windlass is a method of obtaining a purchase for heaving by leveraging a line round a revolving bar, (e) the primitive method of estimating a ship's speed by throwing a chip of wood over the side, and calculating from the time it took two marks on the rail of known distance apart to pass it, was known as a Dutchman's Log.
- (7) It is reminiscent of the custom once employed in Australian ports, when loading wool, of jamming extra bales into a tier by screwing them in with jacks.
 - (8) The Battle of the Nile. H.M.S. *Vanguard* was Nelson's Flagship at that great victory.
 - (9) The two largest ships in the world, the *Queen Mary* and the *Queen Elizabeth*, both of which were here during the war.
 - (10) On September 3rd, 1939, the British War Cabinet was appointed, with Mr. Winston Churchill as First Lord of the Admiralty.

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CONTENTS

Vol. II.

JUNE, 1948.

No. 6.

EDITORIAL

Letters to the Editors	5
Editorial	10

ARTICLES

"Revenge on a nos Moutons"	John Clark	14
Shipbuilding in Australia	"Temple"	17
Go to Sea, My Lad	Rauben Ramo	19
Eat, Drink and Be Merry	Rauben Ramo	24

PERSONALITIES

Commodore W. A. Dallmeyer, D.S.O., R.N.	20
Lieutenant E. M. Howitt, R.A.N.V.R.	26
Chief E. R. A. Frederick Catvert, R.A.N.R.	27
Petty Officer E. A. Seivens, R.A.N.R.	27

OVERSEAS NEWS.

Maritime News of the World	28
News of the World's Navies	30

SPECIAL FEATURES

Navy Spotlight	12
Sea, Ships and Sailors	Norton 23
Nautical Question Box	Captain R. C. C. Dunn 33

HUMOUR

Navy Mixture	35
Prandergast	Lock 35

NAVAL OCCASIONS

What the Navy is Doing At Sea and Ashore—	
Squadron Dispositions	36
General	37
Personal	39

BOOK REVIEWS

"Brassey's Naval Annual—1947"	40
-------------------------------	----

GENERAL

"The Navy" for Next Month	3
Nautical Quiz	31
No Second String A. E. Mollison	44
Naval Appointments, etc.	48

ASSOCIATIONS, CLUBS.

The Navy League	9
Ex-Naval Men's Association of Australia	46
Cruising Yacht Club of Australia	48



Whyalla - Australia's Progressive Shipyard

INDUSTRIAL expansion at Whyalla, S.A., is clearly illustrated in this aerial photograph showing the Broken Hill Proprietary's shipyard and blast furnace plant (on left). The photograph was taken prior to the launching of the s.s. "Iron Yampi" (seen in the centre foreground) on September 1, 1947. Four ships of this 12,500-ton ore-carrying type will be built. The yard has completed sixteen vessels to date. For ambitious and enterprising young Australians, splendid opportunities for remunerative employment exist at Whyalla.

THE NAVY FOR NEXT MONTH

MATERIAL is coming to hand for the July issue of "The Navy," and indications are that there will be much of interest, and of the usual high standard, for you in the forthcoming number of the magazine. Among the articles now in preparation are:—

THE WAVES OF THE SEA.

In this article, Captain Brett Hilder, an Extra Master, discusses wave formation, and the Trochoidal theory of wave development. Captain Hilder enlists the aid of a rickshaw coolie and his vehicle in order to illustrate what a Trochoid really looks like, and in a most interesting discussion gives us some information—not widely known—on what really rules the waves.

SYDNEY'S SHIPYARD PARISH.

The sixty-eight-year-old church of St. John's Church of England, at Birchgrove, Sydney, is the church of a parish which extends to embrace three shipbuilding yards, those of Mort's Dock, Cockatoo Island Dockyard, and Messrs. Poole & Steele. As such, it has very close associations with the sea, and with the ships of the Royal Australian Navy, many of which were built and launched at these yards. The church and its Rector (the Reverend A. G. Rix), enjoy a unique position in relation to Australian shipping, in that the Rector and the church choir have officiated at the launching of no fewer than 62 vessels launched at the yards in the parish. In an illustrated article in the forthcoming issue of "The Navy," Miss Mary White tells something of the nautical associations and activities of the Rector and his church.

D.E.M.S.

In the recent war, as in that of 1914-18, the Defensively Equipped Merchant Ship played a very large part, and on more than a few occasions was able to inflict damage on her attackers. In an article in the July issue of "The Navy" the author tells something of the Defensively Equipped Merchant Ship in general, and of her association with Australia and Australians in particular.

"NAVY HOUSE."

Melbourne, not usually so much a home for the naval sailor as her sister capital in New South Wales, came into her own as a home from home during the war, when many sailors were stationed in or near Melbourne, or passed through the port in their ships or on draft. How Melbourne responded to the call for hospitality by the establishment of "Navy House" is told in an article in preparation for the July issue.

In addition, all the usual features, including another gossip in the saloon of the "Castlecrag," duly recorded by Mr. Pryke. Also What the R.A.N. Is Doing, Maritime News of the World, News of the World's Navies, Fiction, and the latest from the Navy League and the Ex-Naval Men's Association.

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LETTERS TO THE EDITORS

TURBANIA

Sir,
Regarding your interesting magazine, "The Navy," which, being interested in ships, I buy monthly. I have a collection of photographs of ships numbering three and a half thousand, and it is in connection with one of these that you might be able to help me. Among my files I have a photograph of a torpedo boat called the "Turbania," which was built in 1898. Could you throw any light on what navy owned this vessel? So far as I can tell from the photograph, the ensign she was flying from the ensign staff might be either the Red or Blue Ensign

Yours, etc.,

A. W. Lovejoy,

Hut 167H, R.A.A.F.,
Bradfield Park, Lindfield, Sydney.

[The "Turbania" was the first vessel to be powered with Parsons turbines, in 1897. She was a small vessel, of 100 feet in length, and 44½ tons displacement. R. A. Fletcher, in "Warships and their Story," published by Cassell & Co., tells of her first public appearance. "The owners of this vessel and the proprietors and inventors of the engines adopted a method of compelling recognition as daring as it was successful. The occasion chosen was the naval review held in honour of the diamond jubilee of the late Queen Victoria, and shortly before the Royal Yacht arrived to pass between the rows of warships, this turbine steamer shot into the fairway and went at her utmost speed from one end to the other of the lines of steamships and the finest assemblage of warships the world had ever seen, and there was not in the whole British Navy one destroyer or torpedo boat that she could not outdistance. Thousands of spectators witnessed the exploit, and the success of the turbine engine was assured from that

moment." The "Turbinia" reached the then almost incredible speed of 32 knots.—Ed., "The Navy."]

VANGUARDS

Sir,
I would like to congratulate all concerned with the production of "The Navy." You are doing a grand job. May I make two requests? (1) That you publish a list of H.M.S. "Vanguard's" officers when she leaves the U.K. on the Royal Tour, similar to that shown in the Navy List. (2) When you have depicted the ships of the R.A.N., could you commence with those of the Royal Navy, as I think that I would be safe in saying that an Aussie served in every ship of the Royal Navy at one time or another?

Yours, etc.,

G. D. Brown,
112 Cameron Street,
Launceston,
Tasmania.

[Thank you for your kindly comments, and also for the suggestions you have made. We will try to follow these out.—Ed., "The Navy."]

FATH-UL-BARI

Sir,
Your correspondent H. W. Bolles in the March issue of your magazine is correct. The Sultan of Male's brig, which I have seen both at Male Atoll and Colombo, is called the "Fath-ul-Bari," literally "Sea Victory" or "Sea Triumph." To sail a square-rigged vessel in waters such as those of the Maldives would require seamanship of a very high order, but the Maldivian is perhaps the finest natural sailor in the Indian Ocean. The local rig evolved for Maldivian ships is two square sails on the main and lateens on the fore and mizzen. A large single head sail is set on a boom. This rig, though it does not make for beauty, gives, as it were, all

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LETTERS TO THE EDITORS

the advantages of both square rig
and fore and aft.

Yours, etc.,
S. V. Baleinan,
Second Officer,
S.S. "River Murrumbidgee."

[Thank you for your letter and
for your very interesting contribu-
tion therein to this column.—
Ed., "The Navy."]

PRAISE FOR OUR SAILORS

Sir,

A New Zealand friend of mine
has sent me a copy of the "Well-
ington Evening Post," and in it
I read a reference to our Aus-
tralian sailors which I think will
interest your readers, and which
should certainly please all Aus-
tralians. I enclose the cutting herewith,
which is from the "Wellington
Evening Post" of 22nd March
last.

Yours, etc.,
G. E. Mortlock,
18 Delbridge Street,
North Fitzroy, Vic

[Thank you for sending the
cutting along. Our readers are
certain to be interested and, as
you say, pleased at learning of the
good impression created in New
Zealand by the men of the Royal
Australian Navy. The cutting
reads:

"CONDUCT EXEMPLARY"

"High praise for the manner in
which the sailors of the visiting
Australian warships conducted
themselves during their stay in the
city was paid by a senior officer at
Police Headquarters to-day. 'Their
conduct has been exemplary,' he
said. He added that he had not
heard of a single unpleasant inci-
dent in which the visitors had been
involved."

Ed., "The Navy."]

The Navy

LETTERS TO THE EDITORS

QUEEN ELIZABETH'S POCKET PISTOL

Sir,
I was in Dover and saw the
old cannon mentioned by J. N.
Barcham in "The Navy" of April,
1948. It was made of bronze. I
think, and on it was inscribed this
couplet:

"Serve me well and keep me
clean,
I'll send a ball to Calais
green."

I won't swear that this is quite
correct as to the fact that was
inscribed, but the old rhyme has
been in my memory since I was
about ten years of age in 1875.
I went round Cape Horn in the
S.S. "Norfolk," Captain Tonkin.
Your magazine interests me
greatly, and I admire it very sin-
cerely. My great grandfather was
Captain Philip Gidley King, and
his son, Philip Parker, attained the
rank of Admiral. I hope that this
may be of some interest, I mean
as regards the Pocket Pistol.

Yours truly,
John H. King,
Mairburn,
Metung,
East Gippsland.

[Thank you for your most in-
teresting letter, which will be of
interest to readers of "The Navy"
generally, and to Mr. Barcham in
particular, throwing light as it
does on Queen Elizabeth's Pocket
Pistol. Your trouble and courtesy
in writing are much appreciated.
—Ed. "The Navy."]

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affecting servicemen or their dependants. Any member
or ex-member of the Forces who believes he has not
been given the treatment to which he is entitled, under
the Re-establishment and Employment Act or other-
wise, is invited to place the facts of his case before
the Legal Service Bureau, either by letter or by
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Attorney-General of the
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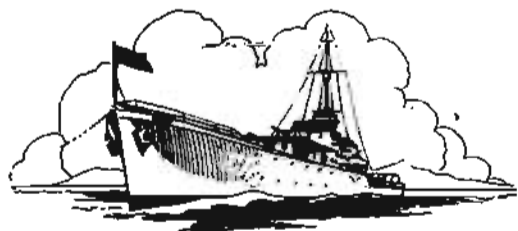
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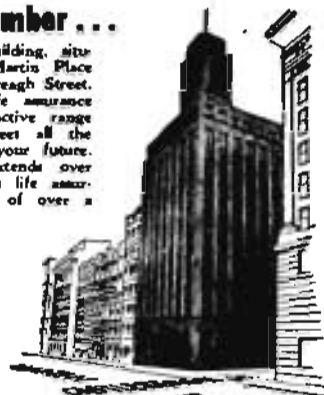
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THE NAVY Australia's Maritime Journal

Vol. II. JUNE, 1948. No. 6

STUFF OF TRADITION

THE decision to perpetuate the names "Sydney" and "Melbourne" in those to be given to the two light fleet aircraft carriers being acquired by the Royal Australian Navy is one for general satisfaction. Herein lies the stuff of tradition, the roots of that proper pride which is the foundation of national greatness and which, in an awareness of the past, moulds and refines the future. The names reach back beyond the ships that previously bore them. They reach back beyond the cities for which those ships were named. They are associated with the earliest days of this country in which we have justifiable pride and of which we hold bright hopes, and with the days of expansion of that Empire of which this country is now a not inconsiderable partner.



The first H.M.A.S. "Melbourne."

In their time, Thomas Townshend, 1st Viscount Sydney, and William Lamb, 2nd Viscount Melbourne, contributed in large measure to the Empire and to Australia. In the comparatively short period that has passed since those contributions were made, the cities that bear their names have grown to be two of the brightest stars in the Imperial constellation, a tribute alike to them and to their brother statesmen, British and Australian, and to the virility of this country and its people.

THE NAVY

THE contributions that those statesmen made were possible by reason of the Navy. British heritage of sea power gave us our heritage of Aus-

tralia. The Empire was founded upon, and rests upon, sea power; and the Navy's association with Australia is of the earliest, from the days of Dampier and Cook, from those of the first settlement with the First Fleet under Phillip.

The line of Government springs from those Naval Captains who administered the Colony in its infancy. The settlements grew and flourished, the towns were founded and rose to the status of cities, the country was opened up and made fruitful, and the Colonies were welded into one nation, under the shelter of the Navy. With nationhood came the demand for an Australian Navy, and in 1913 that Navy was born when the battle cruiser "Australia," "on a bright, calm October day," passed in between the Heads at Port Jackson, followed by the cruisers "Melbourne" and "Sydney."

THE SHIPS

IT was given to that first "Sydney" to make Australian history on the 9th of November, 1914, when, after a gun duel, she drove the German cruiser "Emden" ashore, a wreck on a reef at Cocos Island, in the Indian Ocean. It was her sister ship, the "Melbourne," that gave her the opportunity to make that history. The two cruisers, with "Melbourne" senior officer, were escorting the First Convoy of the A.I.F. to leave Australia. On receipt of the signal from Cocos Island that the "Emden" was approaching the shore and sending a landing party in boats, the "Melbourne" increased her speed and turned sharply westwards towards the threatened island; then, as her captain remembered his responsibility for the safety of the convoy, he slackened speed again, swung back to station at the head of the convoy, and signalled to the "Sydney," the warship nearest to the island, to raise steam for full speed and run down to Cocos.

"The action of the "Melbourne's" captain, says Volume IX, the Naval Volume of the Official History of Australia in the War of 1914-18, "passed almost unnoticed for some months, but at a later

date it was recognized as highly meritorious, and a high authority on British naval history (Admiral Sir Herbert Richmond) has quoted it as worthy to take a place among the classical examples of devotion to duty."

Subsequently both cruisers served well, if unspectacularly, during the 1914-18 war, in the West Indies, the North Atlantic, and with the Grand Fleet. Eventually, having lived out their lives after the war they were, with the rebuilding of the Squadron in 1929 with the eight-inch gun cruisers "Australia" and "Canberra," broken up, the "Sydney" in her name port, where her foremast remains as a harbour mark, and the "Melbourne" in England.

The second "Sydney," a larger and more powerful vessel than her namesake, commissioned in 1935. On her way from Britain—where she was built—to Australia, she spent some time in the Mediterranean during the Abyssinian crisis. With the outbreak of war in 1939 she was the first of the Australian cruisers back in that sea. There, as did her predecessor in the Indian Ocean, she made Australian history again when she outfought and destroyed the Italian cruiser "Bartolomeo Colleoni" in the fight off Cape Spada, Crete, on the 19th July, 1940. She met her end in November of the following year in action with the German raider "Kormoran," in which both ships were sunk.

Now a new "Sydney" and "Melbourne" are to join the fleet of the Royal Australian Navy. As aircraft carriers they will, in the changes which have taken place in the naval exercise of sea power, be the spearhead of our naval strength. Modern vessels of 14,000 tons, nearly 700 feet in length and 80 feet of beam, they will, with their Sea Fury fighters and Firefly strike aircraft, extend the range and hitting ability of sea power. And in the names they will bear will accrue to them that added strength which tradition gives—that tradition of devotion to duty and fortitude in battle established by their forerunners, which grows as a source of strength to the Royal Australian Navy in general.

Continued on page 22.



The second H.M.A.S. "Sydney."



NAVY SPOTLIGHT

The Captain and officers of H.M.A.S. "Australia" had the quarter-deck turned into a perfect flower garden for their dance on board, on their return from New Zealand last month. Decorations on a lavish scale included an ornamental fountain of autumn blooms.

Blue water sprayed from the floral fountain and there were huge hanging vases of flowers round the bunting-decked hand-rail.

There were a number of dinner parties at the Royal Yacht Squadron before the dance.

In Rear-Admiral and Mrs. Farncomb's party were Doctor and Mrs. V. M. Coppleson and Captain and Mrs. Hutcheson, who have returned recently from a trip to England.

Commander and Mrs. W. Armitage entertained Captain and Mrs. "Copper" Morrow. Commander and Mrs. T. Gellatley's

guests included ex-R.A.N. Doctor Malcolm Stening and Mrs. Stening and Mrs. W. F. Buchanan.

One gay party of young things on board included ex-R.N. Lieut. Tom Symon (who returned to Australia after his discharge and is studying medicine at the Sydney University), his wife Margot, Diane Patterson and Lieut. Carter, Lieut. M. Reid and Mrs. Reid and Connie and John Bovill.

Commander F. George was responsible for a "hot-dog" stall on the quarter-deck, which did a brisk trade at the end of the party, before guests went ashore.

Rear-Admiral and Mrs. Farncomb entertained a number of naval officers at present in Sydney, their wives, and friends, to cocktails on board the flagship, on May 4.

There was much interest among naval personnel in the preview of Embassy Pictures "Always Another Dawn" (made in conjunction with the R.A.N.) in Sydney, on May 4, for members of the Navy and the film industry. The world premiere will take place shortly, also in Sydney.

Among those present were Rear-Admiral and Mrs. G. D. Moore, Rear-Admiral and Mrs. Wishart, Captain J. C. Morrow, Captain and Mrs. G. Gant, Commander and Mrs. J. S. Mesley, Commander Ely, R.N., and Mrs. Ely and Lieut. and Mrs. R. Guyatt.

Rear-Admiral John Collins cut the "birthday cake" at the seventh anniversary of the W.R.A.N.S., which was celebrated in Melbourne at the Women's Services Club at the end of April.

Former W.R.A.N.S. First-Officer Mrs. D. Curtis-Otter presided, and Miss M. Cherry and Miss R. Barratt were present.

Christopher Lawrence, the baby son of Lieut. and Mrs. Max Reid, was christened on board H.M.A.S. "Australia" recently.

The R.A.N. Friendly Union of Sailors' Wives, which meets in Sydney on the first Thursday of every month, at 3 p.m. at David Jones' (George Street) upstairs tearoom, would like wives of all

ranks to come along for afternoon tea.

Young wives, those whose husbands are away at sea and who may be lonely, will be welcomed and introduced to other R.A.N. wives.

This old-established organisation is a means of keeping the wives of sailors in touch with each other. More members are, however, needed.

The President (Mrs. G. D. Moore, wife of Rear-Admiral Moore) invites wives who have not already joined up to telephone her at "Tresco," Elizabeth Bay (FA 6146) for further information.

Mrs. C. T. M. Pizey (wife of Rear-Admiral Pizey) was a guest of honour at the Melbourne branch of the English Speaking Union's At Home on May 5. Mrs. R. G. Casey was also a guest.

Lieutenant Peter Wilson (who is serving in H.M.A.S. "Australia") and Robin Hill, younger daughter of Mr. and Mrs. E. H.

Hill, of Flemington, Victoria, have announced their engagement.

Peter is the elder son of Mrs. Roland Wilson, of Frankston, Victoria.

Robin is planning to visit Sydney in June.

A farewell cocktail party on board the Norwegian ship "Torrens" was given by Admiral Lord Mountevans and Lady Mountevans, on the eve of their departure on the return half of their trip to Australia and New Zealand... on May 18.

Among the hundred guests who said farewell to the famous Admiral were senior officers of the R.A.N., Mr. Hughes, M.H.R., and Dame Mary Hughes, the Duchess of Crafon (at present visiting Australia), Sir Frederick and Lady McMaster and Mr. and Mrs. C. K. Kryger.

A Patron of the Ex-Naval Men's Association, one of the Admiral's first actions on arrival in Australia was to telephone the President of the Association's Sydney Branch (Commander O. McMahon).

He invited the President and committee members to luncheon so they could tell him something of the Association's progress over the past 18 years. (He returned to England in 1931 after two years in command of the R.A.N. Squadron.)

Another Englishman, ex-F.A.A. Lieut. A. W. (Tommy) Tucker, who visited Australia in the "Indefatigable," is to marry a Sydney girl. She is June, daughter of Brigadier C. E. and Mrs. Prior, of Manly.

The announcement came after a long-distance telephone call from Tommy at his home in Gloucestershire.

Commander Rodney Rhoades and his wife and family are off to Huskisson, where they will live while he is stationed at the newly established Fleet Air Arm station at Nowra.

Returned from the Australian Embassy at Washington, Lieut.-Commander and Mrs. R. Abel are in Sydney again.



Well-known Sydney girl, Toni Roberts, only daughter of Dr. and Mrs. Gregory Roberts, of Ross Bay, and Michael Palmer, ex-R.N.V.R. He arrived by air from England last week end and is the youngest son of the late John Palmer and Mrs. E. M. Palmer, of London.



Princess's waiter, Gracel, puts into operation telegraphed instructions from Adelaide K.C., Mr. Harry Alderman, as he arranges party fare for the 21st birthday of Miss Judith Alderman, pictured here with her guests, Lieut. Peter Newby, R.A.N., Miss Toni Short, Lieut. David Meslam, R.N., and her sister, Miss Phil Alderman.



—Photo courtesy "The Argus."

"To-day practically the whole of the clip is normally sold by auction in Australia."

"REVENONS A NOS MOUTONS"

FROM HUMBLE BEGINNINGS THE SHEEP HAS JUSTIFIED THE FAITH OF CAPTAIN COOK IN THE ABILITY OF THIS COUNTRY TO PRODUCE FROM THE LAND, AND HAS DONE MUCH TO ESTABLISH THE PROSPERITY OF AUSTRALIA AND AUSTRALIAN SHIPPING.

By John Clark

"WE are to consider," wrote Captain James Cook of the eastern side of Australia which he discovered, "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 ever can be brought into the country." He had the seeing eye, which

was not vouchsafed to all of his immediate followers. And in the broad picture it saw truly. As to his final sentence, we have seen the times when drought has taken a severe toll of the great flocks of Australia's sheep, and the provender has been insufficient. But he may be excused for not thinking, perhaps, in the millions that the

jumbucks have numbered. How short, really, was the time between his making of his prophecy and that when this extensive country, seen by him "in the pure state of nature," had followed in the path of her Mother and risen to wealth as England had when, as G. M. Trevelyan says, in "English Social History," "The woolsack, the symbolic seat of England's Chancellor, was the true wealth of the King and of his subjects, rich and poor, cleric and lay, supplying them with coin over and above the food they wrung from the soil and themselves consumed."

The seeds of Australia's wealth were sown in the years of her infancy. Captain Phillip brought seventy Bengal sheep from the Cape to Australia in the First Fleet. That was in 1787, and with the exception of one they were all dead by the following year. In 1793, about thirty sheep of Indian breed arrived from Calcutta, and a few English sheep from Ireland. It was the effect of local conditions on the progeny of the Indian sheep that appealed to John Macarthur, who had arrived in Sydney in 1790.

The covering of the Indian sheep was hairy, but that of their locally born offspring was more like wool, and Macarthur came to the conclusion that, given good merinos from which to breed, fine wool could be grown in Australia. When, therefore, in 1796, the "Reliance" and "Supply" were sent from Sydney to the Cape for stores, Macarthur asked their captains, Henry Waterhouse and William Kent, to buy "any fine-woolled sheep that offered." Each of them—says "The Australian Encyclopaedia"—shipped thirteen, but apparently only those in the "Reliance" arrived safely. Macarthur bought eight of them, three rams and five ewes, at fifteen guineas each. With these first-comers, and with subsequent importations from the flocks of King George III, he laid the foundations of the present Australian merino.



—Photo courtesy "The Argus."

Loading frozen lamb into an overseas steamer at an Australian port.

It was not long before the value of Australian wool was recognised overseas. The first shipment was sent to England in 1807. It was not a large one—245lbs. of merino wool. But its fine quality caused a keen demand. Fourteen years later, in 1821, wool from Macarthur's flocks realised ten shillings and fourpence a pound at auction in London. The following year, at a fair held at Parramatta, rams from his flock were sold for as much as £300 a head. Both Cook and he were justified in their faith and expectations.

In the early days the wool was sent to London for sale. Local selling began when merchants trading in Australia bought the clips of smaller growers, and sent them to London for sale there in order to provide funds for the purchase of English goods for transport to and sale in Australia. These merchants were not wool men. To advise them in their wool purchases they used the services here of experienced Yorkshiresmen. The demand widened, and the speculative buyers of wool

appeared on the scene. It was not until 1843 that Thomas Sutcliffe Mort inaugurated local wool auctions on a more or less regular basis. To-day, practically the whole of the clip is normally sold by auction in Australia, the yearly sales running into millions of bales.

Wool brought wealth to Australia. It also brought ships, and in the days of sail the era of the wool clipper was—with that of the China tea trade—the golden age of the winged ships. Thompson of Aberdeen was first in the field with the clipper ship to Australia, the "Phoenician," of 478 tons, Captain Sproat, making the passage from England to Sydney in ninety days, twenty-nine days under the average. That was in 1849, she arriving in Sydney on the 21st July of that year. "Phoenician" blazed the trail, but down the years others followed in her wake, and the shipping columns in the newspapers of the second half of the century listed the names of famous ships on the berth for wool in Australian ports.

"Cutty Sark," "Cimba," "Patriarch," "Thermopylae," "Woolahra," "Loch Vennachar," "Salamis," "Orontes," "Blackadder," "Aristides," "Mermorus," "Serica," "Samuel Plimsoll," "Star of Italy" . . . the lovely names of the lovely ships have become household words in the sea annals of Australia.

The harbour at Port Jackson must have been a great sight in those days when the wool clipper were lying there at anchor waiting for the clip to come down country, to be shipped for the race home for the London sales. "When everything had been done to make the waiting ships like so many perfectly kept yachts," says Basil Lubbock in "The Log of the Cutty Sark," "discipline was somewhat relaxed. Shore leave was given to the apprentices, and Saturday afternoon picnics were arranged in which different ships often joined in entertaining the girls of Sydney. . . . And every evening the quiet waters rang with the dog-watch sing-songs of

Continued on page 54.

SHIPBUILDING IN AUSTRALIA

IN BOTH NAVAL AND MERCHANT SHIPBUILDING AUSTRALIA'S CIVILIAN WAR-TIME EFFORT WAS A CREDITABLE PERFORMANCE, AND THE INDUSTRY IS NOT BEING PERMITTED TO LANGUISH IN TIMES OF PEACE.

By "Temple"

SHIPBUILDING in Australia has been of spasmodic growth, but is not of recent birth. Of late years it has, as an industry, added cubits to its stature. But it has seen its periods of expansion before this latest extension. The first period of considerable growth was that during and immediately after the 1914-18 war, but before that there had been considerable shipbuilding activity in Australia in smaller vessels, and as far back as the time of the Crimean War we find an Australian Government building for naval defence, when the New South Wales Government built the "Spitfire"—a wooden ketch of 65 tons, with a 32-pounder gun mounted astern—in Sydney.

With the 1914-18 war, shipbuilding received a great impetus, and six naval vessels were built in Sydney—the two cruisers "Brisbane" and "Adelaide," the three destroyers "Huron," "Torrens" and "Swan," and the collier "Biloela." Merchant shipbuilding on a considerable scale took place at the close of the war, both wooden and steel ships being built, and yards in Queensland, New South Wales, Victoria and South Australia being employed.

The largest programme was that of the "D" and "E" class steel cargo vessels of approximately 5,000 tons, the "D" class being well-deck vessels, and the "E" class shelter deck. These ships were built for the Commonwealth Government Line, but were later, with the disposal of the Line, sold to private owners, a number of them being retained in the Australian coastal trade. As did the naval vessels built in Australian yards of Aus-

tralian steel, these vessels proved themselves in the excellence of their material and workmanship. Some of them have been for years employed in the testing iron ore trade and have stood up to it second to none.

The last two ships built for the Commonwealth Government Line in Australia were the most ambitious merchant vessels in respect of size up till then constructed in local yards. They were completed in the early 1920's at Sydney, and were large, twin-screw cargo ships, the "Fordsdale" and "Ferndale," of 10,000 tons gross. Built for the overseas trade, they were fitted with large refrigerated space. Both of these ships were sold, with the "Bay" class passenger steamers, to the Kylesant Shipping group. The "Ferndale" was later lost in the Mediterranean when she ran ashore. The "Fordsdale" is still in service, and performed valuable functions in the recent war.

For a while in the between-war period there was a lull in shipbuilding in this country, and the industry languished. The mid-1920's, however, saw the inauguration of the five-year naval programme, and although the two main units of that programme, the 10,000-ton cruisers "Australia" and "Canberra," were built on the Clyde, some benefit did accrue to the local industry, the seaplane carrier "Albatross" being constructed at Cockatoo Island Dockyard, while the New South Wales Government Dockyard at Walsh Island, Newcastle, built a floating dock with the aid of a Federal Government subsidy.

With the later naval expansion

programmes initiated as the threat of war became more apparent in the 1930's, more naval vessels were laid down in Australia at the Cockatoo Island yard, the four sloops, "Yarra," "Swan," "Parramatta" and "Warrego," and two boom working vessels. Later, the first of the three "Tribal" class destroyers—the "Arunta"—was laid down, and two additional boom working vessels were ordered.

It was with the advent of war in 1939 that the shipbuilding industry began really to speed up, and the following year saw the development of a programme that was to reach imposing proportions and call for great expansion of existing facilities and the opening of additional yards, with a tremendous expansion of the number of persons engaged in the industry.

In 1940 the first of sixty corvettes was laid down at Cockatoo Island Dockyard, and before many months had passed these vessels were being built at other yards throughout the Commonwealth, the firms employed on corvette construction being, in addition to Cockatoo: Mort's Dock & Engineering Co. and Poole & Steele, Sydney; the Broken Hill Pty. at Whyalla, South Australia; Evans, Deakin & Co., Brisbane; Walker's Ltd., Maryborough, Queensland; the N.S.W. Government Dockyard at Newcastle, and the Melbourne Harbour Trust at Williamstown, Victoria.

The largest of the naval vessels built were the three "Tribal" destroyers, "Arunta," "Warra-munga" and "Bataan" at Cockatoo. But a later programme involved the building of vessels not much smaller than the 1,850-ton



—PHOTO COURTESY "THE ARGUS."

Discharging Australian wool and frozen lamb from a steamer in London Docks.



The dark ribbed bow of H.M.A.S. "Tobruk" before her launching at Cockatoo Island Dockyard.

destroyers. These were the frigates, of 1,600 tons, of which twelve were constructed, the Maryborough, Newcastle, Sydney, Williamstown and Brisbane yards being involved in this work.

Meanwhile, the building of small ships went on at a constantly expanding rate. At points inland and on the coast, in every State in the Commonwealth, Australian workmen, in established and improvised shipyards, turned out no less than 30,037 small craft for the prosecution of the war in the islands. These included self-propelled lighters, tugs, trawlers, work boats, supply boats and landing craft.

In March, 1941, the Australian Shipbuilding Board was established as the controlling authority for the building of merchant ships in the Commonwealth, and a comprehensive programme of merchant shipbuilding has been carried out, and a vital contribution made to the sea-freight carrying capacity of Australia. This programme included thirteen "River" class freighters of 9,000 tons, four "B" class freighters of 6,000 tons,

eight "D" class cargo vessels of 2,980 tons, and five "E" class motor ships, each of 550 tons deadweight, for the Australian coastal trade. An additional programme called for the construction of 25 "C" class vessels of between 4,000 and 5,000 tons deadweight. On the naval side, the Federal

Government considered proposals made by the Defence Committee to maintain continuity of employment at the naval dockyards, and decided to lay down two 1,800-ton "Battle" class destroyers, one at Cockatoo Island Dockyard and one at Williamstown Naval Dockyard. The first of these, H.M.A.S. "Tobruk," was launched in Sydney last December. The second will be launched later this year at Williamstown.

In addition, approval was given to the construction of four "Darling" class destroyers for Pacific service, two each at Cockatoo Island and Williamstown Naval Dockyard.

Taking all in all, Australia's shipbuilding effort during the war represented a notable civilian achievement which contributed in no small measure to victory in the South-west Pacific; and the quality of the work turned out reflects credit on Australian materials and technical ability. Forced in growth by the war, it is a good thing to see that the Industry, of such great importance in Australia's national life, is not being allowed to languish during peace.



Preparing the launching gear at the launching cradle of H.M.A.S. "Tobruk."

GO TO SEA, MY LAD

BUT FOR THE AUSTRALIAN BOY IT IS NOT SO EASY TO ENTER THE MERCHANT SERVICE.

by Robin Rums

TIME, the author of this article is reminded, marches on. And time brings changes. Faintly he remembers signing his indentures when he "was bound apprentice."—not in famous Lincolnshire, but in equally famous London—thirty-eight years ago, and, incidentally, earning a rebuke from his father for smudging his signature. The contract entered into between him and a well-known shipping company included, among other things, the stipulation that he would, on satisfactory behaviour, receive payment to the extent of twenty-five pounds sterling for the period of three years' indenture, at the rate of five pounds for the first year, eight for the second and twelve for the third. He would, in addition, receive twelve shillings and sixpence a year in lieu of washing.

Time, as was said before, marches on. A few weeks ago, an American friend resident in this country obtained a position for his son on board an American ship calling at an Australian port. The boy, seventeen years of age, was anxious to go to sea, and arrangements were made to ship him as an engine wiper. He started off—with no previous experience—at sixteen pounds a week! Evidently, the writer of this article went to sea too early in the century.

However! Where the sixteen pounds a week will lead to, this author cannot tell. In his own case, the twenty-five pounds for three years led eventually to a Master's certificate and a pleasant life at sea for a number of years, with a salary that, if not princely, at any rate kept the wolf from the door.

"Many shipowners" says "Lloyd's Calendar," speaking of ways and means of becoming a deck officer in the Merchant Service, "have discontinued their former practice of requiring pre-

miums on apprenticeship, and this modification makes it possible for boys whose parents might not have been able to afford to place their sons as apprentices to do so now."

That was how the author became an apprentice. Under the aegis of the Shipping Federation Ltd., of London, an association of shipowners with a scheme for encouraging their members to apprentice boys who wish to become seamen. This arrangement enabled suitable boys, apprenticed at the age of fifteen, to go to sea under slightly better conditions than obtained in the fo'c'sle. Better to the extent that the boys lived together in a half-deck—four or six of them—and nominally enjoyed a slightly higher status than their fo'c'sle opposite numbers, the deck boys. They were also, to a limited degree, taught the mysteries of the profession they essayed to embrace.

But—and this, of course, is only personal experience and not necessarily standard—the extent of that teaching depended on the boy himself. He had to go out after it in his own time. It was not served up to him in ship's time in any organised schooling. He read—or did not read—his Reid's Seamanship and Nicholl's Guide, and thumbed, or let lie neglected, his Norrie's Tables. For most of his working day he scrubbed decks, soojie-moojied paintwork, and cleaned brass. If he was in sail he learned, perforce, the practical side of his job. Under the three-year indentures he became, at the end of his period, an Able Seaman or, if he was fortunate, was able to fill in the additional year's sea time necessary before he could sit for Second Mate, as a junior officer.

That was one way for the lad whose parents found it expedient to get him an inexpensive apprenticeship to go to sea.

Another, and cheaper, way—since it involved less cost in outfit—was for the boy to go in the fo'c'sle as a deck boy. Either way, mental capacity being equal, their opportunities for advancement via the Board of Trade examination rooms to the bridge were—and are—equal. The examination for Second Mate is open to any boy who is not less than eighteen years of age who can pass the Board of Trade—or associated body—eight tests, and who has been four years at sea. Having the certificate, he is qualified to take charge of the bridge at sea. When he has done twelve months in charge of a watch, he can sit for his First Mate's certificate. Eighteen months' further service at sea—twelve months of which must be as Second Mate—and he can sit for his Master's certificate.

It is not, therefore, necessary to be the child of well-off parents to climb the ladder of success that leads to command of the bridge in the Merchant Service.

It is, of course, possible to do the job in greater comfort and better style. "Where," says "Lloyd's Calendar," "parents or guardians can afford to give lads a special training, a course for a period of two to three years on the 'Conway' (Mcraey) or 'Worcester' (Thames) training ships, or at the Nautical College at Pangbourne, is a good introduction to life in the Mercantile Marine. Two years' training at one of the above is counted as one year's sea service for the purpose of the Board of Trade Second Mate's Examination. . . . Some shipowners engage apprentices exclusively from among 'Conway,' 'Worcester' or Pangbourne cadets, and many shipowners offer them preferential terms of apprenticeship."

Continued on page 86.

TORPEDO AND ANTI-SUBMARINE SPECIALIST

COMMODORE W. A. DALLMEYER, D.S.O., R.N., HAS HAD PRACTICAL EXPERIENCE IN ANTI-SUBMARINE WORK IN THE WEAPONS OF WHICH HE IS AN EXPERT, AND EARNED HIS D.S.O. FOR SINKING A GERMAN U-BOAT IN THE RECENT WAR. HE IS NOW COMMODORE SUPERINTENDENT OF TRAINING AT FUNDERS NAVAL DEPOT.

THAT members of any of the naval forces of the British Commonwealth of Nations are brothers-in-arms in an empire-wide fraternity was recognised by Commodore W. A. Dallmeyer—the present Commodore Superintendent of Training, Flinders Naval Depot—with his first sea-going appointment. That was over thirty years ago, when he was appointed as Midshipman to H.M.S. "Royal Sovereign" and found himself shipmates with six Australian Midshipmen, including the present Rear-Admiral Commanding the Royal Australian Naval Squadron (Commodore H. B. Farncomb).

Commodore William Alexander Dallmeyer, D.S.O., R.N., was born at Cheshire, England, and spent most of his boyhood in York, where his father was with the North Eastern Railway Company. He entered Osborne in September, 1914, and passed through that college and Dartmouth in an accelerated course of three years, going to sea in the "Royal Sovereign" in 1917. With a short break in the destroyer H.M.S. "Viceroy" to Copenhagen at the end of 1918, when there was some trouble in the Baltic, he spent some years in the "Royal Sovereign" as Midshipman and Acting Sub-Lieutenant, being present at the sinking of the German Fleet at Scapa Flow and later proceeding in her to the Eastern Mediterranean to Turkey and the Black Sea, where some casualties were suffered by the ship when landing troops to help the Greeks. Altogether, his period in the battleship lasted until August, 1920, at Constantinople, when he was appointed to the minesweeper H.M.S. "Truro," and the scene shifted to Ireland during the time of the Sinn Féin trouble.

The "Truro" was engaged on coastguard duties round the southern and western coasts, and on one occasion the young Sub-Lieutenant commented to an Irish Patriot on the fact that, although the Sinn Féiners were definitely and actively opposed to the British troops there, they did not seem to have any grudge against the Navy. "Shure," said the Irishman. "We have no quarrel with the Navy. That's not run by the Government; that's run by the Admiralty!"

It was there that Commodore Dallmeyer found another association with the R.A.N., Captain Glosop, who had commanded H.M.A.S. "Sydney" at the time she sank the "Emden," being the Officer-in-Charge of the Coastguards.

Following the Irish interlude, he served for six months in H.M.S. "Warspite," and then did courses, six months at Cambridge, and nine months at Portsmouth, at Whale Island and H.M.S. "Vernon." At the beginning of 1924 he passed out as Lieutenant, and was appointed to the cruiser H.M.S. "Concord," and again proceeded to the Mediterranean and the Bosphorus, at the time the Turkish armies of Mustapha Kemal were threatening to invade Europe after their victories over the Greeks in Asia Minor. The "Concord" subsequently came on to Australia, where she was exchange cruiser with H.M.A.S. "Brisbane" in 1925. Commodore Dallmeyer did not, however, come with her, proceeding instead to England in H.M.S. "Eagle," there to stand by H.M.S. "Purious," which was converting to an aircraft carrier.

There followed a period ashore, first taking the long torpedo course—one year at Greenwich and another at Portsmouth—and then remaining at Portsmouth for some time on the instructional staff.

In 1928 Commodore Dallmeyer proceeded to New Zealand and there joined H.M.S. "Dunedin" as Squadron Torpedo Officer to the New Zealand Squadron. This gave him his introduction to Australia, for in mid-1929 the two cruisers of the New Zealand Squadron joined the R.A.N. Squadron under Rear-Admiral Evans and carried out exercises in Hervey Bay, culminating in a State entry of all ships into Sydney Harbour, where the Governor-General (Lord Stonehaven) took the salute from H.M.A.S. "Marguerite." From New Zealand Commodore Dallmeyer returned to England to join "Exeter," then building, as Torpedo Officer, receiving his half stripe in 1930. He remained in H.M.S. "Exeter" for four and a half years. The ship was at Invergordon at the time of the mutiny, but she herself was not affected.

Continued on page 22.



From "Exeter" he proceeded to H.M.S. "Renown" at Christmas, 1934, later proceeding in that ship to Gibraltar in company with H.M.S. "Hood" at the time of the Abyssinian crisis, subsequently continuing on to Alexandria, where "Renown" became the flagship of Admiral Charles Forbes, Second-in-Command of the Mediterranean Fleet. In June, 1936, Commodore Dallmeyer was promoted Commander, and appointed to the Vice-Admiral's staff, remaining there with Admiral Forbes' successors (Admiral Blake and Admiral Andrew Cunningham). He then motored home to England across Europe and, until the outbreak of war in 1939, was at Portsmouth in H.M.S. "Vernon."

In December, 1939, he was appointed, as Commander, in command of the destroyer H.M.S. "Highlander," a command he held until February, 1941. He saw considerable activity in "Highlander," in the Norwegian campaign in 1940, at St. Nazaire at the time of the fall of France, screening the "Ark Royal" and the "Glorious" shortly before the "Glorious" was sunk by the German capital ships. Then followed a period of convoy work with the fast Middle East convoys, during which period he never saw a ship lost.

Commodore Dallmeyer was awarded the D.S.O. while in the "Highlander" for sinking a German U-boat. The destroyer picked up about 20 of the Germans after sinking their ship, and the U-boat's commanding officer turned out to be the man who had torpedoed the "Empress of Britain."

In March, 1941, Commodore Dallmeyer was appointed to H.M.S. "Albatross" in command, with the rank of Acting Captain, being confirmed in that rank the following June. "Albatross" was based at Freetown, and carried out dawn and dusk patrols with Walrus amphibians, and did special jobs. From her he returned to England, and for two and a half years—from February, 1922, to August, 1944—was at Admiralty, being stationed at Bath in D.O.T.M.'s Branch, in charge of the Anti-Submarine Weapons Section.

In November, 1944, he was appointed to the aircraft carrier H.M.S. "Venerable" in command, sailing from the Clyde in March, 1945, for the Pacific, flying the Flag of Admiral Harcourt. H.M.S. "Venerable" was too late for the Pacific war, but spent some time transporting troops, covering 50,000 miles between leaving Sydney in August, 1945, and returning to that port in August, 1946. Returning to the United Kingdom, he was Captain of the Minesweeping Training School at Port Edgar, on the Firth of Forth, from October, 1946, until December, 1947, when he left to take up his present appointment.

Married in 1935, Commodore Dallmeyer has a son of ten years of age, at present at school in England, and two daughters of four years and two years of age respectively, who, with Mrs. Dallmeyer, accompanied him to Australia, and are living at Flinders Naval Depot.

craft and munitions production. Of naval authorisations for £21,693,000 in 1947-48, £9,278,000 had been placed at the 29th February. Authorisations would soon be placed for the first aircraft carrier, for aircraft to be delivered during the next two years, and for stores for the air component and air stations. Agreement had been reached with the United States on acquisition of American assets at Manus, and authority had been given for further measures for use of Manus as an advanced base.

Ever since Imperial Defence became a matter not for the Imperial Government alone but for participation by the Dominions also, Australia has borne her share of responsibility to an extent not equalled by her Dominion sisters. Indeed, over long periods she contributed more than all the others put together. That her geographical situation makes Imperial Defence a matter of peculiar importance to her does not detract from her action in this regard. And there is ground for satisfaction in the knowledge that she is continuing the policy of easing, as far as possible, the burden on the Mother Country, especially in the circumstances at present existing.

EDITORIAL

Continued from page 11.

FIVE YEAR DEFENCE PROGRAMME

AUSTRALIA'S growing importance in Imperial Defence was made evident by the Minister for Defence (Mr. Dedman) when he presented a progress report on the five-year defence programme to the House of Representatives on the 30th April. The Commonwealth's immediate and particular defence interest, he said, was the development of Australia as a main support area in the Pacific. This related not only to the armed forces, but also to the strategic development and distribution of resources of the British Commonwealth.

The five-year programme—involving the expenditure of £250,000,000—includes research, especially in the fields of aeronautics and long-range weapons; naval expansion; military and air development; and the development of supply, including air-

SEAS, SHIPS AND SAILORS — by NORJON

THEY DISAPPEARED — No 8

ON MARCH 20, 1912, the 3660-TON STEAMER "KORNBANK" OF THE ADELAIDE S.S. CO. LEFT PORT HEDLAND, WA. FOR BROOME, WITH 136 PERSONS ONBOARD. A CYCLONE WAS OPERATING ON THE COAST NEARBY, SINKING A NUMBER OF SMALL CRAFT, AND IT IS BELIEVED THAT THIS FINE SHIP WAS OVERWHELMED OFF CONDON, AND FOUNDERED WITHOUT TRACE.

IT IS OF TRAGIC INTEREST THAT THIS LOSS OCCURRED TWELVE MONTHS ALMOST TO THE DAY AFTER "YONGALA", OF THE SAME LINE DISAPPEARED IN SIMILAR CIRCUMSTANCES OFF THE QUEENSLAND COAST.



HONEST MAN

FOR 160 YEARS THIS 10-FOOT METAL MAN HAS POINTED THE WAY INTO THE HARBOR AT SUGO, EIRE. — A LIGHT SHOWS THE WAY AT NIGHT. UNKIND PEOPLE SAY THAT THIS FIGURE IS "THE ONLY HONEST MAN IN SUGO."



PIRATE'S FATE

HENRY MAINWARING, 8th BARONET, DECIDED AT THE AGE OF 24 TO BECOME A PIRATE — AND WAS QUITE A SUCCESSFUL ONE. HE THEN HAD A CHANGE OF HEART, AND REFORMED. WHEN HE DIED, AGED 66, HE HAD BEEN PARDONED BY JAMES I. IN 1649, KNIGHTED IN 1648, HAD BEEN MEMBER OF PARLIAMENT FOR DORSET, BORN OF DORSET HOUSE, AND A VICE-ADMIRAL OF THE BRITISH NAVY.



£30,000,000!!
... IN GOLD AND SILVER BARS, PLATS, BULLION, AND "PIECES OF EIGHT," LIES AT THE BOTTOM OF VIEGO BAY, SPAIN. A SPANISH FLEET OF 17 SHIPS, WITH 28 FRENCH SHIPS AS ESCORT, WAS ATTACKED BY BRITISH AND DUTCH WARSHIPS IN 1703 — 270 SUNK; ONE ONLY SURVIVED!!



EAT DRINK AND BE MERRY

IF THE WAY TO A MAN'S HEART LIES THROUGH HIS STOMACH, THEN THE SEAMAN OF THE PAST — AND THE NOT SO VERY DISTANT PAST — MUST HAVE BEEN TOUGH IN BOTH PARTICULARS.

by Ronben Runzo

CUSTOM dies hard at sea. In his Introduction to the "Everyman's" Edition of Hakluyt's "Voyages," John Masefield lists the full daily allowance of food and drink issued to Elizabethan seamen. Beer heads the list, the daily allowance for each man being one gallon. As to the more solid foods, each Elizabethan sailor was entitled each day to one pound of biscuit or bread; one pound of salt beef, or salt pork with pease on Sundays, Mondays, Tuesdays and Thursdays; a quarter of a side of salt fish, ling, or cod on Wednesdays and Saturdays, with half of that allowance on Fridays; seven ounces of butter or olive oil on Wednesdays and Saturdays; and fourteen ounces of cheese on Wednesdays and Saturdays, and seven ounces on Fridays.

In a book published during the first decade of the present century, "England's Duty to Her Merchant Seamen," the author, Mr. A. E. Cay, of Adelaide, South Australia, sets out the scale of provisions posted in the forecabin of a British sailing ship trading from Liverpool in the early years of this twentieth century, and to be allowed and served out to the crew during the voyage. By it, each seaman was entitled to three quarts of water and one pound of bread daily, with one-and-a-half pounds of beef four times a week; one-and-a-quarter pounds of pork three times; half a pound of flour three times; one-third of a pint of peas three times; and half a pound of rice once, weekly. To flavour the water, and as a substitute for the Elizabethan beer, the twentieth century seaman was entitled to one-eighth of an ounce of tea, half an ounce of coffee, and two ounces of sugar daily.

Essentially, there had not been

a great change in the basic scale in the intervening three to four hundred years. Doubtless in the Elizabethan times there were ships better found than others, ships that were, within the limitations of the times, well fed. Doubtless there were, during the intervening period, commanding officers who had the interests of their men at heart—more particularly in regard to their health so far as food and drink were concerned, men such as Admiral Vernon, Captain Cook, and Nelson—in the same way as in recent times there have been shipping companies and ships which have been known among



"The ships lying to, while the longboats plied between them with their cargoes of brandy."

seamen for their higher standard in food allowance.

But generally the story of the sea has been associated with poor provender, and in seeking an answer to the question "Who'd sell a farm to go to sea?" one would not look for it in the comparative food supplies.

Speaking of the Elizabethan beer, John Masefield points out that "It must be borne in mind that no man drank water at sea until the beer was expended." Water was always a problem. The difficulty of carrying and replenishing supplies on long voyages was ever present. Before the days of water tanks it was carried in

casks, "often," says Basil Lubbock in "The Blackwall Frigates," "old rum casks, which soon turned the water, if, as was often the case, they were not properly charred inside. London River water would foul and sweeten again several times on a voyage to the East. It has been described as being as thick as treacle, blue as indigo, with a smell that you could not stand up against."

Small wonder that the seamen drank beer while it lasted. It was the difficulty of carrying beer, and the amount of space that the casks took up, that induced the Navy to introduce spirits, rum and brandy, as the drink on board ship. They used to be served out neat, and there was much drunkenness. It was to counter that that Admiral Vernon, during the first half of the eighteenth century, had the rum watered down before it was issued. Because in bad weather he always wore a coat of green program, Vernon was known as "Old Grog," and the name grog was given to the watered down rum, and has stuck ever since.

The quantities of spirits carried—and consumed—must have been enormous. On his famous voyage round the world from 1740 to 1744, Anson's squadron was accompanied for part of the way by two victuallers, the "Industry" and the "Anna," pinks. "These were to attend us till the provisions we had taken on board were so far consumed as to make room for the additional quantity they carried with them, which, when we had taken into our ships, they were to be discharged." A few days after leaving Madeira Anson made a signal "for the ships to bring to, and to take on board their shares of the brandy from the "Industry" pink; and in this

the longboats of the squadron were employed the three following days."

It must have been a scene of great activity there on the smooth seas of the Atlantic tropics, with the six ships of the squadron—the "Centurion," "Gloucester," "Severn," "Pearl," "Wager" and "Tryal"—and the two pinks, the "Industry" and the "Anna," lying to, while the longboats plied between them with their cargoes of casks of brandy. Fifteen hundred and ten men, there were, in the ships of the squadron. But many of them were not to get their share of that brandy, for death from sickness was to take a heavy toll of them before many weeks had passed, and Anson was to write in his private record of the foul weather down by the Horn when there were "not men able to keep the deck sufficient to take in a Topsail, all being violently afflicted with the Scurvy, and every day lessening our Number by six, eight and ten."

Six, eight, and ten a day! The Squadron had sailed from St. Helena, Isle of Wight, on the 18th September, 1740. Twelve months later, on 1st September, 1741, Anson mustered his ship's company in the "Centurion" and found that from five hundred they "are now reduced by Mortality to Two hundred and Thirteen, and many of them in a weak and Low condition." A terrible casualty list, and no doubt helped largely by the food—and the spirits. "The Biscuit," says Mr. Thomas, who was teacher of mathematics in the "Centurion," "was so worm-eaten it was scarce anything but dust, and a little blow would reduce it to that immediately; our Beef and Pork was likewise very rusty and rotten, and the surgeon endeavoured to hinder us from eating any of it, alledging it was, tho' slow, yet a sure Poison."

Conditions did not change much over the years, and we find an admiral remembering his days at sea in the nineteenth century when "the biscuit that was served to the ship's company was so

light that when you tapped it upon the table, it fell almost into dust and thereout numerous insects called weevils, crawled; they were bitter to the taste, and a sure indication that the biscuit had lost its nutritious particles."

"For a long voyage at sea," writes Christopher Lloyd in "Captain Marryat and the Old Navy," "the staple diet was burgoo or skillygoolee (a gruel of mashed biscuit and gobbets of salt horse supposed to correct 'acid and costive humours'), dog's body (squashed peas), biscuits and salt junk. Living nearest the purser's



"Lastly, they scraped off the hair, and roasted or broiled it upon the fire."

stores, midshipmen had the first option on rats, which were sometimes skinned and laid out as on a butcher's slab for the highest bidder. Fresh water turned green in the casks before the ship had been at sea a couple of months; Rosario or Mistala was the usual drink. And there was always rum. Indeed, at the beginning of the last century a sailor's diet is best described as biscuits and rum."

In his description of the Acapulco Galleon in "A Voyage Round the World 1740-4," Richard Walter, the "Centurion's" Chaplain, tells how the Spaniards carried their water on shipboard in earthenware jars, which were "hung all about the shrouds and stays, so as to exhibit at a distance a very odd appearance." The

Acapulco Galleon relied—in a six months' passage across the Pacific—on the rains met with between the parallels of thirty degrees and forty degrees north to renew her supplies. "For this purpose they take to sea with them a great number of mats, which, whenever the rain descends, they range slopingly against the gunwale from one end of the ship to the other, their lower edges resting on a large split bamboo; whence all the water which falls on the mats drains into the bamboo, and by this, as a trough, is conveyed into the jars."

What do you know of fancy sea dishes? Christopher Lloyd has already told us of "skillygoolee." In "Roderick Random" Tobias Smollett tells us how Mr. Morgan, the surgeon's mate of the "Thunder," "ordered the boy to bring a piece of salt beef from the brine, cut off a slice, and mixed it with an equal quantity of onions, which seasoning with a moderate proportion of pepper and salt, he brought it to a consistence with oil and vinegar; then, tasting the dish, assured us it was the best salmagundy that ever he made." Roderick Random, by the way, breakfasted with his companions in the "Thunder" on biscuits and brandy!

Basil Lubbock, in "Round the Horn Before the Mast," tells us of dandyfunk and crackerhash. On board the four-masted barque "Royalshire" the dandyfunk was made by pounding biscuit to dust in a canvas bag, then mixing it to a paste with water, and adding molasses and jam and baking it. It was a mixture between a cake and a pudding, and Basil Lubbock found it extremely good, with the virtue of being "exceedingly stodgy, and filling up the chinks splendidly." For crackerhash you "save some of your salt junk from dinner, and mixing it up roughly with broken-up hard tack, have it baked by the cook, and thus you have something hot for tea." On board the "Royalshire" they went one better than the Ancient Mariner, and had albatross for breakfast one morning. "The meat of

A "Small Ships" Decoration

The M.L.s. Did A Great Job In The South West Pacific And These Decorations To A Flotilla Leader Affords Some Recognition

ERIC MERVYN HOWITT entered the Navy in Sydney as a Lieutenant, Royal Australian Naval Volunteer Reserve, on the 7th August, 1942. Appointed to Brisbane, additional for special duties at Ball River (as Milne Bay was known in those days) he moved on the following month to Townsville, additional for duty with Army Water Transportation Section. From there it was a long hop across to Moresby, additional for Base Staff at Milne Bay.

Up in New Guinea waters he spent his time in and around the M.L.s. attached to "Ladava," additional for pilotage duties, then to "Madang" as spare Commanding Officer for M.L.s. then in command, first of "M.L. 427," while there being promoted Acting Lieutenant-Commander, and S.O. 2nd New Guinea M.L. Flotilla; and later in command of "M.L. 808" as S.O. 2nd N.G.M.L. Flotilla. He returned to Australia at the end of 1945, and was demobilised 20th December of that year.

The Motor Launches had a busy and exacting time in the South-west Pacific, and performed duties of considerable assistance to the overall job in hand of defeating the Japanese. Lieutenant-Commander Howitt, with his local knowledge, was able to contribute a large share of weight-pulling in the achievement of the final objective, and he roved far afield in the M.L.s. around New Guinea and the adjacent islands, Borneo, and on to the Philippines. Let the citations to his awards of the Legion of Merit; Degree of Officer; and the Mention in Despatches, tell something of the story.

The Legion of Merit was awarded to him on the 8th July, 1944, "For exceptionally meritorious conduct in the performance of outstanding services to the Government of the U.S.A. in action against enemy barge traffic along the coast of New Guinea and the western coast of New Britain during the period from September, 1943, to January, 1944. Participating in numerous patrols aboard Motor Torpedo Boats in enemy controlled waters, Lieutenant Howitt piloted a bold and aggressive course by night through a strong hostile screen for the initiation of offensive operations against the enemy. By his marked ability to identify positions and navigate by landmarks, Lieutenant Howitt contributed essentially to the sinking or destruction of twenty Japanese barges, two auxiliary ketches and one torpedo boat, by patrols under his guidance."

The Mention in Despatches, which he was awarded on the 6th November, 1945, was "For outstanding courage, skill and initiative whilst serving in H.M.A. 'ML. 427' over a period of seven months, in operations in the Far East which covered the bombardment of Tarakan, Wewak, Labuan and Balikpapan, and the attack on the Lingayen Gulf, Aitape and Wewak."

Eric Mervyn Howitt is back again in civilian life in New Guinea, and is with the Marine Maintenance Section, Dreger Harbour, Pischhafen.

the great bird was as dark as mutton, and tasted very like mutton, with a strong fishy flavour." Basil Luddock thought it "awfully good."

South of the fortieth parallel on either side of the Morn, the "Royalshire's" crew were given "burgoo" for breakfast. Oatmeal has long been a staple food at sea, and known under the name of "burgoo." Away back at the turn of the Seventeenth and Eighteenth Centuries we find Dampier referring to "burgoo" in his "A Voyage to New Holland," and, incidentally, speaking slightly of the water they found at Sharks Bay, in Western Australia. "Next morning," he says, "my Men came aboard and brought a Rundlet of brackish water which they got out of another Well . . . but this Water was not fit to drink. However, we all concluded that it would serve to boil our Oatmeal, for Burgoo, whereby we might save the Remains of our other Water for drinking."

Talking of Dampier, his old friends the Buccaneers got their name from food, they originally being cattle hunters on the island of Hispaniola who took to piracy—and carried their name of "buccaneer" with them, from their custom of drying or "boucaning" the meat—when they learned what high profits were to be made from piratical pursuits.

They were tough, these pirates. Esquemeling, in his "Buccaneers of America," tells how, on their march across the Isthmus to Panama, being without food in a land where the Spaniards had destroyed everything and driven off the cattle, they ate some empty leather bags which the retreating Spaniards had left behind. "First they took the leather, and sliced it in pieces. Then did they beat it between two stones, and rub it, often dipping it in the water of the river to render it by these means supple and tender. Lastly, they scraped off the hair, and roasted or broiled it upon the fire. And, being thus cooked, they cut it into small morsels, and eat it,

helping it down with frequent gulps of water, which by good fortune they had nigh at hand."

One man's meat is another man's poison, at sea as elsewhere. Richard Dana, in "Two Years Before the Mast," tells how, lying at San Francisco in the "Alert" in the Eighteen Thirties, they had Christmas Day on board, the captain giving them a holiday and plum duff for dinner. A Russian brig lay nearby, her company, following Old Style, "had celebrated their Christmas eleven days before; when they had a grand blow out and (as our men said) drank in the forecabin a barrel of gin, ate up a bag of tallow, and made a soup of the skin."

Cook had a care for his ship's company in the matter of food, and enforced upon his men the taking of anti-scorbutics in the shape of green stuffs and onions. Nelson, also, was ever thoughtful in that regard. "Many of the ships have much scurvy in them, but onions and lemons I hope will eradicate that complaint," he wrote to St. Vincent in 1803, and on the 30th of December in that year he wrote a memorandum to the Fleet condemning the action of some Purser in purchasing onions in port when they "could, and ought to purchase, vegetables to put into the Ship's Companies' soup," and giving "my positive directions that the Purser be obliged to purchase vegetables for the Ship's soup when it is possible to procure them."

Ah well! The way to a man's heart lies through his stomach, and the hearts of the seamen of the past must have been as tough as their stomachs to have stood up to what they had to eat, drink, and be merry on. It is an intriguing subject. No doubt as much so to them as it is to us. And one could go on to greater lengths about it. But we must clew up for now. Perhaps, in a later issue, we may hear something of the better food at sea—for it was not all hard tack and salt junk. But we shall have to leave that for another meal.

Decorated Reserve Ratings

They Won Their Awards For The Fine Example They Set To Others In Difficult Circumstances.

TWO R.A.N.R. men received awards in somewhat similar circumstances, in setting high examples to the crews of ships sunk by enemy action in the war against the Japanese, and their stories are briefly told in the citations to their awards. Chief Engine Room Artificer Frederick Calvert, R.A.N.R., entered the Navy at Sydney as E.R.A. IV on the 8th September, 1939. He remained in the Navy until March, 1946, and during his period of service was in H.M.A. Ships "Vendetta," "Bendigo," "Ping Wo," "Glenelg" and "Lachlan." His award was made for service during his period in "Bendigo," the citation to his British Empire Medal recording briefly that it was "For bravery and endurance in the Far East"; but the recommendation to the Admiralty goes into greater detail.

Calvert was temporarily in H.M.S. "Changteh," which left Singapore for Sumatra on 13th February, 1942. At noon next day she was sunk in Jap air attack with much loss of life. Forty men escaped in the only undamaged boat, whose proper complement was 22. After being nearly swamped in heavy weather, they reached land and were picked up on 17th February. Throughout a severe ordeal Calvert (and others) set a steadfast and inspiring example of calmness and fortitude, prominent throughout in sailing the boat and allaying panic."

Frederick Calvert is a citizen of Wentworthville, N.S.W.

Petty Officer Eric Alfred Seivers, R.A.N.R., entered the Navy on 28th August, 1939, at Port Melbourne, as an A.B. Seaman Gunner. Until his demobilisation in April, 1946, he was a gunner in Defensively Armed Merchant Ships, and it was for his services while in S.S. "Helen Moller" that he won his Distinguished Service Medal—awarded on the 31st October, 1944—"For courage and endurance in the care of survivors from a torpedoed Merchant Ship."

The Chief Officer of the "Helen Moller" reported of him in these words: "Acting P.O. Eric Alfred Seivers, R.A.N.R. (D.E.M.S.), of S.S. 'Helen Moller' This vessel was sunk at night by torpedo attack in the Indian Ocean on 5th June, 1944. I must especially commend P.O. E. A. Seivers for clear-headed and steady attention to the safety of other members of the crew. He was suffering considerable pain and had no lifebelt when he swam over to assist with No. 3 Boat. I should not have allowed him to go had I not realised his personal value in maintaining calm and order. I consider that this selfless behaviour and courage deserve high recognition, and he enjoyed the respect and confidence of the Indian crew."

Eric Alfred Seivers is a citizen of Aspendale, Victoria.

MARITIME NEWS OF THE WORLD

From our Correspondents in LONDON and NEW YORK

American Shipbuilding

Immediate construction of fifty-six ships to restore the competitive world position of the American merchant marine was urged upon Congress recently, according to the "New York Times." The need for ship construction was emphasised by John Green, President of the Industrial Union of Marine and Shipbuilding Workers of America when he said: "In pre-war 1939 the annual average employment in new ship construction was 45,000 men. The war lifted the level to 1,225,000 in 1943. As of last December it is estimated that less than 30,000 men were engaged on new work. Just as important as maintaining a stable industry is the problem of maintaining a corps of experienced, skilled and trained shipyard workers."

Cargo Pilferage

The mounting claims for losses in post-war trade due to pilferage is causing considerable concern in Britain. An official total on thefts

is lacking because the figures from the world ports to which the cargoes are delivered are difficult to get, but estimates run from £150,000,000 to £250,000,000 annually. One insurance company reported that in the last year it had paid out claims amounting to 55 per cent. of the cargoes it insured for delivery to La Guaira, Venezuela. Other bad ports were in the Persian Gulf, where claims averaged 25 per cent. of the insured cargoes; Egypt, where losses averaged 20 per cent., and Palestine, where the figure was 28 per cent., according to a "New York Times" report.

Icebergs in "Forties"

It is not usual to sight icebergs on the run from the Cape to Australia, but a berg estimated to be three miles long and rising 300 feet out of the sea was sighted during March of this year from the British ship "Condesa" soon after she left Cape Town for Melbourne.

U.S.—Australia Shipping

For some time now the "Marine Phoenix" has been carrying on the sea-borne passenger trade between the United States and Australia across the Pacific. She was to have been taken off the run, but an additional "stop gap" voyage was arranged, and the ship left San Francisco on the 18th of last month on a further voyage to Australia. Meanwhile, other passenger possibilities are being explored, and it has been announced that by August the Matson Line's new post-war freighter fleet will be operating fully between the Pacific coast and Australia and New Zealand.

Fingerprinting Waterside Guards

American shipping interests are hopeful that legislation which has been introduced, making mandatory the fingerprinting of all private guards and watchmen employed on the waterfronts in Albany and New Jersey, will prove to be a step towards reductions of

the staggering losses suffered annually because of pilferage.

British Shipbuilding

British shipbuilders are at present enjoying a boom, and yards in Belfast and on Clydeside and Merseyside are humming with activity. At the same time, it is held that disturbing clouds are not absent from the horizon, although yards have orders to keep them busy for two or three years ahead. According to an article in the "New York Times," these clouds lie in the 20 per cent. cut in steel, and in the slowness in delivery resulting in delays in components. The Cunard liner "Parthia," completed by Harland & Wolff in March, should have been finished last July. Shortages of timber, glass, plastics, electric motors, electric fittings and a cut in working hours from 47 to 44 a week, all meant delays. Rising costs also threaten the future of British shipping. To build another ship like "Parthia" now would cost much more than that ship, as prices have risen steeply in the last eighteen months. No shipbuilder can now quote firm prices for delivery dates, and shipping lines are wondering whether initial liner costs are not now so high that future profits cannot cover the charges involved.

Radar On Great Lakes

It is estimated by shippers that iron ore ships on the American Great Lakes will this year use about three times as many radar sets as last year. About thirty-five vessels should have the equipment that gives warning of navigational dangers, and more sets are on order. The Lake Carriers' Association has been conducting a radar school for ships' officers in a three-days' course. The equipment, set up in a darkened room near the shore, has ranges of one, two, six, fifteen and thirty miles. Lake shipping company officials say that there is little doubt that the use of radar will result in additional trips and thus mean the carriage of extra tonnage of ore. It is anticipated that more than 80,000,000 tons of ore will be shipped this year.

British Merchant Fleet

The report of the Chamber of Shipping of the United Kingdom states that the British merchant fleet had 17,750,000 gross tons in 1939, and at the end of 1947 had 16,500,000 tons, excluding about 1,000,000 tons of returnable shipping. Another 1,500,000 tons are being built in British yards for British owners. The Chamber believes that there is a reasonable prospect that the gap between pre-war and present-day tonnage will be closed within a few years provided no unforeseen delays or shortages are encountered.

Man Overboard

Tomas Montanez, the carpenter of the American S.S. "Santa Clara," had a remarkable escape from drowning when he fell overboard when the ship was bound from Barranquilla, Colombia, to New York. He was not missed for nearly two hours, during which time the ship had steamed 25 miles away. However, she was put back and, just before sunset, Mr. Montanez was sighted and safely picked up after having been swimming for over three hours. When rescued, he said that he had been cheered by a tern which had circled over him during his lonely wait on an otherwise empty sea.

U.S. Passenger Ship Shortage

At the time of Pearl Harbour, the American maritime industry had 113 passenger-carrying vessels. This number has shrunk, either through sale or by scrapping, to an active total of fifty-seven. This number includes forty-two in operation, fourteen undergoing reconversion, and one under construction. Only eighteen are new vessels.

Tramp-Liner Balance

Writing in Lloyd's List and Shipping Gazette Annual Review for 1947, the President of the Chamber of Shipping of the United Kingdom (Sir Ernest Murrant) points out that half of the British Merchant Navy as it existed in 1939, was destroyed in one way or another. By the spring of 1947 a very considerable

portion of these losses had been made good, or were in sight of being made good. "In fact, if tonnage which remains in the hands of the Government is taken into account it can be said that the war losses have been made good so far as actual tonnage is concerned. The composition of the fleet is, however, quite different—there are more tramp ships but fewer cargo and passenger liners—due to war-time construction which was planned to produce the greatest possible carrying capacity in the shortest possible time."

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News of the World's Navies

British Naval Strength

"By December, 1948," the Parliamentary Secretary to the Admiralty (Mr. John Dugdale) told the House of Commons recently, "we shall have four battleships, three fleet carriers, five light fleet carriers, 17 cruisers, 34 submarines, 52 destroyers and 43 frigates in commission. These are quite apart from the Reserve Fleet, which is large, and which plays an important part in our consideration of the strength of the Navy."

Some Comparisons

Adding to his statement regarding the strength of the Fleet, Mr. Dugdale continued: "During recent years there has been considerable development both in frigates and in destroyers. So great indeed is this improvement that our 24 newest destroyers have a comparable armament to pre-war light cruisers. Our frigates, though not as useful as pre-war destroyers against surface craft, are, in fact, more useful than destroyers against submarines. When we bear this in mind we face a very interesting fact. We find that, except for battleships, of which we certainly have fewer than before the war, we have quite definitely to-day as many ships of each class as we had in an average pre-war year. It is indeed a very formidable Fleet, second only in size to that of the United States of America, and a Fleet to which, in spite of all criticism levelled against it, every officer and man is proud to belong."

U.S. Submarines

The United States Navy is developing the submarine as a long-range vessel capable of high underwater speeds and long periods of cruising submerged, and of launching guided missiles. Admiral of the Fleet Chester W. Nimitz, says a report in "New York Herald Tribune," has disclosed that a prime function of the Navy is to

carry the war to any enemy of the United States so that it will not be fought on American soil. One future method of doing this, he said, would be by "submarines projecting guided missiles and rockets." In connection with this, the U.S. Navy has created a new class of high-speed guided-missile launching submarines called "SSG's."

Naval Defence Research

A large proportion of British Naval Estimates this year is being devoted to scientific research, a substantial part of the £9,000,000 allocated for this purpose being apportioned to research into the effects of the atom bomb. The question of the protection of the crew against the heat and radioactive effects is particularly important. "There must," said the Parliamentary Secretary to the Admiralty, "clearly be occasions when some of them will be exposed to these effects, but we are taking action to obtain the best possible means of reducing these to the minimum, by enclosing bridges, gun mounts and other superstructure; in fact, we are considering whether some of this superstructure cannot be abolished altogether."

Frigate For Burma Navy

The "River" class frigate, H.M.S. "Fal," has been transferred from the Royal Navy to the Burma Navy by the British Government as a free gift. The offer was made to the Burmese Prime Minister by H.M. Ambassador in Rangoon on 29th February, 1948, and was accepted, the Government of Burma recording their thanks and appreciation of the gift. The Burma Navy has renamed H.M.S. "Fal," and she is now the "Mayu." Completed in 1943, she is 301 feet in length, and displaces 1,370 tons.

Canadian Carrier

The light fleet carrier "Magnificent," built by Messrs. Harland

& Wolff at Belfast, commissioned in the Royal Canadian Navy in April. She is commanded by Commodore H. G. De Wolf, C.B., D.S.O., D.S.C., described as the Canadian Navy's most decorated officer. The Canadian crew which commissioned the carrier in the United Kingdom, took there from Canada the light fleet carrier "Warrior," which was returned to the Royal Navy after two years' service with the Royal Canadian Navy. Following a refit, H.M.S. "Warrior" is to become a training and experimental unit.

U.S. Navy's Robot Calculator

The United States Navy has installed a large robot calculating machine, designed to produce range tables for guided missiles, at the Naval Proving Ground at Dahlgren, Virginia. Made of steel and bakelite, the machine weighs 25 tons and contains more than 1,000,000 feet of electrical wiring. Construction of the machine began in 1945, and by January 1st, 1947, test runs were being made. Four sequence mechanisms will allow the calculator to handle, pass on, or transfer numbers at the rate of 60 per second. Addition of numbers running into the billions can be done in less than one-fifth of a second. Answers are automatically recorded by specially adapted teletype machines, according to the "Christian Science Monitor."

H.M.S. "Exeter" Memorial

An echo of the Java Sea Battle, in which ships of the Royal Australian Navy took part with those of the Royal Navy, the Royal Netherlands Navy, and the United States Navy, was heard in the chapel of St. Andrew at Exeter Cathedral on March 1st last, when the Bishop of Exeter (Dr. C. L. Curzon) dedicated a memorial window to officers and men of H.M.S. "Exeter" who lost their lives in the second world war.

The window depicts Christ raising St. Peter from the water, with a ship in the background bearing the crest of H.M.S. "Exeter" on its sail. The window was dedicated to "the glory of God and in memory of the officers and men who gave their lives in the last two actions of H.M.S. "Exeter" in the Java Sea on February 27th, 1942, and those of her company who died in captivity, and as a thank offering to Almighty God from those who, surviving the dangers of sea and the violence of the enemy, by God's grace returned to their native land."

"Achilles" For The R.I.N.

About the middle of this month the "Achilles"—veteran of the Battle of the River Plate, and well known in the South Pacific area—is expected to sail from the United Kingdom with her Indian crew as a unit of the Royal Indian Navy. H.M.I.S. "Achilles" has been undergoing a refit at Chatham, and her Indian crew made the voyage from India to the United Kingdom in H.M.I.S. "Sutlej," and in the other Indian sloops "Kistna" and "Cauvery."

British Officers in Pakistan Navy

Twenty-one British officers have been retained for service with the Royal Pakistan Navy, and Rear-Admiral J. W. Jefford, O.B.E., has been engaged for three years as commander of the Navy. Other officers will be employed for periods of one to three years. There is a captain, an acting captain, four acting commanders, six acting lieutenant-commanders, seven lieutenants, and an electrician officer, says a message from Karachi.

U.S. Jet Carrier Planes

As a result of the successful launching tests of jet-propelled carrier planes from U.S.S. "Boxer," it is expected that the use of jet-propelled aircraft will have been expanded throughout the U.S. fleet within a year. Initially only fighters will be jet-propelled. Un-

NAUTICAL QUIZ

- (1) The story of H.M.A.S. "Sydney's" action off Cape Spada on 19th July, 1940, is familiar under the title of the "Sydney-Colleoni" action. But other ships were involved. Can you name them?
- (2) Early in the Nineteenth Century two British frigates called at an uncharted Pacific island of which their crews believed themselves the discoverers, and they were surprised when a native coming out in a canoe hailed them in English, and later gave his name as Thursday October Christian. Can you tell the name of the island and anything of the man?
- (3) The following vessels suffered dramatic fates at sea. Can you describe the nature in each case? (a) The "Kent," East Indiaman; (b) H.M.S. "Captain"; (c) the "Titanic"; (d) H.M.S. "Victoria"; (e) the "Birkenhead"; (f) H.M.S. "Hampshire"; (g) U.S.S. "Maine."
- (4) Who commanded the Royal Australian Naval Squadron at the outbreak of war in 1939?
- (5) If, in a mess-deck, you were invited to sit down to a meal of Fanny Adams, farmyard nuggets, one-eyed steaks, bangers and kye, what would you expect to get?
- (6) Do you know when the first steam mail service to Australia was established?
- (7) How did the famous yachting trophy, the America Cup, come into being?
- (8) What is a dolphin striker?
- (9) There lay the Sound and the Island with green leaves down beside the water,
The town, the Hoe, the masts, with sunset fired—
Dreams! ay, dreams of the dead! for the great heart
faltering on the threshold,
And darkness took the land his soul desired.
Do you know of whom, and of what place, these lines were written?
- (10) One of Britain's most potent weapons in the last war at sea was the Asdic. Do you know how it got its name?

Answers on page 82.

like conventional planes, the roaring rearward jet blast prevents the launching of more than two or three planes from a carrier's deck at a time. However, because jet engines need no warm-up, a jet can be moved from the deck load of parked planes, its engine turned up, and launched within a minute or two. Clocking showed that the Fury fighters used in the "Boxer" tests were air-borne less than two minutes after their engines were turned on.

Italy Greeted The R.N.

The crews of three ships of the Mediterranean Fleet—the fleet carrier "Ocean" and the destroyers "Troubridge" and "Volage"—which visited Northern Italy recently, received a cordial reception from the people of Genoa, and the ships attracted large crowds of sightseers. Omnibus tours were arranged for officers and men to Milan, Turin and Rapallo, and the Milan Opera attracted many enthusiasts.



DEMOLITION of Navy Controlled Mine-
field Observation Post at La Perouse—
entrance to Botany Bay.



The Merry

H.M.A.S. "ADELAIDE." Giffed of valuable equipment by civilian contractors, the hull of H.M.A.S. "Adelaide" lies at dolphins awaiting decision as to her disposal.

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.

Could you tell me what became of the Adelaide S.S. Coy. ships "Wandilla" and "Willochra" after they had been sold to Furness, Withy and renamed "Fort St. George" and "Fort Victoria" respectively?

May I point out that in your February column you quoted the tonnage of the ex-AUSN ship "Indarra" as 2,700 tons (presumably gross?) when the Aust. Shipping Register shows it to be 9735 tons, Dickson Gregory in his "Aust. Coastal Steamships" mentions a figure in the vicinity of 11,000 tons, if my memory serves me correctly although this may have referred to dwt. tonnage.

With regard to photographs of some of these older Australian steamers, could you put me in touch with any source of supply?
J.D.H. A.—S.

J.D.H.A.S. (Elizabeth Bay, Sydney).—The Adelaide Steamship Co.'s steamers "Wandilla" and "Willochra" were sold to Furness, Withy & Co., London, for their New York-Bermuda service. They proceeded to Britain for overhaul and, after being renamed "Fort St. George" and "Fort Victoria" respectively, they took up their sailings on the "millionaire run." Wealthy people of the United States, in those days of prohibition, flocked to Bermuda. After only a short while, however, "Willochra" (as "Fort Victoria"), 7,784 tons, was leaving New York in a heavy fog on 19th December, 1929, when the American coastwise steamer "Algonquin," 7,729 tons, rammed her.

Captain A. R. Francis of "Fort Victoria" had distress signals sent out immediately and tugs at once set off to the rescue. All the 280 passengers and most of the crew were transferred to the tugs, the Captain and the Pilot (Captain F. Fendt), with the wireless operator and some members of the crew, remaining aboard "Fort Victoria" in the hopes of seeing the ship safely beached by the tugs towing her. The ship settled lower in the water, and finally all the men except Captains Francis and Fendt were sent away. "Fort Victoria" finally sank and the tugs searched in the darkness for the two Captains, who were finally picked up, in the light of searchlights.

The "Wandilla" ("Fort St. George") remained on the run alone until joined by the new motor liner "Bermuda," 19,056 tons. The turbo-electric "Monarch of Bermuda," 22,424 tons, was building, it being the intention to sell "Wandilla" when she was commissioned, but early in 1931 the "Bermuda" was badly damaged by fire while in port in Hamilton, and was sent back to Belfast for rebuilding. While lying at her builders' yards, she was again on fire and was sold for scrap. This reprieved "Wandilla" for a new liner, "Queen of Bermuda," 22,575 tons, was ordered and completed in 1933. "Wandilla" was used in various Furness, Withy services until 1935, when she was sold to the Italians and renamed "Caesarea." In 1938 she was transferred to the Lloyd Triestino Co. of Trieste and renamed

"Arno." During the last war she was used as a transport and was a war casualty. The "Monarch of Bermuda" was also burnt early last year, and is at present refitting for use as a migrant ship for the Australian run.

The tonnage of the "Indarra," given in the February issue as 2,700, should certainly have been 9,735 tons. At the time of her loss, it had been reduced to 9,192 tons gross.

Other than the Nautical Photo Agency, Beccles, England, we have no address of a source of supply of old steamer photos in Sydney. There was a photographer, W. Libermine in Sydney some years ago, but his name does not now appear in the Sydney directory. Perhaps some reader could give an address.

SEASONABLE

Judy: "As regards money, I always put by some each week for a rainy day."

Julie: "I'm saving up for my summer holidays, too."

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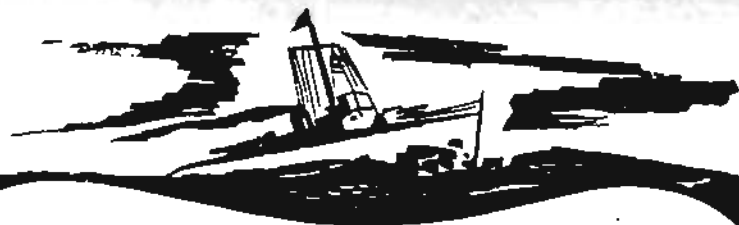
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(Signed) Ruth Bucknell

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SWEETNESS ITSELF

Margie: "Quick! See that tall man over there? Susie is engaged to him."

Maisie: "At last, eh? Ah, well! He's old enough to be her father and plain enough to be her son."

RELIEF

He smiles, though victim of a cold, For now he can endure it. He's met at last, oh! happy soul, A man who cannot cure it.

"THEY'RE OFF"

Dusty, who has put his all on a 100 to 1 certainty: "There's something about that bookmaker who has our money that I don't like."

Pincher: "What is it — his face?"

Dusty: "No! His running shoes."

AT THE INTERVIEWING COMMITTEE

Admiral: "And what made you wish to be a sailor, my boy?"

Small Applicant: "Because he's got a wife in every port, sir!"

SUSPICIOUS

Husband, arriving home late and making conversation: "Gee! It's raining cats and dogs outside."

Wife: "Yes! I can see their hairs on your coat lapel."

A GOOD TEAM

Jean: "That girl Bob is to marry is certainly accomplished. She can swim, dance, play the piano, golf, drive, fly a plane and sing."

Joan: "That's fine. If Bob can cook they'll be set."

"CERTIFIED TO ACCOMMODATE"

Irish Fireman: "An, bedad, the fo'c'sle is a crying shame, I tell you. 'Tis so small, it is, that when we all get into it it won't hold the half of us."

SPARE MY BLUSHES

Little Girl: "Uncle! Don't you think I look just like dear Mamma?"

Mamma: "Hush, child, hush. You must not be vain."

BATTLE FRONT

Johnnie, meeting his grandfather for the first time: "So you're my grandpa?"

Grandpa: "Yes, my little man. I'm your grandfather on your father's side."

Johnnie: "Oh, are you! Then you can take it from me you're on the wrong side."

FIRST AID

The doctor was summoned on the telephone. "Come at once," said a voice at the other end. "My little boy has swallowed a pencil."

"All right," replied the doctor. "I'll come immediately. What are you doing in the meantime?"

"I'm using my fountain pen."

LUXURY CRUISE

"My husband is planning a trip round the world."

"Indeed! How long will that take?"

"Usually about a fortnight. Then he will start on other plans."

MEMORY TEST

Smith: "What's the matter, old boy? You look worried out of your wits."

Jones: "I am, too. Six hours ago I telephoned my wife and told her that I could not get home for supper, and gave her the reason."

Smith: "Well, that's nothing to worry about."

Jones: "Isn't it? I've forgotten the reason I gave her."

GO TO SEA, MY LAD

Petty Officer, taking class: "Now then, Jenkins. If you found yourself wrecked and alone on a desert island, and could have only one book, which would you choose?"

Jenkins, O.D.: "Boat-building for Amateurs."

TENACITY

Fletcher: "So Wilson is married, eh? He courted that girl for five years, but he won her at last."

Chester: "Won her? Earned her, you mean."

ART MODERNE

Friend: "Yes, I like the design of your new house very much. It's most modern. But tell me, why the round hole in the front door?"

Architect: "Oh! That's my own idea. It takes circular letters."

PROOF OF THE PUDDING

Father: "That new saw I bought isn't worth twopence. Why, it wouldn't cut butter."

Little Tommy: "Oh yes it would, Dad. Why, Ted and I sawed a whole brick in two with it this morning in no time."

GOING, GOING, GONE!

Auctioneer: "What am I offering for this beautiful bust of Robert Burns."

Man in Crowd: "That ain't Burns. That's Shakespeare."

Auctioneer: "Well! The joke's on me. That shows what I know about the Bible."

WHAT THE NAVY IS DOING

AT the time of the writing of these notes the announcement has just been made by the Minister for the Navy (Mr. Riordan) that the Royal Australian Navy is to have another Sydney and Melbourne. The Minister announced on 27th April that the King had approved the Federal Government's proposal that the two light fleet aircraft carriers which are to be acquired by the Navy should be named Sydney and Melbourne respectively. Thus the Navy will have its third Sydney and second Melbourne. It will have, also, its second Albattross, though the name this time will be applied not to a floating unit, but to a shore establishment, that of the naval air station at Nowra, N.S.W. On the 29th April the appointment of Captain Roy Russell Dowling, D.S.O., A.D.C., R.A.N., to command the new Sydney was confirmed by Canberra. Captain Dowling ranks fifth in seniority of confirmed R.A.N. captains. It is anticipated that he will commission H.M.A.S. Sydney in England in October, and that she will leave for Australia early in the new year. Particulars of the units of the present squadron are:—

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., Flag Officer Commanding the Royal Australian Naval Squadron, is in Sydney, where she commenced 45 days' availability for refit and 50 days for giving leave to each watch on the 17th May. After a short period at Jervis Bay on the conclusion of the availability period, H.M.A.S. Australia will sail from Sydney for the Spring cruise on the 13th of next month.

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, paying off into reserve.

10th Destroyer Flotilla

H.M.A.S. Warramunga (Captain (D) 10, Captain W. H. Harrington, D.S.O., R.A.N.) arrived in Sydney from Japan early in April, and after being granted availability for giving 21 days' leave to each watch, she sailed from Sydney for Melbourne, where she arrived on the 31st of last month. After carrying out Gunnery School Firings in Port

Phillip, she departs Melbourne on 6th of this month for Gladstone, returning to Sydney on the 16th of June. Warramunga will relieve Shoalhaven in Japan during October.

H.M.A.S. Bataan (Commander A. S. Storey, D.S.C. and Bar, R.A.N.) was in Sydney throughout May giving leave. She departs Sydney on the 15th of this month for Japan, her programme being Cairns 20th June, Dreger Harbour 23rd June, Manus 25th June, Japan—where she will relieve H.M.A.S. Quiberon—3rd July. Bataan will herself be relieved in Japanese waters in October by H.M.A.S. Arunta.

H.M.A.S. Arunta (Commander F. N. Cook, D.S.C., R.A.N.) was in Sydney throughout most of April and June. She departs Sydney about the 7th of this month on a cruise of approximately one month's duration. On her return to Sydney she will make use of the port's training facilities, and will carry out Gunnery School Firings late next month. Arunta will relieve Bataan in Japan in October.

H.M.A.S. Quiberon (Commander J. L. Bath, R.A.N.) is in

Japanese waters, where she will be relieved by Bataan about the 3rd of next month.

H.M.A.S. Quickmatch (Lieut.-Commander C. J. Stephenson, R.A.N.) is in Japanese waters. About the 3rd of next month she will be relieved there by H.M.A.S. Shoalhaven.

1st Frigate Flotilla

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-Cole, R.A.N.), is in New Guinea waters. H.M.A.S. Condamine will relieve her there about the 26th of this month. Culgoa should arrive back in Sydney about the 5th July, where she will be granted 50 days' availability for giving 21 days' leave to each watch.

H.M.A.S. Condamine (Lieut.-Commander J. H. Dowson, R.A.N.) is at Jervis Bay, where she arrived from Williamstown on the 26th of last month. She is due in Sydney on the 3rd of this month, and after a fortnight in which to carry out technical training, sails on the 23rd of the month to relieve Culgoa in New Guinea.

H.M.A.S. Shoalhaven (Lieut.-Commander Keith Tapp, R.A.N.) is in Williamstown Dockyard, where she is refitting and giving leave to both watches. She is due to depart from Williamstown on the 10th of this month for Sydney, and to sail from Sydney on the 15th June for Japan, there to relieve H.M.A.S. Quickmatch. Her passage programme is: Cairns 20th June, Dreger Harbour 23rd, Manus 25th, and Japan 3rd July. Shoalhaven will be relieved in Japanese waters by Warramunga in October.

H.M.A.S. Murchison (Lieut.-Commander J. McL. Adams, O.B.E., R.A.N.) spent April and May in Sydney, and has been carrying out exercises with H.M. Submarine Affray.

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.L.'s 1328 and 1329, and G.P.V.'s 960 and 963, is in the New Guinea area.

10th L.S.T. Flotilla

L.S.T. 3014 (Lieut.-Commander W. A. Wilson, R.A.N.R.), having completed dumping ammunition from Albany and Port Gerniein, departed Albany for the Eastern States during the latter half of April.

L.S.T. 3017 (Lieut.-Commander H. K. Dwyer, R.A.N.R.) has been employed dumping ammunition in Tasmania.

L.S.T. 3501 (Lieut.-Commander J. Burgess, R.A.N.R.), having refitted after her voyages to the south with the Australian National Antarctic Research Expedition, departed Williamstown late last month for Darwin, where she will embark material for southern ports.

Landing Ships Infantry

H.M.A.S. Kanimbla (Captain A. P. Cousin, D.S.O., R.A.N.R. (S.)), departed for the United Kingdom about the middle of last month, carrying 500 officers and men for the new aircraft carrier, H.M.A.S. Sydney. It is anticipated that Kanimbla will, on her return passage to Australia, bring British migrants to this country.

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.), after being engaged on surveying duties in South Australia,

liant waters, departed Adelaide late in April, and is in Sydney for refit, and to give 21 days' leave to each watch.

H.M.A.S. Warrego (Lieut.-Commander R. B. A. Hunt, O.B.E., R.A.N.), after carrying out survey work in Bass Straits, arrived in Sydney early in May to give 21 days' leave to each watch.

H.M.A.S. Lochlan (Lieut.-Commander C. G. Little, D.S.C., R.A.N.) has been at Williamstown Naval Dockyard for refit.

General

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

H.M.A.S. Tug Reserve (Lieut.-Commander I. M. Adie, R.A.N.R. (S.)) has been repairing and refitting in Sydney.

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.) has been employed carrying empty ammunition packages between Brisbane and Melbourne.

H.M.A.S. G.P.V. 956, at Cairns, R.M.S. duties.

H.M.A.S. G.P.V. 957, at Cairns, R.M.S. duties.

Australian National Antarctic Research Expedition.

H.M.A.S. Wyatt Earp is in Melbourne, paying off.

GENERAL

H.M.A.S. "Barcoo" Ashore

The heavy south-westerly gales which were experienced off the South Australian and Victorian coasts early in April blew H.M.A.S. "Barcoo" ashore at 6 a.m. on Sunday, 11th April. The vessel was lying at anchor near Glenelg (S.A.), and took the ground when she dragged one and a half miles north of the Glenelg Jetty, 50 yards from the shore. Heavy seas for some time ham-

pered the work of refloating her, but eventually she was got off without damage with the help of H.M.A.S. "Warrego" and tugs. The salvage operations were carried out under the control of the Resident Naval Officer, Port Adelaide (Commander N. R. Read, R.A.N.) with the assistance in an advisory capacity of the well-known salvage expert, Captain J. P. Williams.

The Royal Birthday H.M.A. Ships and Shore Establishments dressed ships overall with flags to celebrate the twenty-fifth anniversary of the Wedding of Their Majesties King George VI and Queen Elizabeth on Monday, 26th April, 1948.

H.M.A.S. "Sydney" Fund Speaking in the House of Representatives on the 29th April, the Prime Minister (Mr. Chifley) indicated that official considerations might be given to the suggestion that the £276,000 fund raised to replace the cruiser H.M.A.S. "Sydney" should be used as part payment for the new Australian aircraft carrier, H.M.A.S. "Sydney." In his remarks on the subject, Mr. Chifley said that he hoped that a decision on the disposal of the fund—now held in trust—would be reached before the end of the year.

King and Queen's Visit The possibility that, if H.M.S. "Vanguard" is unable to enter Port Phillip Heads, one of H.M.A. cruisers may convey Their Majesties to Melbourne from Tasmania, was announced by the Victorian Premier (Mr. Hollway) on 30th April. Mr. Hollway said that this would enable the Royal guests to arrive in Melbourne by sea and have a Royal procession to the city. They would land at St. Kilda. Meanwhile the Admiralty and Australian Naval Authorities were still examining the possibilities of the "Vanguard" being able

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to enter Port Phillip. The rock and pinnacle formation of the sea bed in between the Heads is the cause of difficulty in deepening the passage. There is a fast flow of water through the Heads when the tides are running through the Rip, and slack water lasts only a very short time, making it impossible for ships to anchor for periods long enough for useful diving work to be carried out. When the tide is running it is impossible for a diver to stand upright on the seabed. Since the war, naval mines have been used in an effort to deepen the deep water channel through the Rip. These mines are lowered into the water and exploded from a distance by an electric detonator. A corvette—H.M.A.S. "Whyalla," as she was—which was bought from the Navy by the Ports and Harbours Department, will soon be used on this work. Deepening the entrance is, however, a long-term job, which has been going on now for many years. The sea bed originally consisted of a solid rock face with limestone pinnacles rising from it. Long continued blasting has removed most of these pinnacles—which stuck up from the sea bed to an average height of 15 feet—and the bed is now practically a hard, flat rock floor, split by a deep submarine ravine giving a depth of 260 feet, which was originally, many thousands of years ago, the bed of the Yarra. Making any impression on this rock is a difficult undertaking, but engineers are hopeful of devising a method of eating into it.

Heard Island

According to a report received by radio from Heard Island, the members of the Australian Antarctic Research Expedition who were landed there in December last by "L.S.T. 3501" celebrated Anzac Day in a 115-mile-an-hour blizzard. They recorded the day for future cartographers by naming a lofty, unclimbable mountain—the peak of which rises 2,347 feet above sea-level in a complicated ice mass, deeply crevassed and broken—Anzac Peak.

The Navy

PERSONAL

The First Naval Member (Rear-Admiral John A. Collins, C.B.) attended the morning service at St. Paul's Cathedral, Melbourne, on Anzac Day and read the second lesson. Four buglers from the Royal Australian Navy sounded a fanfare at the commencement of the service, and later sounded the Last Post. Admiral Collins also attended the service at the War Memorial Shrine in the afternoon of Anzac Day.

The First Naval Member of the New Zealand Naval Board (Commodore G. W. G. Simpson, C.B.E., R.N.) visited Australia during April, spending some time in Melbourne, where he met members of the Australian Commonwealth Naval Board and the Naval Staff. On the 8th April he was entertained at Menzies at a luncheon arranged by the Naval Board. Those present, in addition to the visitor, were Rear-Admiral J. A. Collins, C.B.; Commodore H. A. Showers, C.B.E., R.A.N.; Engineer Rear-Admiral A. B. Doyle, C.B.E.; Commodore E. W. Anstice, R.N.; Mr. R. Anthony; Mr. A. R. Nankervis and Mr. T. J. Hawkins.

Commander K. E. Oom, O.B.E., R.A.N., has assumed the appointment of Officer-in-Charge of the Royal Australian Navy's Hydrographic Branch in Sydney. Until recently, Commander Oom—who has had extensive experience in survey work—was Commanding Officer of H.M.A.S. "Wyatt Earp," and commanded that vessel on her recent voyage to Antarctica with the Australian Antarctic Research Expedition.

Commander G. D. Tancred, D.S.C., R.A.N., whom Commander Oom succeeds as Officer-in-Charge of the Hydrographic Branch, will shortly assume command of the survey aloop, H.M.A.S. "Warrego." Commander Tancred is an officer with a long and high record of survey

work, and was awarded his D.S.C. for survey work carried out in the South-west Pacific during the recent war, the citation reading: "For distinguished service in successful survey work under dangerous conditions in the Far East."

Captain (S.) Pat Perry, O.B.E., R.A.N., who has for nearly four years been Secretary to the First Naval Member, at Navy Office, Melbourne, departed in the Orient liner "Orion" last month for London, where he will take over the duties of Australian Naval Liaison Officer. He will meet many old friends there, and will feel quite at home in this appointment, as it is one that he has held before.

Captain (S.) James Bernard Foley, C.B.E., R.A.N., whom Captain Perry is succeeding as Naval Liaison Officer in London, will return to Australia to a position at Navy Office, Melbourne. Captain Foley was succeeded as Secretary to the First Naval Member—a position he held from 1931 to 1944—by Captain Perry in 1944, proceeding then to London to the position of Naval Liaison Officer.

Wartime ex-officers of the Naval Intelligence Division living in or near Melbourne and able to put in an appearance at H.M.A.S. "Lonadale" on the 5th of last month, turned up in some force to farewell the retiring Director of Naval Intelligence (Commander A. S. Storey, D.S.C., R.A.N.) and to welcome his successor (Commander G. C. Oldham, D.S.C., R.A.N.), who was appointed to his new position from command of H.M.A.S. "Warramunga." Commander Storey has now assumed command of H.M.A.S. "Bataan." There was a good muster of "ex-Niddites," some forty or so answering the roll call, for they are a clannish set, and are kept in touch with their old organisation through the kind and keen offices of their old mentor "Bi" (Mr. Walter H. Brookbank, Civil Assistant to the Director of Naval Intelligence).

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BOOK REVIEWS

By G.N.S.

"BASSEY'S NAVAL ANNUAL—1947." Edited by Rear-Admiral H. G. Thursfield. William Clowes and Sons, Ltd., London.

"Brassey's Naval Annual" for 1947—which is the fifty-eighth year of publication—maintains the high standard of interest and information set by its predecessors. As is natural in this period when Bikini Island's "Operation Crossroads" finds us at the crossroads of defence policy in general and naval defence policy in particular, the writers of the special articles deal more with indications for the future than with the past or the present. It is noteworthy that most of them come to the conclusion that the advent of the atomic bomb emphasises, rather than diminishes, the importance of sea power in the atomic age.

The Editor himself opens the volume with a chapter on "The Naval Prospect." Pointing out that, over a long period in the past, the appearance of new weapons has given rise to the prophecy that their use would render navies obsolete and make the influence of sea-power a thing of the past, he reminds us that "If the great ship, or any other class of vessel, comes to have a use in the process of gaining and maintaining command (of the sea), the appearance of a new weapon capable in special conditions of destroying her does not render her obsolete; it would need a weapon capable of destroying her in all conditions to do that, a weapon, that is to say, possessing all her range and powers of endurance as well as superior striking power. The ironclad ship driven by the steam engine so completely out-classed the wooden sailing ship in all respects that the latter eventually disappeared from navies. But no single weapon that has appeared since has proved to be so great an advance on the mechanised warship armed with guns as to

produce that overwhelming result."

Acting on the principle enunciated by Mahan, that it is possible to be too quick in discarding the old as well as too slow in adopting the new, "British Admirals have not allowed themselves to be stampeded into premature drastic change. Admiral Sir Percy Scott, after the close of the 1914-18 war, used to bombard the public, through the newspapers, with the strident enquiry, 'What is the use of a battleship?'; and, following it up by the assertion that every midshipman knew that it was 'no damned use at all,' with equally strident exhortations to 'Scrap the lot' in favour of submarines. . . . The soundness of the determination not to be 'too quick in discarding' was fully demonstrated more than once in the course of the late war."

Admiral Thursfield suggests that the advent of the atomic bomb must profoundly modify methods of war at sea, just as every new weapon has done in the past, but that it does not sound the knell of sea-power. Capture and occupation of the sites from which atomic weapons are launched must be effective—as that method must always be effective against any weapon—and it is one that calls for the employment of the oldest and most fundamental of methods of war, the use of all arms in unison and collaboration to establish direct human control of the enemy stronghold.

He concludes: "Navies there will be, as long as transport by sea remains indispensable to the conduct of civilised human affairs as it is to-day; for even if the nations of the world should succeed in abolishing wars on the national scale, they would be needed for

police duties. Long views in their province are hardly possible to-day. It can safely be said that there will be little or no naval development in the material sphere in the coming year—no power to-day has either the motive or the resource to undertake it—any more than there has been in the year under review. Any prophecy that goes further can be based on nothing more than guess."

In Chapter IV, "The Maritime Industries at the Crossroads," Sir Archibald Hurd says that the future of British shipping depends in great measure on three factors: the rate, and cost, at which tonnage can be replaced; the manning cost; and the extent to which foreign governments subsidise shipping and shipbuilding. The immediate post-war years saw a boom in shipping and shipbuilding, resulting from the world tonnage shortage, but with the completion by the various maritime nations—old and new—of their building programmes, competition will be keen.

Analysing the position, Sir Archibald points out that in the past British shipowners have profited by shipping shortages in time of war and been able to build up reserves for future building and expansion, but that profit control during the last war—and to an extent during the war of 1914-18—has limited their ability to build up reserves for tonnage replacement. At present British shipowners can provide employment for only about half the normal number of shipbuilding employees. The rest are dependent on naval orders (about 25%) and overseas orders (also about 25%). Naval work is likely to fall off, so that dependence on overseas orders is increased, and with reduction of output, and consequent increase in costs, due to shorter hours, British yards are likely to be undercut by foreign builders. "Thus the stage has been set for another slump in the shipbuilding industry, but the workers apparently place their reliance on the Government's pledge of full employment."

Improved manning conditions, higher rates of pay and other benefits have been gained under the Merchant Navy Established Service Scheme. But, "if other countries reject the scheme, the additional cost involved in the reforms, generally regarded as desirable, will make it more difficult for the British Shipping Industry to hold its own on the trade routes with countries which are, owing to lower operating costs, more favourably placed to quote low freights." British builders and owners are disturbed by the prospects, but believe that in the long run efficiency will turn the scale. "If experience proves that this is not the case, the Government may be compelled to revive the Bill of 1939 (giving financial assistance to shipbuilding and operating), which, with some amendments, would enable them to hold their own. That is a course which would be unwelcome, but it is obvious that an island country must have at its disposal an adequate volume of tonnage to meet its needs in peace as well as in war."

Captain Cyril Falls, in Chapter V, discusses the "Collaboration of Sea, Land and Air Forces," not in the narrower concept of "combined operations," but in the wider field of over-all strategy. Citing from the past, Captain Falls illustrates how land-sea collaboration has influenced British conduct of war. "The Army might never lay eyes upon a warship, and yet be dependent for its safety while crossing the water not on destroyers and small craft alone, but also upon capital ships stationed hundreds of miles away. . . . Collaboration has conferred upon this country a wide choice in objectives and theatres of war. . . . Another privilege of sea-land collaboration has been the power to shift overseas bases in the course of a campaign. . . . Finally, there have been cases in which naval collaboration has enabled an army to maintain itself in a fortress, or a fortified piece of country equivalent to a fortress, where it could not otherwise have put up a pro-

longed resistance to an enemy of superior strength." Captain Falls illustrates this last case in Wellington's withdrawal before Masena behind the lines of Torres Vedras. Readers of "The Navy" will have a more recent case in mind, that of Tobruk during the Libyan campaign.

The recent war brought a third element of collaboration into being, that of the air arm. How closely the fortunes of all three arms were intertwined was shown in the Mediterranean campaign, and in the Pacific, during the recent war.

Collaboration between the three arms is of the greatest importance to the scattered British Commonwealth of Nations. "There is no lesson which needs to be more insistently inculcated than that of the interdependence of the three arms, and even more so as regards Britain and the British Commonwealth than in the case of any other great nation of to-day. . . . This is no matter of theory; it is, in fact, a matter of life and death. . . . The aim can never be achieved through the medium of machinery or material organisation alone. The spirits and minds of men provide the field in which these virtues are practised. If the ground is not favourable to them the chances that they will flourish are small." And, for failure to understand the vital importance of collaboration there can, for the British, be no forgiveness. "This is the realm in which British officers of all three services should be most completely at home, not in conception only but also in action."

In Chapter VIII, "The Defence of Australia," Lieutenant-Commander Geoffrey Rawson traces the close association between the Royal Navy and this country during Australia's infant years, and outlines Australia's naval achievements in the two world wars. Commander Rawson favours the theory of decentralisation of the Empire's power as a natural development in the situation to-day. "Such an Empire-wide redistribu-

tion of popular and industrial power would mean, in the long run, that Britain would become the centre of a more powerful and more successful group of nations than ever before, and that London would continue to dictate Empire policy."

And, as the sea was the main factor in the discovery and settlement of Australia, so it remains the main factor in her present and future safety. In the recent war, "the invader was checked, stopped and then turned back, but this reversal took place on the sea, and the sea remains the decisive factor in the defence of Australia."

In "Sea Power in Global Warfare of the Future," Chapter IX, Dr. Herbert Rosinski analyses the influence of sea power in successive periods in the past from 1492 onwards, and essays to estimate its influence in the atomic age on which we have now entered. The struggle between land and sea power is now, he feels, at its period of greatest intensity, since

the U.S.S.R.—from her position astride the great Eurasian Plain—has virtually achieved that land power which, as a dream, has persisted from Philip II to Napoleon and Adolf Hitler. That being so, "Just as defence on a purely national or even imperial scale no longer suffices for the preservation of peace and has to be expanded into the maintenance of the global balance of power within the legal framework of the United Nations: so, in the unfortunate case of a collapse of that balance and the outbreak of another world-wide conflict, mere defence against an atomic attack, or mere retaliation and counter-attack with atomic and other missiles, would be wholly insufficient to eradicate the menace and clinch the issue unless followed up with the only ultimately decisive form of warfare—the defeat of the enemy's ground forces and the occupation of his territory."

Dr. Rosinski concludes that "Thus systematic analysis of the possible and probable functions of

sea power in a future global conflict in no way supports the over-hasty conclusion that it has become completely obsolete or, at the best, after its brilliant 'come-back' in the Second World War, has now passed the zenith of its power and significance and is rapidly proceeding on the downward slope. If the global balance of power, and with it the continued peace and prosperity of the world, depends ultimately upon the ability of the sea powers to uphold their end against the rising pressure of an unprecedented concentration of land force; and if, in the last resort, their ability to hold their own in this gigantic war depends in its turn upon their capacity to project their armed might across the intervening seas, then it is not too much to say that, as far as we can foresee at this moment, sea power more than ever before holds the key to the balance, and with it the peace of the world."

Captain W.D. Puleston, U.S.N. (Retd.), writes on "The Rise and Fall of Japanese Sea Power" in Chapter X. As the title of his essay suggests, this is a brief survey of the rise of Japan to strength based on sea power, and her fall owing to her making war against enemies who, no less efficient than her in the ways of sea warfare, possessed far greater material resources.

Captain Puleston draws interesting comparisons between Admiral Togo—whose operations are, he says, a model for any admiral required to wage a limited naval war with a numerically inferior fleet—and Admiral Yamamoto, whose problem was more difficult, but whose strategic decisions will not compare with those of Togo. "Togo would not have mistaken the battle of Coral Sea for a victory; he would not have undertaken to capture Midway and bases in the Alucutians simultaneously. Togo would never have employed the whole fleet to defend the Solomons, for fear of losing prestige, and brought on a series

of desperate battles over 2,000 miles from adequate repair bases. Togo allowed neither victories nor defeats to disturb his judgment nor change a carefully determined course of action. Yamamoto, after revealing an acute appreciation of the tactical values of surface, sub-surface and air ships and patiently training his officers and men for battle and winning an astounding series of victories, suddenly departed from his overall strategy and involved his fleet in unnecessary risks, and left to Admiral Koga a hopeless strategic position."

Captain Puleston traces the eclipse of the Japanese Navy and the downfall of the empire it has created to the determination of the Japanese Army to make Japan a continental as well as an insular empire. "The truculence of the officers and the brutality of the men added unnecessarily to their enemies, but if they had behaved with moderation Japan could not have simultaneously supported a navy and army essential for a great sea and land power."

And from this conclusion he draws a moral: that, like Japan, Great Britain and the United States are natural sea powers, and, that being so, that they "should depend on ships and planes to protect their own security and interests overseas and to make their contribution to world peace through the United Nations; and they should keep those forces ready to act before a potential aggressor can strike."

"Eyewitness," in Chapter XII, discusses the 1946 Atomic Bomb Trials, "Operation Crossroads." He outlines the objects of the tests, the reasons for the choice of time and place, the opposition—which was considerable, and caused Admiral Blandy to say that "Operation Crossroads seemed to me at first the most unpopular activity I had ever taken part in"—and details of the target ships used, the animals included in the tests, and gives comprehensive descriptions of the happenings on, and the

results from, "Able Day" and "Baker Day," those of the explosion of the air bomb and the underwater bomb respectively.

The experiments showed that, in addition to greater damage to ships over a greater distance from the burst centre, "the initial flash of principal lethal radiation"—in the case of the air bomb—"which are gamma rays and neutrons, would have killed almost all personnel normally stationed aboard the ships centred around the air burst and many others at greater distances. Personnel protected by steel, water, or other dense materials would have been relatively safe in the outlying target vessels." The effects produced by the underwater burst were pressure tending to rupture the hulls and sink the ships, shock tending to loosen equipment, high waves endangering small vessels and exposed personnel in large ships, and radio-activity caused by contaminated water and spray falling on the ships and turning them into "radio-active stoves."

Radio-activity produced in the waters of the lagoon immediately after the burst is estimated to have been the equivalent of many hundred tons of radium. "A few minutes' exposure to this intense radiation at its peak would, within a brief period, have incapacitated human beings and have resulted in their deaths within days or weeks." Various deductions were drawn, as a result of the tests, both as to the need for modification in the design of ships, the provision of protection from flash and from radiation, and for tactical changes in fleet and convoy formation at sea and in the disposition of ships in harbour.

"Brassey's Naval Annual" for 1947 contains all the usual sections dealing with the strength of navies, comparative tables, Navy Estimates, silhouettes of warships, and plans and elevations. It is a volume necessary on the shelves of all interested in maritime matters.

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NO SECOND STRING

THE MASTER OF THE "ASTARTE"
WAS A GOOD PSYCHOLOGIST, AS
MR. HENDRY NOW REALISES.

By A. E. Mollison

"DON'T be a fool," said Williams, the Mate of the "Astarte." "The Fifth Mate will be on board and there's no cargo working. And the Old Man won't mind a bit. He never goes ashore anyway, and if you hop up and ask him, he'll let you go like a shot."

Hendry, the "Astarte's" Second Mate, was doubtful. He had not sailed with Captain Burge previously, and had only been with him for a fortnight during the run across from Liverpool to Boston. The rest of the officers were old shipmates of his, Hendry's. For he had sailed with them in the "Astarte" before, previous to his leaving the ship to join the "Clytemnestra" for an Australian troop-carrying voyage of six months. On the "Clytemnestra's" arrival back home at Plymouth, there had been a telegram awaiting from the owners, to say that he was to pack up immediately and proceed by train to Liverpool, there to join the "Astarte"—whose Second Mate had been rushed off to hospital with acute appendicitis—and make a pier head jump on the eve of her departure for the States.

Apart from missing his expected fortnight's leave in London, he welcomed the change. He liked the old "Astarte," and liked the old shipmates who lived in the officers' house on the boat deck abaft the bridge. It was good to be back with them all again. The only change was that of the Captain. Old Captain Robb had gone, and Burge had taken his place.

As a long-time Master in the Company, Hendry knew of Burge well by repute, but this was the first time he had sailed with him. A decent little chap. Very small—

he stood only an inch or so over five feet—but a first-class seaman. One of the square-rigged school who had served his time in the clippers which had been the pride of the Caledonia Line in the heyday of sail, and had graduated from command in them to Mate in their steamers when, advancing with the times, they had reduced their fleet and gone in for steam.

He had been Mate for a long time, for command in the Caledonia Line was a case of waiting for dead men's shoes, but had now been in command for six or seven years. Very quiet, and normally mild-mannered, he could, as Hendry had learned from experience, roar considerably louder than any sucking dove when circumstances demanded; and he had also in his armoury a quiet, deadly, gentle sarcasm that could be even more telling. Not that Hendry had himself so far experienced either form of attack. He was a conscientious officer, a good navigator, and possessed of a certain youthful guilelessness which was not without its attraction. The Old Man had summed him up in the first two or three days of the passage across the Atlantic, and had taken a decided fancy to him.

Despite his doubts, Hendry was inclined to weaken before the plausible-tongue of the Mate and the persuasive arguments of the Third and Fourth and the Wireless Operator and Purser. They were all going ashore. It was to be a great time. There was nothing to do on board, no work, and the ship quiet and peaceful. Was it not the 4th of July? Independence Day! There would be high jinks, and a programme of fun it would be a pity to miss. Dinner.

Music. An hour or so of carefree gaiety at Revere Beach. The Fifth Mate could keep ship, and the Old Man would be on board anyway. He never went ashore. It was getting on for five o'clock in the evening now. If Hendry went and asked him, the Old Man would be sure to tell him he could go ashore, and he'd be in time to join the party. Hendry weakened.

On his way along the deck to Captain Burge's room he rehearsed what he would say. It would, from all accounts, be quite simple. "If you please, sir. Would you mind if I went ashore with the others this evening? The Fifth Mate will be on board, and there is no work and everything quiet. . . . Thank you, sir."

After all, although the Company's rules were that either the Mate or the Second should be on board while the ship was in port, it would be all right if the Old Man were on board, and, as the others said, he never went ashore. And the Fifth Mate could do all that was necessary . . . which was nothing. After all, being on board when there was no work and the ship just lying peacefully idle alongside the wharf, was only a formality.

He reached the Old Man's day cabin door, hesitated a moment outside as he rapidly rehearsed his opening gambit again, and then knocked and stepped over the doorstep.

Captain Burge was not there, but as Hendry stood undecidedly, the Captain's voice sounded from the other side of the curtain screening the doorway into his sleeping cabin. "Who's there?"

"Hendry, sir."

"Yes! What is it, my boy?"

The door curtain was pulled aside, and the Second Mate faced his Captain framed in the doorway. Hendry's rehearsed speech was somewhat upset by the sight of the Old Man in his shoregoing suit, fully dressed with the exception of his coat, which he was carrying in one hand, obviously disturbed as he was about to put it on.

So he was going ashore after all. Either Hendry had been misinformed as to the Captain's habits, or in this occasion he was not running true to form. For a moment the Second Mate was tongue tied, and the Captain repeated his question. "Yes, my boy. What is it?"

As he answered, Hendry knew that he was saying the wrong thing. The whole structure of his plan lay in the fact that the Old Man never went ashore. But for the life of him he could think of no change in that plan to meet the new situation. He had to say something, and his rehearsed speech came hesitatingly off his tongue. "If you please, sir. Would you mind if I went ashore with the others this evening?"

Captain Burge smiled approvingly. "Not at all, my boy. You go ashore and enjoy yourself, by all means."

It was, after all, as easy as all that. Hendry started to express his gratitude, but Captain Burge interrupted him. "It isn't, of course," he continued in a quietly conversational manner, "your evening on board?"

This was a stumper. "Er—" began Hendry awkwardly, "as a matter of fact, sir, it is. But there's no work doing and the Fifth will be on board and I thought . . ."

The Old Man, who had walked into the day cabin, put his coat down on the settee. "Mr. Hendry," he said, "have you one of those booklets, the Company's standing instructions to officers?"

"Yes, sir," replied Hendry.

"You know, my boy," said the Old Man, in the manner of one explaining something to a little child, "those books are meant to be read, not to be stuck away in a bookshelf and never looked at."

"Yes, sir; of course, sir, I know and—er—I sort of understood that," said the unhappy Hendry.

"In that book," continued Captain Burge, still in the same gentle,

explanatory voice, "it is laid down that whenever the ship is in port either the Chief or Second Officer must be on board."

"Yes, sir, I know that, sir," repeated Hendry.

"Then why, if you know that," asked the Old Man with inexorable logic, "do you come and ask if you can go ashore when it is your night on board?"

"Er. . . . Well, sir, it's a holiday, and there's no work on board, and the Fifth Mate will be here, and—er—I sort of understood that you never went ashore yourself and that perhaps you wouldn't mind—er—as there's no work and the Fifth Mate will be on board and perhaps . . ." Hendry's explanation floundered away into a verbal bog.

"So I never go ashore. . . . And you thought . . ." The Old Man looked pointedly down at his shoregoing trousers, and picked up his coat from the settee. "I never go ashore. Well! I was going ashore. But that is all right. I can stay on board. You go ashore, my boy. As I said, I was going. But after all, I am only the Captain. And what is the Captain compared with the Second Officer? No! That is all right, my boy. You go ashore and enjoy yourself. I'll stay on board."

"Oh! no, sir," protested Hendry, who now felt frightfully embarrassed. "I'll stay on board. You go ashore, sir."

"No," said the Old Man. He disappeared for a moment into his sleeping cabin, and returned carrying a coat hanger, on which he proceeded to drape his coat. "No, my boy," he said. "You go ashore. I'll stay on board. You get away with the others and enjoy yourself."

"But, sir," said Hendry. "I had no idea that you were going ashore. You go ashore. It doesn't matter to me, sir, really. I'll stay on board."

He was too earnest and embarrassed to notice the twinkle in the

Old Man's eyes, which belied the sternness that now crept into his voice. "Mr. Hendry! Will you please do as you're ordered? You will go ashore. I will remain on board. After all, a Captain should be of some use on board his ship occasionally."

He motioned toward the door leading to the deck, and himself turned into his sleeping cabin, pulling the curtain to behind him. The interview was over.

For a moment Hendry stood there irresolutely. Then he went on deck and walked along to join the shoregoers. He had got his permission, but wished he had not. He was still worried about it as, half an hour later, he went down the gangway with the others. Captain Burge, now changed back into uniform, watched them go as he leaned over the rail of his small promenade deck under the bridge.

When they had disappeared round the corner of the wharf cargo shed, he straightened up from the rail and strolled across to his room. In the day cabin he sat down at his desk and selected a sheet of ship's heading note-paper, and squared his elbows as he settled down to write. He was always a stickler for the formalities, and wanted to get a note away at once to the Agent, thanking him for the lunch he had enjoyed up town that day.

It was good to be back on board again and the shore suit stowed away for a while. It was with a feeling of great relief that he had been getting out of it when Hendry had burst in on him. He grinned at the thought of it, and at the way the Second Mate had jumped to conclusions and been discomfited. "It will," he thought to himself, "be a lesson to the boy not to be taken by surprise in the future, and always to have a second string to his bow. Ah! well. We're only young once. He's a good lad, and to-day's talk was one he'll remember."

And Captain Burge was right.

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Federal Council

THE new Federal President of the Association is Lieut.-Commander F. F. Anderson, V.R.D., R.A.N.R. (Ret.), who was recently elected to the senior Association office by the Federal Council.

Services Canteens Trust Fund

Mr. J. H. Jamison (a Trustee of the above fund, and the A.C.T. Section's Federal Councillor) is at present absent on leave, and is conducting private business in the United Kingdom. Whilst in England, Mr. Jamison is seeking, on behalf of the Trustees, the possibility of establishing a suitable organisation in Britain to handle applications for assistance from the Services Canteens Trust Fund.

Mr. N. D. Pixley, another stalwart of the Association, who recently transferred his membership from Queensland to Western Australia, has been appointed Deputy Chairman of the Regional Committees in the latter State.

Food For Britain

The Western Australian W.R.A.N.S. Sub-Section has been busy since its inauguration last year in making up and forwarding a great many food parcels to the United Kingdom; costs of these parcels and postage for some are borne by the ex-servicemen themselves from proceeds of parties, etc., to raise the necessary cash.

State News

Mr. Robert Cain, of Port Adelaide Sub-Section, has been awarded the Diploma of Merit for the unselfish services rendered by him to the Association. The State President of South Australia (Mr. H. H. Hanby) will make the presentation on behalf of Federal Council.

Mr. C. J. McMullen has assumed the office of Hon. State Secretary in Western Australia in the stead of Mr. A. R. J. Trimming, who has resigned owing to illness.

Two Life Members of the Association paid visits to Sydney last month; they were Admiral Lord Mountevans and Mr. J. Higginbotham.

A.C.T. Section

Anzac Day in Canberra was observed by the attendance of members at the Dawn Service at the Australian War Memorial, the official Commonwealth Service during the afternoon, and finally an Ex-Servicemen's Rally in the Capitol Theatre in the evening. During the course of the evening's entertainment Sir Lawrence and Lady Olivier made a personal appearance in support of the "Food for Britain" Appeal.

The continual gathering of ex-servicemen of various organisations at such functions brings to mind that full co-operation of all ex-service organisations has not yet been fully achieved. As reported in a previous edition of "The Navy," the A.C.T. Section of the Association is fully represented on the High Council of Ex-Servicemen's Organisations which has been functioning in Canberra for the past sixteen months. Associate ex-servicemen's organisations are represented with the exception of one, and the Council functions very smoothly. Similar bodies have been constituted in other States, but it is the feeling of the A.C.T. Section that full unity will not be

reached until Federal Executives of all organisations come to a common understanding.

It is hoped that the Harman Sub-Section, at present literally in the blue print stage, will be formed within the next few months. The section has been hampered in the past in the matter of forming Sub-Sections by reason of the size of the Australian Capital Territory, but it is felt that the ultimate formation of the proposed Harman Sub-Section will serve the needs of members located both at Harman and Queanbeyan, N.S.W.

The Section, over the past few months has been pleased to welcome a number of ex-naval personnel hailing from the Royal Navy, Royal Marines and, in addition, several new arrivals from other Australian States. In the past the Section has suffered considerably from transfers to other States, but over recent months several new members have been gained by transfer to the Section.

With the coming of winter the Section is naturally looking forward to conducting several dances to assist finances. As the next meeting of Federal Conference will be held in Canberra, it is felt that a big drain will be made on the Section's funds, and with this factor in mind an Art Union will be conducted in the near future to augment funds.

May of this year saw the first birthday number of the Section's monthly magazine, "The Scran Bag." Besides carrying the usual items, many items were contributed by such personages as Rear-Admiral G. D. Moore, the Minister for the Navy, and, in response to the Section's invitation, other Sections and Sub-Sections contri-

buted articles of their particular Section's activities. "The Scran Bag" serves members in keeping in touch with naval events, social events and, in addition, by reason of the fact that the magazine circulates throughout Australia and overseas other members of the Association are in a position to learn of various ex-shipmates.

QUEENSLAND.

Plans are afoot to arrange a series of functions during Show Week, scheduled for August 7th to 14th.

Foremost of these is a Naval Memorial Service at the Shrine of Remembrance, Anzac Square, at 11 a.m. on Sunday, August 11th. No stone will be left unturned to enable members and the public to pay fitting tribute to ships and men of our service who paid the supreme sacrifice. A sub-committee comprising the Naval Chaplain (Archdeacon Birch), Capt. E. P. Thomas, the State President (Mr. A. C. Nichols) and Brisbane Sub-Section President (Mr. Norman Pixley) will draw up a programme and supervise arrangements. We anticipate the presence of personnel and a band from R.A.N. Ships which will be in port. Formal approach for their attendance is being made by N.O.I.C., Brisbane (Cdr. H. C. Chesterman). Further particulars will be outlined in the July issue of "The Navy."

Our second annual ball is listed for August 10th. Venue is again the Guild Cafe Theatre. Already our social committee is down to work on this. Among our guests will be the State Governor and officers and men from visiting R.A.N. Ships.

So far we have not heard from Dr. Dorothy Hill regarding the annual reunion of W.R.A.N.S. Undoubtedly this function will eventuate. It was convened in both 1947-48 by Dr. Hill on Saturday afternoon of Show Week.

It gave the girls, both city and country, an opportunity to get together for a great old natter.

Other social events proposed are a euchre party and boat. No finality has yet been reached on these.

The Association is investigating the possibility of conducting a Royal Ball next year during the visit of the King and Queen. Mr. Jessen, M.L.A., one of our members, is approaching the Premier on our behalf to ascertain if this could be included in the itinerary.

Mr. M. Harper, a member of Sydney Sub-Section, attended the April meeting of the Brisbane Sub-Section. He found some difficulty in locating officials and our meeting place, and, in consequence generously offered to defray the first year's cost of having a telephone installed. Unfortunately, we were forced to decline his offer because of some uncertainty concerning our quarters and the time occupied in obtaining a phone.

Brisbane Sub-Section Secretary (Mr. R. J. Herd) is on the lookout for new premises. The possibility of increased rental is forcing our hand in this regard. At the same time he is exploring the possibility of obtaining a liquor licence for the time when our own premises become a reality. The Australian Legion and Air Force Association have already made some representation on this subject. Their co-operation is being sought.

State Vice-President (Mr. L. H. Riddles) is again on deck after a severe illness.

State Secretary (Miss M. Beresford) became Mrs. J. Bath on May 19th. At the April meeting Mr. Norman Pixley presented her with a silver entree dish on behalf of members.

Members are reminded that the election of officers is scheduled for August. Nominations close at the July meeting.

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YACHTING NOTES FROM THE

CRUISING YACHT CLUB OF AUSTRALIA

By P. M. LURE, Vice Commodore

I feel sure the someone who once wrote "Now is the winter of our discontent" must have been a yachting man. The beginning of the winter months always seems to cause a stir in the activities of the weekend sailor. Moreover, the weather has not been favourable for the usual jobs of overhaul, paint and varnish, etc.

Bill Weld has been refitting "Pagan" before continuing his travels. He has fitted a new false keel, and the engine is also being done up. He intends to sail up through the Barrier Reef from Sydney, and after that he has no definite plans so far.

Jack Earl's "Kathleen" is reported at Martinique after spending a month in Trinidad. During their stay they took advantage of the opportunity to get her slipped for anti-fouling. It won't be long now before "Kathleen" will be back in Pacific water and heading for home.

Another homeward bound voyager is "Rangi," which left Sydney for Auckland on 16th May. A radio message from her reported all well 300 miles out. Young Terry Hammond, her radio operator, must have an unbeatable record of five trans-Tasman crossings plus a Hobart Race in the short space of 18 months. He was aboard "Ilex" from Wellington to Sydney, and took part in the 1946 Hobart Race, and returned in her to Wellington. Then he came over in "Drifter" in the trans-Tasman Race from Auckland, and went back in her during February. He flew over with Mark Anthony early in May to help take "Rangi" over, and when I saw him the day before they left, he was busy sorting out a mass of gear so dear to the heart of the "ham" radio enthusiasts.

I happened to notice a strange schooner in Neutral Bay recently, which, on investigation, proved to be the "Natoma." A Brisbane-built yacht, she was bought by a Mr Jones after he sold "Wind Song," and was ultimately taken over by the Navy. I remember seeing her, a sorry spectacle on the Harbour about 1942, minus masts, and bearing across her after-deck the most hideous deck house I have yet witnessed. She has now been acquired by Mr. Sterling Henry and is being restored to her former self. It is good to see the pre-war yachts that were used on service jobs gradually being recommissioned. Some others that come to mind are the "Lauriana," "Amohine" and "Haurica."

Another steel yacht is to be added to the offshore racing fleet. Mr. Ron Hobson, present owner of "Ranston," is planning a 40-odd-footer to be started soon. John Colquhoun has received a beautiful set of plans from Robert Clark, and hopes to have the craft built in Tasmania in time for the next Hobart Race. She is a 42-foot sloop based on the general lines of "Kalistra," but the rig is slightly different to the Clark sail plans we are used to. The boom is shorter and the height of the fore triangle has been kept low to reduce her R.O.R.C. rating. The "Spindrift," built in Hobart to a Dallimore design, is undergoing drastic alteration. A new deck has been put on, and she will carry a modernised rig. Her new owner, Mr. Tyrrell, is keen to make her a first-class performer in the Cruising Yacht Club's races.

The next Club fixture is the Bird Island race in June for Captain Livesay's Trophy. I expect to be able to give a description of the race in next issue.

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.—Captain William Alexander Dallmeyer, D.S.O., is appointed on loan from the Royal Navy, with seniority in rank of 30th June, 1941, for the period 8th January, 1948, to 28th February, 1948, inclusive, and in the rank of Commodore Second Class from 29th February, 1948; Brian Henry Francis Wall (Sub-Lieutenant, Royal Navy) is appointed Sub-Lieutenant, with seniority in rank of 1st September, 1946, dated 15th February, 1948; Albert George Victor Cooke, Acting Temporary Commissioned Communication Officer, is appointed on loan from the Royal Navy, with seniority in rank of 18th June, 1945, dated 24th January, 1948.

Promotions.—Lieutenant Robert Reid Brown is promoted to the rank of Lieutenant-Commander, dated 1st March, 1948; Lieutenant (L) Robert James Bassett is promoted to the rank of Lieutenant-Commander (L), dated 1st March, 1948.

Transfer to Emergency List.—Lieutenant (S) Sydney John Griffiths is transferred to the Emergency List, dated 28th February, 1948.

Transfer to Retired List.—Lieutenant (S) Nelson Owen Griffiths is transferred to the Retired List, dated 24th January, 1948.

Resignation.—The resignation of Arthur Hamilton Vaughan of his appointment as Acting Sub-Lieutenant (S) is accepted, dated 2nd March, 1948.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

Appointments.—Keith Maxwell Sleeman is appointed Sub-Lieutenant, with seniority in rank of 22nd April, 1946, dated 19th September, 1946; Edward Pruett Cordner is appointed Surgeon Lieutenant, with seniority in rank of 7th September, 1942; dated 19th November, 1946; Halwin Thomas Clarke is appointed Lieutenant (Special Branch) with seniority in rank of 27th February, 1944; dated 7th May, 1947. —(Ex. Min. No. 22—Approved 14th April, 1948.)

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

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

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

Appointments.—The following are appointed Lieutenants (P) (Acting) (on probation):—Daniel Buchanan, 5th January, 1948, seniority in rank 30th April, 1943; Walter George Bowles, 5th January, 1948, seniority in rank 5th September, 1943; Fred Theophilus Sherborne, 5th January, 1948, seniority in rank 20th September, 1943; Kenneth Douglas Gray, D.F.C., 6th January, 1948, seniority in rank 29th April, 1944; Albert Leslie Oakley, D.F.C., 5th January, 1948, seniority in rank 29th November, 1944; Reginald Albert Wild, D.F.C., 5th January, 1948, seniority in rank 16th December, 1944; Robert Young Ulrich, D.F.C., 2nd January, 1948, seniority in rank 21st December, 1944; Ian Charles Hutchison, 6th January, 1948, seniority in rank 10th April, 1945; Manfield Barrymore Allan Brown, 6th January, 1948, seniority in rank 23rd July, 1945; Digby Charles Johns, 5th January, 1948, seniority in rank 15th August, 1945; Harold Edwin

Bailey, 6th January, 1948, seniority in rank 27th August, 1945; Harry Lewis Mortlock, 5th January, 1948, seniority in rank 27th August, 1945; Bruce Collett Sellick, 17th December, 1947, seniority in rank 9th February, 1946; Henry Samuel Calhoun Young, 6th January, 1948, seniority in rank 26th March, 1946; John Frederick Todman, 5th January, 1948, seniority in rank 29th May, 1946; John Paul Howden, 6th January, 1948, seniority in rank 22nd July, 1946; Gordon McPhee, 17th December, 1947, seniority in rank 17th September, 1946; George McCallum Jude, 6th January, 1948, seniority in rank 19th December, 1946; William Richard Jackson, 6th January, 1948, seniority in rank 8th January, 1947; Peter William Seed, 6th January, 1948, seniority in rank 5th April, 1947; John Macquarie Wade Brown, 17th December, 1947, seniority in rank 7th April, 1947; Robert Evans Smith, 17th December, 1947, seniority in rank, 9th June, 1947; Arthur Grant Pringle (Lieutenant, R.A.N.V.R.) is appointed Lieutenant-Commander (Provisional), with seniority in rank of 1st February, 1946, dated 1st February, 1948; Walter Edward Alexander Buttle, Temporary Boatswain, is appointed on loan from the Royal Navy, with seniority in rank of 21st August, 1943; dated 14th February, 1948; Ronald McKenzie and David Henry Thomson are appointed Cadet Midshipmen, dated 1st January, 1948.

Promotions.—Lieutenant Cecil James Cochran is promoted to the rank of Lieutenant-Commander, dated 9th March, 1948; Lieutenant (S) Stephen Raymond Granville Sharp is promoted to the rank of Lieutenant-Commander (S) (Acting), dated 1st February, 1948.

Confirmation in Rank.—Acting Lieutenant Jack Scott-Holland is confirmed in the rank of Lieutenant, with seniority in rank of 10th November, 1947, dated 1st February, 1948; Robert Arthur May, Warrant Electrical Officer (R)

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(Acting) is confirmed in the rank of Warrant Electrical Officer (R), with seniority in rank of 29th January, 1947.

Resignation.—The resignation of James Edmond MacDonnell of his appointment as Gunner (Acting) is accepted, dated 23rd February, 1948.

Termination of Appointment.—The appointment of David John Richardson as Acting Lieutenant for temporary service is terminated, dated 16th February, 1948.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

Appointment.—John Francis Irwin is appointed Lieutenant, with seniority in rank of 11th March, 1947, dated 21st March, 1947.

Resignation.—The resignation of John Brooke Howse of his appointment as Lieutenant is accepted, dated 31st March, 1948.—(Ex. Min. No. 23—Approved 14th April, 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)

Promotion.—Lieutenant Thomas Richard Penner is promoted to the rank of Lieutenant-Commander, dated 16th March, 1948.

Loan to Royal Navy for Service and Training.—The following officers are loaned to the Royal Navy for service and training:—Commander Warwick Seymour Braccigirle, D.S.C., and Bar, to date 11th March, 1948; Lieutenant Peter Henley Wilson, to date 7th February, 1948; Lieutenant Dean Robertson Mugg, to date 7th February, 1948; Lieutenant Rohan Edwin Lesh, to date 23rd February, 1948.

Transfer to Emergency List.—Lieutenant-Commander (Acting Commander) James Benjamin Spencer Barwood is transferred to the Emergency List and re-appointed for temporary service,

dated 13th March, 1948; Lieutenant (S) Max Baker is transferred to the Emergency List, dated 14th February, 1948.

Resignation.—The resignation of John Lewis Menzies of his appointment as Acting Commissioned Gunner is accepted, dated 12th March, 1948.

EMERGENCY LIST.

Termination of Appointment.—The appointment of Captain Edward Penry Thomas, O.B.E., for temporary service is terminated, dated 12th March, 1948.

RETIRED LIST.

Termination of Appointment.—The appointment of Frank Fredrick Coffey as Surgeon Lieutenant-Commander is terminated, dated 29th February, 1948.

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

Termination of Appointment.—The appointment of Clement Augustine Braddock Bannigan as Temporary Commissioned Engineer is terminated, dated 27th January, 1948.

ROYAL AUSTRALIAN NAVAL RESERVE.

Termination of Appointments.—The appointment of Thomas Marden Moore as Surgeon Lieutenant (D) is terminated, dated 2nd February, 1948. The appointment of William Charles Kierath as Acting Lieutenant-Commander (S) is terminated, dated 23rd January, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

Appointments.—To be Lieutenant—Clive Ernest Taylor, 21st December, 1945, seniority in rank 18th December, 1942. To be Sub-Lieutenant—Norman Downes, 4th December, 1945, seniority in rank 26th September, 1945; Kenneth William Shugg, 1st February, 1947, seniority in rank 12th May, 1946. To be Surgeon Lieutenant—Henry George Rischbieth, 3rd January, 1947, seniority in rank 18th January, 1943; Jack Ramsay Collier, 1st July, 1947, seniority in rank, 20th November, 1944.

Termination of Appointments.—The appointment of Frank Sydney Burnet Appleton, D.S.C., as Acting Lieutenant-Commander is terminated, dated 6th February, 1948. The appointment of Hector McDonald McChie as Lieutenant is terminated, dated 29th October, 1945.—(Ex. Min. No. 24—Approved 14th April, 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)

Appointment.—George Matthews Neale (ex-Lieutenant) (Special Branch) Royal Australian Naval Volunteer Reserve, is appointed Lieutenant-Commander (L), with seniority in rank of 30th September, 1947, dated 31st March, 1948.

Promotions.—Sub-Lieutenant Errol Victor Stevens is promoted to the rank of Lieutenant, dated 1st April, 1948. Lieutenant (E) Robert Law Shimmin is promoted to the rank of Lieutenant-Commander (E), dated 1st April, 1948. Lieutenant (L) Bertram Harding, M.B.E., is promoted to the rank of Lieutenant-Commander (L), dated 1st April, 1948.

Confirmation in Rank.—Acting Lieutenant Donald Morgan Wogan-Browne is confirmed in the rank of Lieutenant, with seniority in rank of 23rd February, 1946, dated 5th March, 1948. Patrick Velverton Williams, Gunner T.A.S. (Acting), is confirmed in the rank of Gunner T.A.S., with seniority in rank of 21st March, 1947.

Transfer to Emergency List.—Kevin Francis O'Neill, Gunner, is transferred to the Emergency List, dated 15th March, 1948.

Termination of Appointment.—The appointment of Ernest Conrad William Priest as Temporary Instructor Lieutenant is terminated, dated 15th March, 1948.

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

Promotion.—Acting Lieutenant-Commander Jack Merton Beresford Ballard Strange is promoted to the rank of Lieutenant-Commander, dated 11th January, 1948.

ROYAL AUSTRALIAN NAVAL RESERVE.

Termination of Appointment.—The appointment of Robert Henry Kendrick McKerihan as Lieutenant is terminated, dated 10th March, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

Appointments.—Frank Sydney Burnet Appleton, D.S.C., is appointed Acting Lieutenant-Commander, with seniority in rank of 30th September, 1944, dated 7th February, 1948 (seniority as Lieutenant 15th December, 1941). Keith Williams is appointed Sub-Lieutenant, with seniority in rank of 7th November, 1945, dated 7th February, 1947. Alastair Charles Cole is appointed Sub-Lieutenant, with seniority in rank of 2nd August, 1946, dated 7th February, 1947. Graeme Alvin Robson is appointed Surgeon Lieutenant, with seniority in rank of 12th August, 1941, dated 1st June, 1946. Noel John Rowan is appointed Lieutenant (Special Branch), with seniority in rank of 6th May, 1944, dated 29th March, 1945. Leonard Teague is appointed Lieutenant (Special Branch), with seniority in rank of 17th June, 1944, dated 15th March, 1946.

Termination of Appointment.—The appointment of Ormond Victor Dimmitt as Lieutenant (Special Branch), is terminated, dated 15th March, 1948.—(Ex. Min. No. 30—Approved 4th May, 1948.)

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

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SATURDAY, JUNE 26th. (WARWICK FARM MEETING)
SATURDAY, JULY 3rd. (A.J.C. MEETING)

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Answers to

- (1) The British force, at the action off Capa Spada consisted of H.M.A.S. "Sydney" and the R.N. destroyers H.M. Ships "Havock," "Hasty," "Hyperion," "Ilex" and "Hero." The Italian Force consisted of two cruisers, the "Bartolomeo Colleoni" and the "Giovanni delle Bande Nere."
- (2) The island was Pitcairn. Thursday October Christian, then about 24 years of age, was the son of Fletcher Christian, the mate of the "Bounty," and leader of the mutiny against Bligh.
- (3) (a) The "Kent," East India-man, sailed from England on 19th February, 1825, with 641 persons on board, including 364 officers and men of the 31st Regiment, bound for India. She caught fire in the Bay of Biscay on 1st March, 1825, and blew up the following morning with the loss of 81 persons, the remainder of her company being rescued by the British brig "Cambria." (b) H.M.S. "Captain," a turret vessel, capsized in a storm off Cape Finisterre in 1874, 457 of her crew of 475 being lost. (c) The White Star liner "Titanic" was lost on her maiden voyage through striking an iceberg on 14th April, 1912, with a cost of 1,500 lives. (d) H.M.S. "Victoria" was sunk when she was rammed by H.M.S. "Camperdown" in the Mediterranean off Syria during manoeuvres on 22nd June, 1893, with the loss of 360 lives. (e) The iron paddle steamer "Birkenhead," a troopship, ran on a rock off Danger Point, South Africa, at two a.m., 26th February, 1852, 445 of her company being drowned, but all the women and children being saved. (f)

Nautical Quiz

- The cruiser H.M.S. "Hampshire," while carrying Lord Kitchener to Russia, struck a German mine and sank to the west of the Orkneys on 5th June, 1916, with the loss of all but twelve on board. (g) U.S.S. "Maine" blew up in Havana Harbour, Cuba, on the 15th February, 1898, with the loss of 254 of her ship's company.
- (4) Commodore Wilfred Rupert Patterson, C.V.O., R.N., assumed command of the Royal Australian Naval Squadron when Rear-Admiral Custance relinquished command owing to illness, and was Commodore Commanding the Royal Australian Naval Squadron at the outbreak of war.
 - (5) Corned beef, eggs, kippers, sausages and cocoa.
 - (6) In 1852, when the P. & O. Line ran a branch from Singapore to Sydney for an annual subsidy of £166,000.
 - (7) It was originally the Queen's Cup, offered by the Royal Yacht Squadron for a race round the Isle of Wight. It was won by the American yacht "America" in 1851, and in 1857 the "America's" owners presented it to the New York Yacht Club as an international challenge cup for all time.
 - (8) Another name for the martingale boom which, projecting downwards from the jibboom, with the help of the jib martingale and backropes, supports the jibboom from underneath.
 - (9) They were written of Admiral Robert Blake, and of his arrival—from the war against Spain—at Plymouth on the evening of 17th August, 1657. Blake, a West Countryman, was suffering from scurvy and

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dropsy, and he died as Plymouth came into view. His death inspired Sir Henry Newbolt's poem "The Death of Admiral Blake," of which the lines quoted form the final verse.

- (10) The word was coined from the initials of the Anti-Submarine Detection Investigation Committee.

"REVENONS . . ."

Continued from page 16.

the waiting clippers. A ship would start a well-known sea song, perhaps a favourite capstan chanty, and then, one by one, the other ships would take it up until the effect was really magnificent. . . . No one who has heard sailors' music across salt water but has felt his soul uplifted by its wondrous charm. Even the most scrappy of catgut instruments or the gruffest of reef topsail voices are sweetened and mellowed by the softening power of water. I am sure that there are many men alive to-day who will never forget the wind-jammer sing-songs in Sydney Harbour."

The race home was an annual and exciting event. From the big sheds on the distant stations, by bullock team along the dusty bush tracks under the drooping leaves of the still and silent gums, by rail and road, the bales of greasy wool came down to the waiting clippers. It became the custom to despatch the fastest ships last, so that wool could be loaded up to the last possible moment in order to catch the sales. And then the race was on, driving with the westerlies to Cape Horn, and up through the failing winds and calms to the trades, and home, with passages averaging around eighty to ninety days.

The ships were small, and their loading was in the nature of four to five thousand bales, with a stiffening of tallow, or, if ships were very fine in the run, with bags of ore and oddments. The wool was screwed in. Basil Lubbock quotes

from a press report by the Brisbane stevedore, P. T. Brown, of the stowing of "Cutty Sark's" record lifting of 5,304 bales in 1894. "Captain Woodget reminded me occasionally that the ship was not being half screwed, but towards the finish I got level with him by remarking that I would have to go easy with the screws as the shipping inspector would probably stop the loading before she was full. For once in his life he was beaten, and wore a worried look for a day or two, fearing that I would get a little more out of the ship by slack screwing. However, she was screwed hard from start to finish." When "Cutty Sark" had completed loading on that occasion the plimsoll was about two inches under water.

Wool! Two hundred and forty-five pounds were shipped to England in 1807. In 1945-46, 2,318,137 bales of greasy wool left Australia, the largest quantities going to the United States, Britain, France and Belgium; and 289,677 bales of scoured were shipped in the same period—the total value of the wool shipments being £64,116,162. The weight? The "Australian Encyclopaedia" gives the average weight of a greasy bale at 320lbs. and scoured at 240lbs. On that basis the 1945-46 shipment works out at 811,326,320lbs.

And skins? Over the same period 21,061,855 sheep and lamb-skins, full-woolled, half-woolled and without wool, were sent overseas from this country. Mazamet, in France, is the great market for Australian skins. And the export of mutton tallow at the same time ran into hundreds of thousands of tons.

Tallow made its debut in the Australian economy from the financial collapse of the Eighteen Forties. L. Cope Cornford tells us in "The Sea Carriers, 1825-1925." Then "The Bank of Australasia suspended payment; property was unseizable; sheep were selling for sixpence each, cattle for 3/6 a

head. One, Mr. O'Brien, of the Yaas district, lit a ray of hope by the brilliant discovery that if he boiled the carcasses of sheep for tallow he could make 6/- a head out of them. Nearly forty years were to run before the invention of cold storage enabled the people of England to eat the sheep."

It was in 1880 that the first shipment of mutton and lamb went from Australia to England. It was of ten tons. Two years later 1,573 tons were shipped, and in 1923 the figure had risen to 63,000 tons. The development of the frozen meat trade added to Australia's income from the sheep, and naturally influenced the build and type of ships trading here. The steamers of the regular lines trading to Australia became more and more frozen cargo carriers, not only meat, but butter, cheese and other dairy produce, and fresh fruits. The refrigerated ship became one of the most valuable vehicles in Empire trade, and Australian lamb and mutton—with that of New Zealand—became a staple item of diet on English tables.

Those were the days of cheap food in Britain. When "the best parts of beef and mutton," say Irene Clephane and Alan Bott in "Our Mothers," "cost 9d. a lb., the cheapest 3d. Australian preserved meat was beginning to find its way into English homes, where, though it was not so well liked as fresh meat, it was found palatable enough when cold." With the meat from overseas, the English were able to continue being the large meat eaters as which they had for long amazed their visitors from the Continent. A typical English family of the 'Eighties spent an average of 3/- a week on fruit and vegetables, but 19/- with the butcher. "The expenditure on meat, in view of the low price, seems startlingly high, particularly in comparison with that on vegetables, and gives one an immediate insight into the type of diet provided—meat or bacon three times a day, and little or

no fresh fruit. Butter was 1/3 a lb., milk 4d. a quart, and bread 7d. a quartern."

In time of war, the refrigerated ship became of great importance, and exercised an influence on the Australian economy. We can remember 1940 and 1941, when the shortage of refrigerated tonnage, so many of the liners having been taken up as Armed Merchant Cruisers and otherwise diverted from their normal running, caused the broadcasting in Australia of exhortations to the people to eat more butter and lamb in order to dispose of the surplus which otherwise would have been exported. "It's better with butter," and "Eat more lamb," we were told daily, almost hourly.

With the reduction in refrigerated tonnage, shipments fell off, and in 1945-46 the tonnage of lamb and mutton exported to Britain—where the far largest proportion went—and Ceylon, Hong Kong and India was 25,256, in all, 1,561,927 carcasses. That was, despite the large drop, still a tidy total, and with things returning to normal in shipping space, it will undoubtedly be greatly increased before long.

Wool, skins, lamb, mutton, tallow! The humble jumbuck is Australia's greatest earner, and of wide influence on overseas shipping to this country. He, from his small beginnings in the Indian sheep from Calcutta and the English sheep from Ireland, with the later importations of John MacArthur, caused the birth of the wool clipper and the long line of famous ships whose names are written into our history; he has influenced the development of the later steamship, the fast refrigerated carrier that now comes to our shores; he has carried, and carries, Australia on his broad and fleecy back. And he has justified the optimistic faith of James Cook and the pastoralists who followed and shared that faith. And so, for the time, we will leave him, and revenons a nos moutons.

The foregoing applies to Britain. We have no training establishments comparable with the "Conway" and "Worcester" here in Australia.

It is not, at present, easy for the Australian boy with aspirations after a career in the Merchant Service to realise his ambitions, owing to the fact that applicants far exceed the positions offering.

There are in this country four avenues by which boys may start off as apprentices. In the Commonwealth Government Merchant vessels a very limited number of vacancies occur from time to time for apprentices, and application forms may be obtained from the Marine Branch of the Department of Supply and Shipping. A letter recently received from the Department, however, stressed to an intending applicant the scarcity of vacancies. Telling him to fill in and return the application form if he had the necessary qualifications indicated, the letter said that the application would "then be filed with others awaiting consideration in the event of a vacancy occurring," and emphasised that, unless the applicant had good qualifica-

tions, he should not entertain hopes of being selected.

Three private Australian shipping companies also carry apprentices: the Broken Hill Pty. Co. Ltd., the Australian United Steam Navigation Co., and Burns Philp & Co. Ltd. Here again, however, it is most difficult to secure an apprenticeship, the supply of applicants far exceeding the few openings that become available. A good standard of education is demanded as a necessary qualification, and some companies insist on the Leaving Certificate.

Those who are fortunate enough to secure an apprenticeship do, however, receive a thorough grounding in their chosen profession. They are not left to fend for themselves. Instruction in mathematics, navigation, seamanship and the other branches is on an organised basis, and they are watched in their progress.

Time marches on. Those of you who have read David W. Bone's "The Brassbounder" may remember the passage: "Two new apprentices have joined. Poor little devils! They don't know what it is. It seemed all very fine to that wee chap from Inverary who came with his father to see the ship before he joined. How the eye of him glinted as he looked about,

proud of his brass-bound and badge cap. And the Mate smiles, showing them over the side and telling the old Heilan' of sea men what a fine vessel she was, and what an interest he had in the boys, and what fine times they had on board ship, and all that! Yes—fine times! It's as well the old chap doesn't know what it's like sending his son to! How can we know—but we don't tell. Pride! Rotten pride! We came home from our first voyage sick of it all. . . . Would give up brass for pride. . . . Afraid to be called 'stuck sailors' . . . of the sneers of our old schoolmates. . . . So we come home in a great show of bravery and swagger about in our brass-bound uniform and lie finely about the fine times we had out there! . . . And then nothing will do but Jimmy, next door, must be off to sea, too—to come back and play the same game on young Alick. That's the way on it!"

Time marches on. And it has brought changes. The Jimmies and the Alicks do not find it as easy to get away as apprentices as once they did. And when they do, they find things easier than did their forerunners in sail.

And if not an apprentice, what chance of going before the mast? There again the same conditions obtain. The boys wishing to go exceed the vacancies, and it is difficult for an Australian boy to get away to sea either as an apprentice or a deck boy.

What does it signify? In America, the training establishments cannot meet the demands of the Merchant Service for cadets. Here, the vacancies for cadets cannot cope with the applicants for positions. Are our boys more sea-minded, or is the difference due to the fact that the United States Merchant Marine Act of 1936 calls for at least one engine and one deck cadet on each subsidised ship in an effort to meet the industry's demands for new officers? It is an interesting point worthy of investigation.



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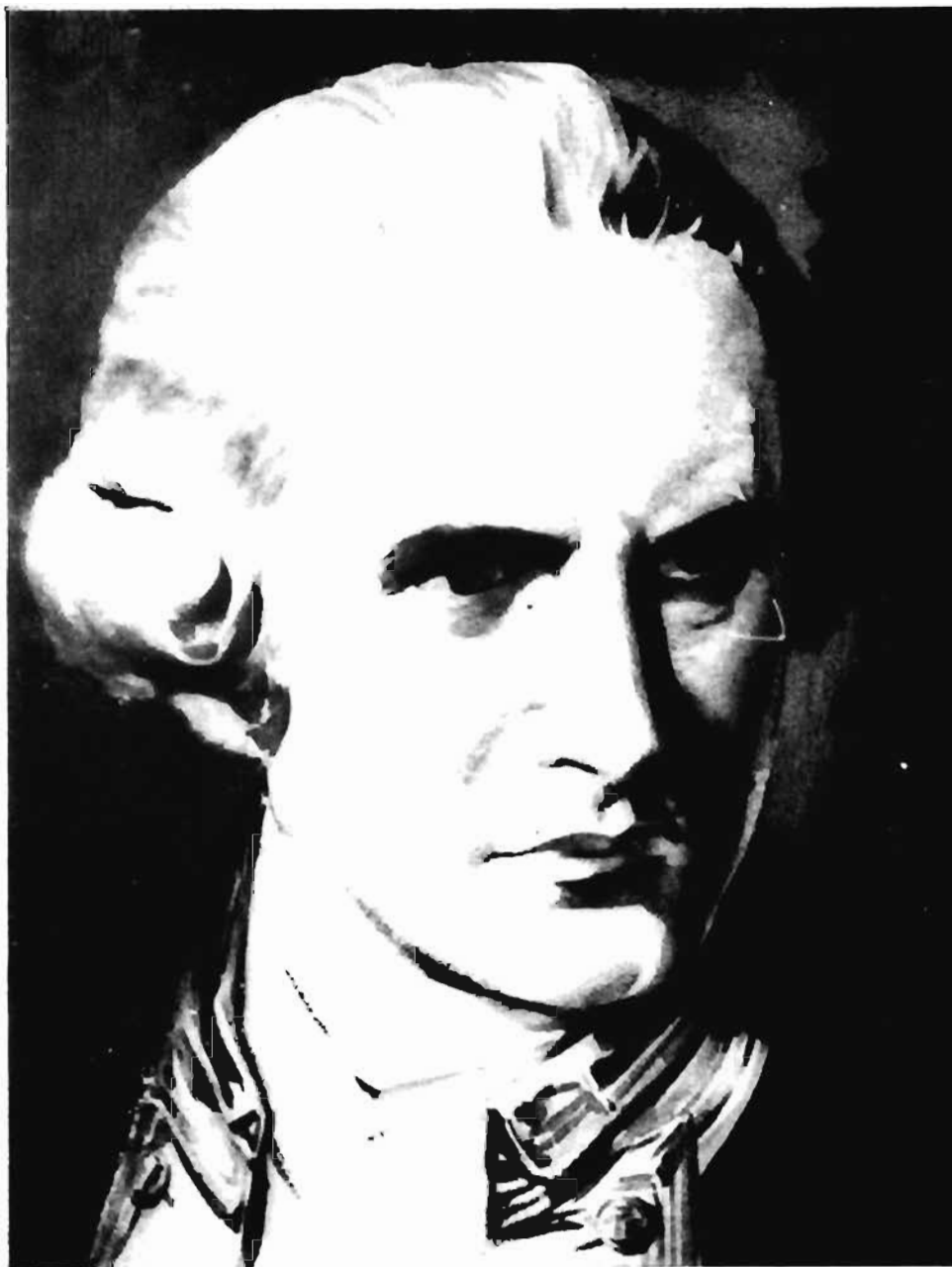
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