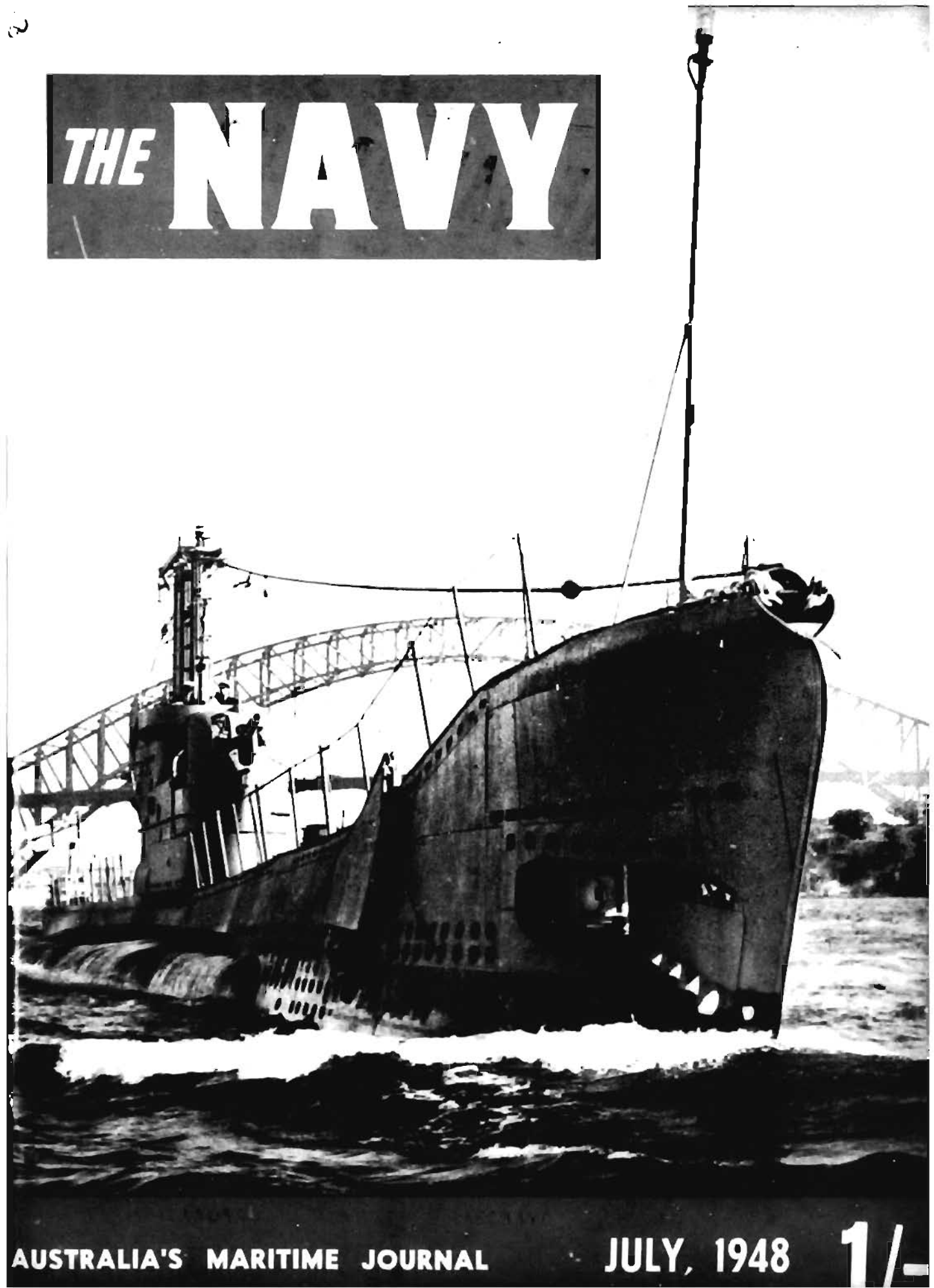


THE NAVY



AUSTRALIA'S MARITIME JOURNAL

JULY, 1948

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THE NAVY FOR NEXT MONTH

THERE is some good material in preparation for next month's issue of "The Navy," and we hope that the variety being provided will find a response in general interest as well as, perhaps, proving of particular attraction to individual tastes in certain items. Among the subjects being dealt with are:—

THE FLYING ANGEL

The symbol of the Flying Angel, that of the Mission to Seamen which performs such a valuable function in the ports of the Empire, is well-known to sailors—especially those of the Merchant Service—and to the citizens of ports generally. In an article in the August issue of "The Navy" the author will take you around the Mission buildings of an Australian port, and give you an insight into what the Mission does for the Merchant sailor, and how he is enabled to find relaxation and enjoyment in good surroundings and at little or no cost while he is in port.

HOME ROUND THE CAPE

Some forty-odd years ago, a reader of "The Navy" made the voyage home as a passenger in the old White Star cargo and passenger liner "Runic." Many of you will remember well the shapely four-masted steamers of her class, which included, besides herself, the "Medic," "Persic," "Afric" and "Suevic." On his voyage, our author kept a diary of events on board, with his impressions of the life and of his fellow passengers. This diary he has very kindly made available to "The Navy" for publication of such extracts as may seem to be of general interest. And since such general interest is not lacking, we have availed ourselves of his offer, and some extracts will appear in our forthcoming issue.

PETTY OFFICERS' SCHOOL

In the May issue of "The Navy" reference was made in the section "What the Navy Is Doing," on page 35 to a series of new "background" courses for Petty Officers of the Royal Australian Navy which have been initiated and are being conducted at Flinders Naval Depot. In an article in the August issue of "The Navy" a more detailed account of this scheme, and of the type of subjects covered and the response from the men undertaking the courses, will be given.

GENERAL

All the usual features of "The Navy" will be present in the forthcoming issue, including the up-to-date record of dispositions and activities of the ships of the Royal Australian Navy, items of personal interest, Maritime News of the World, News of the World's Navies, fiction, the latest news and information from the Navy League and the Ex-Naval Men's Association, humour, and other items of general interest.

Make sure of securing the forthcoming issue of "The Navy," and if you are not yet a subscriber, correct that omission and become one now, so that the magazine reaches you automatically on publication each month.



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LETTERS TO THE EDITORS

GRAF ZEPPELIN

Sir,

I would like to express my appreciation of your fine magazine, and I wonder if you could answer the following questions in "Letters to the Editor." (1) What became of the much-publicised German Aircraft Carrier "Graf Zeppelin"? (2) Where would it be possible to obtain an up-to-date copy of "Jane's Fighting Ships," and what would be the cost?

Yours, etc.,
H. J. Deeble,
7 Bankside Avenue,
Earlwood, N.S.W.

The aircraft carrier "Graf Zeppelin" was never completed. Various factors were involved. Parts and auxiliary engines were removed during the war in order to meet more urgent needs, and in 1942 it was estimated that it would take at least until the winter 1943/44 to complete the hull and instal engines. Difficulties also arose over the provision of types and numbers of aircraft to be used for the carrier were she completed. As the war progressed, these difficulties increased, owing to shortages both of materials and of man power. Although the German authorities recognised the necessity of aircraft carriers, and plans were laid for the conversion of other naval and merchant vessels to auxiliary carriers, in addition to completing the "Graf Zeppelin," those plans were brought to nothing by the march of events. Enquiries are being made for you with reference to your obtaining a copy of the latest edition of "Jane's Fighting Ships," and you will be communicated with personally on this matter.

Ed., "The Navy,"
"POCKET PISTOL" AND
"BETTY MARTIN."

Sir,

I am always delighted to receive my copy of "The Navy," which I read with great pleasure and pass on to a friend of mine

who has similar tastes to mine, and who also derives much pleasure from the pages of your magazine. Incidentally, with regard to "Queen Elizabeth's Pocket Pistol," my friend has also seen the old cannon at Dover, and remembers the couplet which I forwarded to you, and which you published in last month's issue, and he bears me out that it was engraved on the gun. He saw the cannon many years later than I did, and said that when he visited Dover Castle the old piece was lying on the ground and looking rather neglected. Regarding "All my eye Betty Martin," in the April issue of "The Navy," I was always told that the sentence is Latin: "O mihi beata Maria"—Oh! aid me, blessed Mary. The ending in "a" of "beata" shows the saint was feminine, and not masculine as "Martin" would indicate.

Yours, etc.,
John H. King,
Mairburn,
Metung,
East Gippsland,
Victoria.

Thank you very much for your letter, and for your further information regarding "Queen Elizabeth's Pocket Pistol." As regards "All my eye and Betty Martin," your comments are most interesting. Our authority for St. Martin in this case is Brewer's "Dictionary of Phrase and Fable," where it is given: "All my Eye (and) Betty Martin. All nonsense; Joe Miller says that a Jack Tar went into a foreign church, where he heard someone uttering these words—'Ah! mihi, beate Martine' (Ah! grant) me, Blessed Martin). On giving an account of his adventure, Jack said he could not make much of it, but it seemed to him very like 'All my eye and Betty Martin'. Gros has 'Mihi beate Martinis' (sic). The shortened phrase 'All my eye' is very common." Would it not appear that the original

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LETTERS TO THE EDITORS

author of the story had St. Martin in mind? An appeal to him for blessing and help would be quite natural, since his quality was charity, and his symbol a figure sharing a cloak with a beggar.

Ed., "The Navy."
**THE NESTOR'S
SUBMARINE**

Sir,

In "The Navy," issue of May, 1948, a list of the ships of the Royal Australian Navy that sank or took part in sinking enemy submarines during the war of 1939-45 is given on page 30, in the "Question Box" section. I regret to notice that the list lacks reference to H.M.A.S. "Nestor." This ship destroyed a German submarine in the Atlantic on 15th. December, 1941, when in company on a hunt with H.M. Ships "Foxhound" and "Croome." As a result of a depth charge attack by "Nestor," a heavy underwater explosion was felt, and subsequently oil came to the surface and much small wreckage. As a result, the destruction of the submarine was assessed as a certainty, and as a direct result of the "Nestor's" attack. The following awards were made to "Nestor's" complement for this successful attack: Commander A. R. Rothenthal, Commanding Officer, Bar to D.S.O.; Schoolmaster R. G. Fennessy, D.S.C.; Able Seamen J. S. McLeod and J. V. Healey, D.S.M.; Sub-Lieut. P. S. Colclough and Leading Seaman A. M. Krautz, Mention in Despatches.

Yours, etc.,
E. D. Newman,
Upper Fern Tree Gully,
Vic.

Thank you for your letter and for drawing this omission to our notice. It no doubt occurred owing to the fact that little, if anything, has previously been published regarding this incident.

Ed., "The Navy."

July, 1948.



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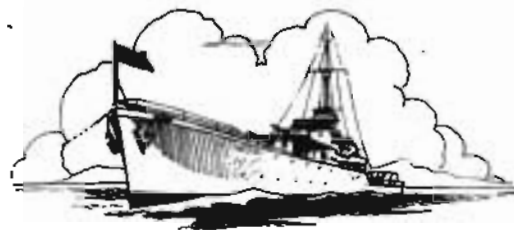
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Australia's Maritime Journal

No. 7

THE ADMIRALTIES

Cruisers and destroyers of the R.A.N. took part, while the R.A.N. Survey Service was early on the job, carrying out its duties while the invasion operations were in progress. These operations successfully concluded, Manus became a major Allied naval base in the Pacific War. In their customary large scale, the Americans rapidly and efficiently equipped Manus as a base of the first magnitude, capable of handling, servicing and repairing capital ships. Buildings, workshops, airfields, shipways, sprang up ashore, connected by fine roads. Harbour facilities included wharves and capital-ship floating docks. The wartime population of Manus was in the neighbourhood of 120,000.

Australia's defence position has thus changed since the outbreak of war in 1939. Then she depended for her northern cover on the naval base at Singapore, and the protection afforded by such naval forces as could be based there in time of emergency. Her own northern island screen, although of defence value as an alternative battleground to the mainland of the continent, was also, because of its lack of defensive fortifications, a weakness, since loss of control of its northern sea communications laid it open to occupation by the enemy with the possibility of his using it as a springboard for an attack on the Commonwealth itself. Furthermore, Australia lacked her own capital ship base, and could not, therefore, offer facilities for an Allied battlefleet should Singapore cease to be available. These points were clearly illustrated by events during the war.

SPEARHEAD AND SHAFT

TODAY, however, circumstances are different. In the advance naval and air operational base

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The value of Manus in its new role lies in our ability to hold it should circumstances demand. It is no longer merely a geographical outpost of Australia. It is a military outpost, A naval base. But naval bases, although essential elements of sea power, do not in themselves constitute that power. As Admiral Sir Herbert Richmond, in his "Statesmen and Sea Power," wrote of another naval base: "Unless aid could have come in a shape in which it could deprive the enemy, and secure for the British, the sea communications of the invading and defending forces respectively, the fall of Singapore, sooner or later, was inevitable; as the fall of every isolated fortress on land or at sea has been inevitable throughout the whole history of war."

That is a lesson that we must bear in mind in regard to Manus.

NAVY

SPOTLIGHT

AMONG the three hundred and fifty people who attended the reception in honour of the birthday of His Majesty King George VI at Government House, Sydney, were many naval officers and their wives.

Beautifully gowned women, men in Service dress uniform or evening dress with decorations and service ribbons, made the occasion a colorful spectacle.

Lieut.-General Northcott, Mrs. Northcott and their daughter Elizabeth, received the guests in the drawing room, in which burned a cheerful log fire. Decorations were Autumn toned chrysanthemums, berries and flowers from the Government House gardens.

Mrs. Harold Farncomb's attractive off-shoulder gown was made with a sheer yoke applied with pearls and bead embroidery.

Mrs. J. C. Morrow's black velvet frock made with slender skirt, was topped with a finger tip

length jacket of the same material, cut to flare widely at the back where it hung in deep folds.

Her husband, Captain "Copper" Morrow, was also present at the levee during the morning of the same day in the grounds of Government House.

Rear-Admiral Moore and Mrs. Moore, Rear-Admiral and Mrs. Wishart (she wore a silver fox wrap over her black frock), Captain and Mrs. E. C. Rhodes, the latter in eau de nil crepe made off the shoulder style with a modified bustle effect, Commander and Mrs. Eric Creal and Captain D. E. A. Buchanan were present.

Miss Barbara Moore, daughter of Rear-Admiral and Mrs. Moore, was among Australians presented to Their Majesties the King and Queen and Princess Elizabeth, at a garden party at Buckingham Palace recently.

Commander and Mrs. George Tancred entertained a number of friends at cocktails, aboard H.M.A.S. "Warrego" on June 16. Commander and Mrs. Carl Oom and Lieut.-Commander and Mrs. S. Bolton were among the guests.

Visiting Sydney for a brief six weeks, is former Australian resident Mrs. T. Brown Shaw, wife of Surgeon Rear-Admiral Brown Shaw, R.N., of Lee-on-Solent, Hampshire, where so many Australian Naval personnel have lived during exchange.

She is staying with her sister Mrs. Gordon Higgs, of Harbord, near Manly.

During the first two years of the war Mrs. Brown Shaw was in charge of a Servicewomen's Hostel in Plymouth, until, in April, 1941, it was completely wrecked in one of the heaviest air raids of the war.

This interesting woman then took up nursing with the Red Cross and became matron of the Free French hospital at Butler's Court, historic

home of the late Edmond Burke, in Buckinghamshire.

She will visit her mother, Mrs. Ambrose Wilkins, in Perth, before returning this month, to England.

Surgeon-Captain and Mrs. A. R. Woolcott gave a dance at 9 Darling Street, South Yarra (Melbourne) in honor of the coming of age of their son, Richard, last month.

Guests included many of Richard's former school friends from Geelong Grammar and fellow students at Melbourne University.

One of the happiest people at the Flinders Naval Depot, during the lunchtime visit of Sir Laurence and Lady Olivier (during the Melbourne Old Vic season) was a W.R.A.N. cloakroom attendant who succeeded in obtaining Lady Olivier's autograph.

Two very thrilled boys who also possess the coveted signatures, are young Rodney Gatacre and Mrs. John Peel's schoolboy son, John, who was spending his school holidays at the Depot.

On June 7, Rear-Admiral C. T. M. Pizey was the speaker at the annual meeting of the Victorian branch of the Save the Children Fund, in Melbourne Town Hall.

Lt. Anthony Sallmann gave a cocktail party at his parents' home in Toorak, for his fiancée Ann Foley and her mother after they arrived from London in the "Stratheden."

Commodore and Mrs. Harry Showers were among the guests.

Royal Navy Lieutenant Brian Hennessey and his wife and child, who are staying with Major and Mrs. P. A. Wisdom, at their home in Woolahra, are still searching for a flat in which to settle down.

Lieut. and Mrs. J. E. Gillow dined and danced at Romanos the night before they left Sydney for F.N.D. after spending leave in that city.

Usher's (Sydney) hotel lounge is a favourite place for naval wives' luncheon parties these days.

One day near the end of last month there were two large parties—hostess was Mrs. Mavis Handcock, widow of the late Lt.-Commander Handcock. Her guest-of-honor was the recently returned Mrs. Harry Howden, who is living, with her three sons, on the North Shore, since her recent return from England.

Also lunching with Mrs. Handcock were Mesdames Hutcheon, W. Slater, Richards and Nita Vallance.

At another table were Mrs. Margaret Dalton,

of the Australian Broadcasting Commission's Children's session, and Mrs. Enid Rayment.

Attractive young Dell McKerihan, daughter of the Roy McKerihans, of Sydney, was acquired by Lieut. Geoff Looeli, at Prince, the night before H.M.A.S. "Kanimbla" left for England last month.

Sub.-Lieut. Peter Goldrick, who travelled to England for exchange duty in the "Stratheden," last trip, is looking forward to seeing his uncle and "in-law aunt" Madge and Cyril Richards, in London.

Delegates from all States of the War Widow's Craft Guild attended a conference in June, called by the Federal president, Mrs. G. A. Vasey, to discuss the allocation of money available to widows, from the Services Canteens Trust Fund.

Deputy Commander-in-chief of the Netherlands Navy, Rear-Admiral Salm, who visited this country last month, was entertained by the Consul for the Netherlands in Melbourne, Lt.-Col. F. H. Wright, and Mrs. Wright at a dinner party on June 10, at their home.

Former A.A.N.S. member Marion Appleford who married Sydney's Lt. Geoffrey Sanders, R.A.N., at Scots Church, Melbourne, on June 19, has chosen the Women's Services' Club for her wedding reception.

Miss Appleford and her mother, Mrs. P. T. Appleford, formerly Asst. Controller A.A.M. W.A.S. Southern Command, are both club members.

"Mine was the first wedding reception to be held there," Miss Appleford told me. "Perhaps other members will follow my example, which would help the club."

Lt.-Cdr. J. M. Ramsay will arrive in Australia soon as navigator of the new aircraft carrier "Sydney" to be commanded by Capt. Roy Dowling, D.S.O., R.A.N. Mrs. Ramsay will be remembered by former hospital inmates as Janet Burley, a Red Cross Hospital visitor who was an untiring worker for Australian servicemen in England.

Denise Finch, who was at Navy Office during the



Marie Allen, who left Melbourne on the "Stratheden."



Miss Appleford, who married Lt. Geoffrey Sanders on June 19.



THE WAVES OF THE SEA

IN THIS INTERESTING ARTICLE AN EXTRA-MASTER AND KEEN OBSERVER WRITES ON WAVE FORMATION AND BEHAVIOUR—FROM BOTH THEORY AND PERSONAL EXPERIENCE

By Captain Brett Hilder
Extra Master

"TUFF'er up, Johnnie, 'ere 'e comes a big un!" A schooner running with a heavy beam sea is endangered as each particularly large wave rears up its ugly head. She must then "luff" or turn bow-on to the oncoming wave. We generally find that about every sixth wave of the open sea is a bigger one than its fellows.

I had studied waves at sea for years before reading about the Trochoidal theory of wave development. This is based on the series of peculiar curves called Trochoids. It took me some time to find out what a Trochoid really looked like, and here is the easiest explanation of their construction:—



First take a rickshaw and coolie, and a brushful of paint: dab a spot of paint on one of the spokes of a wheel, and note the path traced out by the spot of paint as the wheel turns a few revolutions:

Now place another dab on the same spoke, but farther from the hub of the wheel. While the first dab rises and falls as a gentle undulation, like the slow rhythm of the ocean swell, the second dab will rise and fall through a

greater height, like a steeper wave in a choppy sea.

It has been found by observation that the length between crests determines the speed of any series of waves, for all waves of the same wave-length travel at the same speed, irrespective of their height. For example, waves with 415 feet between crests will always travel at 27 knots, and will therefore pass a stationary observer at intervals of 9 seconds. No matter how smooth or how steep the waves, their speed depends on the wave-length alone. They thus agree with the dabs of paint on the rickshaw wheel, which all travel at the same speed, but which rise and fall through different heights, like good trochoids.

For this reason we can say that waves are trochoidal in character as well as in shape. The dabs of paint form curves which have to be turned upside down before they resemble the various shapes of waves, which seem to have flatter sides at sea, and more concave sides in shallower waters. The shape changes as a wave becomes a breaker, as all surfers know, and they lose their trochoidal shape, especially if they become dumpers rather than good "shoots."

So much for the shape and speed of waves. To understand

how the wave-forms travel at high speed over the ocean without any permanent movement of the water is another mental exercise. The simplest idea is to get a firm grip of the end of a tablecloth, and flick a wave into it which will travel down the cloth, and probably shake the crumbs off, if you continue the series of waves. These waves will be seen as undulations travelling without any permanent shifting of the cloth.

In sea-waves the water oscillates down to some depth as well as at the surface, giving the waves a strong momentum as well as speed. The cause of nearly all sea waves is the wind, which by giving up some energy to the waves is slowed down a bit in consequence.

The exceptions to wind waves are those caused by the tides, which are not trochoidal, and those caused by submarine eruptions, explosions, and the smaller series of waves such as ships' bow-waves, not to mention the concentric waves formed as a bomb or shell hits the surface.


The sea is generally confused by several series of waves travelling in different directions at different speeds, but only one of these series will be getting the acceleration from the wind blowing at the time. The other waves, and the ocean swell, have been caused

by previous winds, but possibly not in that locality, as once formed, a heavy series of waves will continue to travel for hundreds of miles at undiminished speed; indeed they are only stopped by some land getting in the way.

Where two series of moderate waves are running in different directions, they can theoretically carry on without interference in the open sea.

At the points of intersection of their crests, they add up their heights and form summits like those on a range of mountains. These higher peaks are exposed to the greater force of the wind, and tend to break under the added acceleration. Occasionally in the Tasman Sea two sets of waves will be joined by a heavy swell rolling in from the South-West, and the triple peaks formed at the rare spots where three wave-crests meet will be enormously high. These peaks look rather more like the Matterhorn than the squatter summit of Everest, and being so high are pushed over by the wind or the strongest wave. Such a peak can strike a ship a blow like a battering-ram, and unexpectedly high up on her superstructure.

It is hard to believe that the giant waves of the South Pacific cyclones can have their origin in a series of ripples raised by the Summer's breeze. Just why ripples are so similar in their series there is no explanation, and the idea that wavelets are formed by the gustiness of the wind doesn't appeal to me at all. The same ripples form on the sandy bed of a river, and on a corrugated roadway.



Once they have formed at sea, and the wind continues to blow, they will increase in speed, size and wave-length, but still form a regular series. By the time their speed has doubled, the wavelength will have increased fourfold. This continues until the waves are travelling at nearly the same speed as the wind, or until the waves run out of searoom. The longest and fastest waves are therefore found where there is the strongest prevailing wind and the longest race-track for them to be developed. This occurs around the Antarctic continent in the "Roaring Forties" and the "Shrieking Fifties" of Latitude. Next to them come the waves of cyclones in the

Pacific, which are larger than those raised in the shorter waters of the Atlantic. The largest waves ever recorded had a wave length between crests of 2600 feet, with a period of 23 seconds. This works out to a speed of 70 knots, and this is the most that could ever be expected of the wind.

These oversized waves are not generally of proportionate height, as the wind which raised them does not blow quite constantly enough to keep their height built up. The heights of waves are independent of their other proportions, because they are trochoids. The only formulae which have been evolved for calculating their height are based solely on observations. The first is that the height in feet is equal to half the speed of the wind in miles an hour. This can only be correct when the wind has had time to develop the waves freely over a stretch of open sea which is called the "fetch."

The formula says that the height will be 1.5 times the square root of the fetch in nautical miles. In the Atlantic the maximum fetch is taken as 1100 miles, which then gives 50 feet as the maximum height possible there.

After a wind has gone to all this trouble, or sometimes before it has raised the waves to their maximum speed and height, it may be deflected away by some meteorological by-laws, and the waves are left to carry on across the ocean without the wind which fathered them. They are then officially classed as "swell" instead of "seas." They will soon meet another wind which will superimpose on them a series of waves raised by the new wind. The swell loses height as it travels, but keeps its speed until it uses up all its sea-room.

Generally along the coast there will be various ocean swells, arriving from afar with very small amplitude. These cause most of the breakers along the shore, even on windless days. When a local sea is breaking ashore the small effect of the swell will be obliterated, except that it will cause occasional breakers to be bigger than the others in the local series. It will often happen that this hidden swell is six or seven times the wave-length of the local breakers, and this will result in the well-known effect of every sixth or seventh wave

breaking on the beach to be larger than the others.

In the open sea the seas are larger than the seaside ones, or rather they are longer, and their combination with a hidden ocean swell from the same direction will then cause every fifth wave to be larger; from my own observations I would say that in bad weather it is every fifth and sixth wave which is larger.

When waves are seen to develop white crests in the open sea, it is a sign that the wind is fresh and impatient. Either a new wind which has just sprung up, or an old Trade Wind which has been rejuvenated. When the waves cannot accelerate fast enough for the wind, the latter pushes the tops of the crests over, to form the familiar "white horses." The waves may be travelling at 8 knots, and the wind at 12; this will be quite sufficient to form the "horses."

As the waves accelerate, the wind is not only pushing on their rearward slope to increase the speed, it also increases their wave-length. There is, however, one occasion where the waves make a practice of doubling their speed

while keeping their period the same, and that is as they are going ashore. When the depth of water has shoaled to half their wave-length, they double their speed and wave-length, and keep their period constant as they rush ashore and pay off.

Another case of not obeying the rules is during a hurricane, when the squalls are generally so fierce that they whip the tops right off the waves and level them out like steamy wax under a hot iron. Such squalls occur near the centres of hurricanes, when the confused sea appears to enrage the incarnate demon of the winds. Such occasions seem to get beyond the formulae of normal times, though the principles involved are much easier to understand than the subtler problems of wave behaviour. Pay attention to the waves you see from the ferry, and at the beach, and the puzzles of wave-motion will soon appear. Many more years of observation and theorising are required before these problems are likely to be solved. In the meantime its "Luff 'er up, Johnnie" and heave to for the night.



The launching of H.M.A.S. "Albatross" by Lady Stonehaven—wife of the Governor-General—in January, 1927. This was the first launching at which the Reverend A. G. Rix officiated.

"I NAME THIS SHIP"

THE PARISH OF ST. JOHN'S CHURCH, BIRCHGROVE, NEW SOUTH WALES, EMBRACES THREE SHIPYARDS; AND THE CHURCH AND THE RECTOR, THE REVEREND A. G. RIX, OCCUPY A UNIQUE POSITION IN THEIR ASSOCIATION WITH THE SHIPS LAUNCHED FROM THE YARDS.

By Mary White

Come with me to the Parish of St. John's Church of England, Birchgrove, New South Wales. The Church has an association unique in the history of Australian shipping and shipbuilding, and those of you who are interested in the sea, and in they that go down to it in ships, will find much here to intrigue you and to enlist your attention.

From our approach, the Church, clothed in its grey stone, seems at first slightly austere. We must go through this gate, down the path towards the Rectory, to find the softer side to its character. Here its wall is creeper-clad. The soft green lawn, the shady

trees, endow the scene with a rural quality of peaceful charm. And there, beyond a stone bird bath and sanctuary, is the key to the peculiar quality of St. John's. In the distance the hazy ridges of the Blue Mountains form the skyline. Nearer, the limpid waters of the Lane Cove and Parramatta Rivers wind. In the left foreground is Cockatoo Island Dockyard, and as our gaze travels to the right it embraces a glorious panorama of Sydney's waterfront, the Harbour and foreshores, the Bridge, and on to the lighthouse on South Head.

The Parish of St. John's is a parish of the sea. At the centre

of a great port, it is the centre of a shipping and shipbuilding population. Within its boundaries it includes three shipyards, from whose launching ways war vessels and merchant ships, instruments of that sea power on which the foundations of our Nation were laid and the edifice firmly built, have taken the water. They are the yards of Cockatoo Island, of Mort's Dock and Engineering Company, and of Poole and Steele.

With these yards, and with the ships that have come from them, the Church of St. John's and its Rector—the Reverend A. G. Rix—have a long and enduring fel-

NAVY SPOTLIGHT

Continued from page 13

war and later worked in the historical section, is now in England. She is a sister-in-law of Capt. J. C. D. Esdaile, Director of Mobilisation.

Ex-Wran Moyla Allen, of Connewarre, Victoria, is now in England. Moyla, who was in the W.R.A.N.S. for two years, was driver to Admiral Sir Guy Royle and later to Admiral Sir Louis Hamilton.

In London she is staying with Victoria Douglas, who was in Melbourne when her uncle, Admiral Sir Louis Hamilton, was First Naval Member.

Australian Officers who did the R.N. Staff course in England a couple of years ago are watching Palace affairs with interest.

Commander Richard Colville, formerly on the staff at Greenwich, is now at Buckingham Palace as Press Secretary to the King.

He will be in Australia with the Royal Family next year. Perhaps "Vanguard" might have some Australians in her complement.



A farewell luncheon at Romano's on June 7 for Lieut. James Craven, D.S.C., R.N., and his wife, before he sailed in H.M.A.S. "Arcturion" for an island cruise. Mrs. Craven is staying with her mother, Mrs. L. Craighton-Brown, at Gordon, Sydney.

The Navy

July, 1940.



Their Royal Highnesses The Duke and Duchess of Gloucester arriving at St. John's Church on 7th April, 1946, and being received by the Rector.

lowship. Many fine vessels were built by Cockatoo Dockyard, Mort's Dock, and Poole and Steele during the war, and Mr. Rix was appointed by the Naval Board to conduct the Religious Service at every launching from each of these three yards. In the carrying out of this duty, Mr. Rix and the Choir of St. John's Church have officiated at the launchings of no fewer than 62 vessels.

As an appreciation of the splendid service rendered by him and the Church, the Department of the Navy honoured the Rector in a memorable fashion by inviting him to name two of the vessels, H.M.A. Ships "Armidale" and "Latrobe." This was a signal distinction, as the honour of naming a vessel at her launching is one usually reserved for a lady.

In the numerous ceremonies at which he officiated, Mr. Rix spared neither himself nor his choir in the effort to make every service dignified and impressive. Many important personages visited the three Yards in St. John's Parish to attend and participate in war time launchings. They included His Excellency the Governor-General, Lord Gowrie, and

Lady Gowrie; His Excellency the Governor of New South Wales, Lord Wakehurst, and Lady Wakehurst; Mrs. Douglas MacArthur, wife of General MacArthur, Commanding the South West Pacific Area; and the wives of Prime Ministers and Premiers and Cabinet Ministers, among other socially prominent people.

Nor were representatives from the country districts wanting. Many of the vessels concerned were corvettes, which were named for country towns. A number of these were christened by the wife of the Mayor or the Town Clerk of the town concerned. Very often a town formed its Comforts Fund to look after the welfare of the ship's company of a vessel bearing its name, additional to the already existing general Comforts Fund, and in this way a personal bond was established between town and ship, which lasted throughout the ship's life, and made and cemented friendships.

The weather was not always propitious at launchings. On the occasion of that of the "Latrobe," it rained heavily, and the Rector had to perform the christening ceremony against a back-

ground of umbrellas. The members of the ship's company suffered in damp silence, for although silence is a tradition of the Navy, umbrellas are not.

The period of the war did not see the commencement of the association of St. John's Church and of Mr. Rix with Naval launchings. It goes back far beyond that. The Rector carried out his first service at a launch in 1927, when the sea-plane carrier H.M.A.S. "Albatross" took the water at Cockatoo Island Dockyard, Lady Stonehaven, the wife of the then Governor-General, performing the naming ceremony on that occasion. Since then Mr. Rix has taken part in launchings with many women well-known in Australian public life, including Dame Enid Lyons, Lady Grace, Mrs. McKell, Mrs. Scullin, Mrs. Muirhead Gould, Dame Mary Hughes, Mrs. Frank Ford, Mrs. Menzies, Mrs. Beasley, Mrs. Quirk, Lady Kelso King, and Mrs. Fraser.

In April, 1946, Their Royal Highnesses the Duke and Duchess of Gloucester were present at St. John's Church at a service to commemorate the achievements of the Royal Australian Navy, and all visiting Admirals, Admirals-in-Charge at Sydney, and Generals of the Army, have visited St. John's at one time or another.

The connection of their Church and their Rector with the launchings and with the public figures who officiate at the ceremonies—many of whom have attended the Church on several occasions as worshippers—is a source of pride to the parishioners of St. John's, to whom their Rector is affectionately known as "Our Cappy." And the close link of the Parish with the sea and the Navy goes deeper than dockyard ceremonies. Many boys from Balmain and the district served, and are still serving, in the corvettes, a number of them being from the Parish of St. John's.

The Church itself is rich in reminders of its place in the sea annals of Australia. In many of the seafaring towns in England,

where the community lives by and through ships, a model of a vessel is placed in the church. It serves to remind the congregation that their living comes through ships, and its presence exhorts them to offer prayers for their comrades afloat, and for those in peril on the sea. There is such a model—of a harque—in 'St. John's, Birchgrove; and a notice drawing the analogy between the ship and the Church, which also carries people safely from port to port—from the port of Earth to the port of Heaven.

St. John's was from its beginning linked with the dockyards. The stone from which it was originally built was given by Mr. Thomas Sutcliffe Mort, the founder of Mort's Dock and Engineering Company Ltd. The building has been added to since, and the additions have enriched its associations in mementoes from past and present parishioners, and from varied fields.

The beautifully wrought bronze Sanctuary gates were fashioned from the turbines of the original H.M.A.S. "Sydney," which sank the German "Emden" during the first World War. They were presented to St. John's by the men of Cockatoo Dock in memory of Mr. J. Paine, who was the manager of the Dockyard. Three lovely stained-glass windows which were unveiled last month, replace a narrow window which previously served as a memorial to the men who fell during the Wars. In the Church grounds immediately outside the windows will be placed a fountain, a bird bath, and a fish pond. Thus, outside and within the Church, will be constant reminders of the boys from the Parish who gave their lives.

Flowers, kept constantly fresh, are a living memorial in the Church. They are grown in her small garden by a Balmain mother, whose son was the first soldier to be killed in the Owen Stanley Ranges.

Sir Harry Rawson laid the foundation stone of the Chancel;

and to mark the Jubilee of the Church in 1932, Sir Philip Game, Governor of New South Wales, laid the stone for the new Jubilee Vestry.

Mr. Rix was at one time Rector at Moruya, on the South Coast of New South Wales. Moruya is famous for the fine-quality granite quarried there. The pillars of the Sydney General Post Office are of Moruya granite, which has also been extensively used in the ornamentation of other Sydney buildings. When the Sydney Harbour Bridge was projected, the Moruya quarries had, for some time, been closed down; but they were re-opened, and the tall bridge pylons are fashioned from their product—the hardest granite in the Southern Hemisphere.

That establishes a personal link between Mr. Rix and the foundation stone of the Jubilee Vestry, and, also, of the sundial in the Church grounds. Each of these is of Moruya granite. And not only was he Rector at Moruya, the home of the granite, but he was intimately associated with many of the men working on the Sydney Harbour Bridge

when it was building. A number of them lived at his home at different periods.

St. John's Church commemorates in an inscription on a brass plate the fact that the Naval Board on one occasion gave permission for the White Ensign to be flown there. It was when a Commemorative Service was held at the Church, at which Lord and Lady Gowrie, and Sir Guy and Lady Royle were present. At the time Admiral Sir Guy Royle was First Naval Member of the Naval Board.

Mr. Rix, in his capacity as a clergyman, has been associated with the radio and the films. He was the first clergyman to broadcast a religious service in Australia. He was then Acting-Rector at St. Mark's Church, Darling Point. There were some who were doubtful if the experiment would be a success. But it was. Mr. Rix conducted the service, and Canon Lee preached. That the idea bore fruit is evidenced in Church broadcasts today. In his association with the films, Mr. Rix directed the church scenes in the Australian Cinesound production "The Silence of Dean Mait-



View of St. John's Church from the Rectory, showing sundial made from Moruya granite.

D.S.O. WON AT NAMSO.

Daring And Devotion To Duty While In An A/S Trawler Earned Decoration For R.A.N.V.R. Officer.

SINCE the British Empire is a maritime power whose strength is based on a permanent Navy with world-wide forces, those forces are the first to feel the impact of war when hostilities are declared. They are the first in the ring, and hold it until the other Services are able to build up their strength and resources. Consequently, when war breaks out, we find naval ships and naval personnel on the job from the dropping of the hat, and in the last war Australian naval officers and men were engaged in hostilities in various parts of the world very early in the piece. That was why Sub-Lieutenant (as he then was) Ernest Thomas Lees, R.A.N.V.R., found himself taking part in the Norwegian campaign early in 1940.

Ernest Thomas Lees entered the Royal Australian Naval Volunteer Reserve in May, 1939, being appointed Sub-Lieutenant (on probation) on the 31st of that month at Sydney. He took the Anti-Submarine course in October, 1939, and in the January of 1940 sailed from this country for the United Kingdom, being appointed, shortly after his arrival there, to the A/S Trawler H.M.S. "Arab." Most of his war service was spent with the Royal Navy in Motor A/S Boats, and he served in various ships including H.M. Ships "Osprey," "Malabar" and "Goshawk," and also as Port A/S Officer and Commanding Officer of the M.L. Base at Trinidad, British West Indies. He was promoted Lieutenant, 26th February, 1940, and Acting Lieutenant-Commander on 30th September, 1943. Returning to Australia in 1945, he was demobilised in January of the following year.

To get back to the "Arab" and the Norwegian campaign. It was for his services while in that vessel at Namsos during April and May, 1940, that Lieut. Commander Lees was awarded the D.S.O. on the 16th August, 1940, "For daring, resource, and devotion to duty."

That was the citation. The recommendation for the award goes into greater detail. "Sub-Lieutenant Ernest Thomas Lees, R.A.N.V.R., H.M.S. 'Arab.' On 28th April, 1940, at Namsos, heavy bombing by enemy aircraft had set on fire ammunition and other stores on the Namsos wharf. The bows of the 'Arab' were put against the wharf, and this officer, together with his Commanding Officer and one rating, ran hoses from the forecastle to the fire, 20 yards away, and endeavoured to extinguish it, knowing that many tons of hand grenades were beneath it. On 1st May 'Arab' was in grave danger from another trawler 200 yards away which had been hit by a German bomb and was on fire and liable to blow up. This officer, together with his Commanding Officer and another, boarded the 'Arab,' cast off, and succeeded in moving her 100 yards before the other trawler blew up. He assisted his Commanding Officer in maintaining the morale of the trawlers' crews, who had taken shelter on shore from intensive bombing attacks, and he led the other officers in cooking food for their men. He tended the wounded from another trawler under heavy machine gun fire from two enemy aircraft."

By the way, his Commanding Officer on these occasions was Lieutenant R. B. Stannard, R.N.R., who was awarded the Victoria Cross.

land," and he received warm congratulations when the picture was released. Incidentally the well-known producer, Mr. Ken Hall, is his nephew.

The Rectory contains many tangible expressions of the esteem in which the Rector is held by his parishioners and friends. There is a magnificent grandfather clock, "presented to Mr. Rix by the parishioners and friends on the occasion of his twenty-one years in the 'firsthood';" two old pictures, once the property of the Pope family, founders of the well-known Sydney firm of Farmer and Company, and presented to Mr. Rix by the Company when the Pope home was sold recently; a rare service of Copeland Spode; ornaments; and some beautiful articles of cedar and mahogany furniture; while the Rector's study houses a large collection of autographed portrait photographs rich in memories and personal meaning.

Above all is the atmosphere of the sea, and the association with ships. That is part of the heritage of St. John's and of its Rector. And, with the Australian Shipbuilding Board renewing its activities, it seems that this Church of a Shipyard Parish will continually renew and refresh that association, and that Mr. Rix will add to his already unusual record of service at the launching of ships that go down to the sea from Sydney's building slips.

HOWARD SMITH'S OLD "PEREGRINE."

Continued from page 21.

was eventually scrapped in Brisbane in 1922, and her hulk now lies near the entrance to Brisbane River.

"Peregrine" was lying at South Wharf Melbourne when sold to the China Coast, and the Chinese crew to man her arrived on the opposite berth on North Wharf for transhipment to her. She left Australia in 1915 and I do not know her ultimate end.



S.S. "Peregrine" as a new vessel in 1891.

Howard Smith's Old "Peregrine"

Once Their Fastest Ship She Was a Picture of Bright Colour And Gilt Scrollwork

By Norman Allan

READING "Reuben Ranzo's" interesting article on the Williamstown Naval Dockyard ("The Navy," January, 1948) reminded me of the stories I was told as a lad about the vessel "Peregrine," which was lengthened in this Dockyard. The reminder was further revived by observing her model in the Sydney Technological Museum.

This model is representative of "Peregrine" at the time of her arrival on the Australian Coast in 1891, and if one looks closely into the paint work the original colours can be observed underneath. Older men have stated that before alteration to Howard Smith Ltd., colours, her funnel was painted buff, hull black, and life-boats blue; with deck-houses, etc., white. She had a replica of the world on either bow, and beautiful scroll work around the counter, which took 40 books of gold leaf to gild. Naturally this gilt work was carried out by highly skilled men. She must have looked a pretty picture when painted in Howard Smith's colours of bronze green topsides, pink boot topping, grained deck-houses, varnished bridge and

bright work, white boats, and usual black and white funnel.

"Peregrine" was built by Messrs. Thompson & Co., Dundee, for the General Steam Navigation Co., of London to operate in their Continental Express Trade between Harwich and Hamburg, and a representative of Howard Smith Ltd., was invited by her builders to her trials. On her first passage to Hamburg she averaged 16 knots, and this performance, together with her successful trials, influenced Howard Smith Ltd., to buy her. She was a single screw vessel with a triple expansion engine, and a



S.S. "Peregrine" after having been lengthened by 40 feet.

steam apparatus supplied "best" to the Saloon when necessary.

Shortly after her arrival on the Australian Coast it was considered that her accommodation was not extensive enough for a coastal vessel, so after a few trips ten double-berth cabins were built on either side under the permanent boat deck.

The main dining saloon was fitted with solid rosewood and bird's-eye maple with a deck-head of white picked out with cream and gold, and the upholstery was in rich moquet. Under the dining saloon was another saloon somewhat similar to the former. The remaining accommodation was in keeping with other vessels of her day. She was the fastest vessel in the Howard Smith fleet until the "Bombala" arrived in Australia.

Shortly after "Bombala's" arrival, it was decided to lengthen "Peregrine" by 40 feet, and the Australian Forge Co. carried out the job in the Williamstown Dry Dock. At the same time she received an extensive overhaul, and her accommodation was modernised. A new Smoke-room was added by Gray Bros., of Williamstown.

"Peregrine" continued to run until "Canberra" joined her Company. Possibly one of the fastest vessels of rival fleets that she had to contend with was A.U.S. N. Co.'s "Bingera," which arrived on this coast as a turbine vessel, and in 1914 had them removed in favour of the normal reciprocating engines. "Bingera"

Continued on page 20.

COMMANDER GEORGE CARMICHAEL OLDHAM, D.S.C., R.A.N.

Director of Naval Intelligence.

THE son of the late Thomas S. Oldham, of Adelaide, South Australia, George Carmichael Oldham was born at Glenelg, S.A., on the 4th. September, 1906. He received his early schooling at Pulteney Grammar School, Adelaide, and in January, 1920, entered the Royal Australian Naval College at Jervis Bay, N.S.W., as a Cadet Midshipman. Four years later he passed out of the Naval College as a Midshipman, and proceeded overseas, being appointed Midshipman in the battleship H.M.S. "Ramillies." As with all Naval Officers, his service alternated between periods at sea and courses and Staff appointments ashore, and service in ships of the Royal Australian Navy and exchange duty with the Royal Navy. Early in his career he was impressed with the potentialities of Naval Aviation, and in 1930 he qualified as a Naval Observer, being one of the few R.A.N. Officers thus equipped when the war broke out in 1939. A considerable amount of his sea-going time has been spent in aircraft carriers, he having served in H.M. Ships "Glorious" and "Eagle" in the Royal Navy, and, in the Royal Australian Navy, for some fifteen months in the seaplane carrier H.M.A.S. "Albatross." In 1933, Commander Oldham qualified in Meteorology, and four years later took the Staff Course and graduated at the Royal Naval Staff College, Greenwich. Returning to Australia, he was appointed to the Naval Staff at Navy Office, Melbourne, and was there when hostilities against Germany were commenced in September, 1939. The following year he went to sea again, being appointed Staff Officer, Operations and Intelligence, to the Flag Officer Commanding His Majesty's Australian Squadron, remaining in that appointment until June, 1942. It was during this period, when on the Admiral's staff in H.M.A.S. "Australia," that he received his first Mention in Despatches, "for bravery when H.M.A.S. 'Aus-

tralia' was attacked by Japanese aircraft in the Coral Sea." That was on the occasion when H.M.A.S. "Australia," with U.S.S. "Chicago," and destroyers, formed a Task Force covering Port Moresby at the time of the Coral Sea Battle, and successfully withstood a determined attack by Japanese torpedo bombers and high level bombers, shooting down enemy aircraft with no loss to themselves. In June, 1942, George Oldham was promoted to the rank of Commander, and in July of that year was appointed to the Sloop H.M.A.S. "Swan" in command, relinquishing that appointment in September, 1943, to become Commander (Destroyers) in H.M.A.S. "Platypus," based at Cairns. He returned to sea the following year as Commander H.M.A.S. "Shropshire," and on the 27th March, 1945, was awarded the Distinguished Service Cross "for skill, determination and courage while serving in H.M.A.S. 'Shropshire' in Leyte Gulf Operations." The following May he received his second Mention in Despatches, also for his service in H.M.A.S. "Shropshire" on this occasion at the Lingayen Gulf operations. Following his period in H.M.A.S. "Shropshire," Commander Oldham returned to a shore appointment, as Joint Secretary to the Chiefs of Staff Committee, a position he held until late 1946, in December of which year he returned to sea as Commanding Officer of the Tribal destroyer, H.M.A.S. "Warramunga." Early this year he was appointed Director of Naval Intelligence, Vice Commander A. S. Storey, D.S.C., R.A.N., and assumed his duties at Navy Office, Melbourne, on the 12th of May last. Commander Oldham married, on the 6th June, 1935, Nancy, the daughter of the late T. F. Gibson, of Christchurch, New Zealand. They have one son, now nine years of age. If this lad follows in his father's footsteps in the matter of recreation, he will find relaxation in riding, tennis, squash, gardening and reading novels.



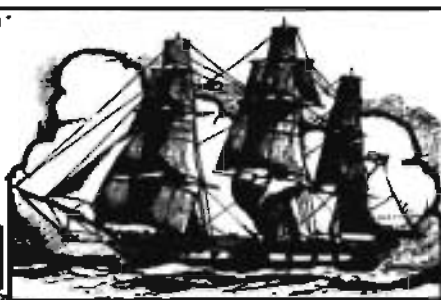
Commander G. C. Oldham, D.S.C., R.A.N.

SEAS, SHIPS AND SAILORS

NORON

DISAPPEARED? No 9 HMS ATLANTA

REFITTED FROM A HULK IN 1873 TO REPLACE THE LOST TRAINING SHIP *Curlew*. HMS *Atlanta*, a frigate built in 1844, carried more than 300 youths and boys under training, with 100 officers, 24 and 11 other officers. On Jan. 31, 1880 she left Bermuda with orders to reach Spithead on April 4. She never arrived. Gales raged after her departure, and HMS *Amphion* reported huge masses of wreckage off the Azores—but none identifiable. The coast is that *Atlanta* collided with the steamer *Sat of Biscay*—missing at the same time—and both foundered simultaneously.



SANDY HOOK LIGHT OLDEST IN U.S.A. HAS ONLY BEEN OPENED AGAIN IN 1913.

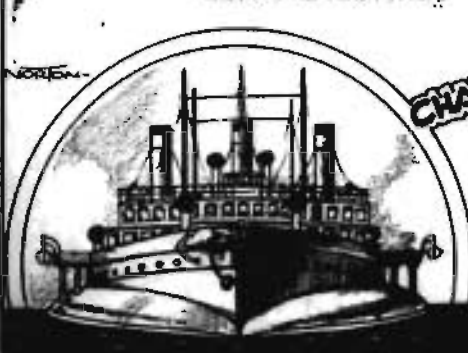


COINCIDENCE!

THE ONLY SURVIVOR OF THE *Towhee*, wrecked near Sandy Hook in 1857 with a loss of 119 persons, was James Josephson. He joined the lighthouse service 370 miles later, with two others, manned a dinghy and rescued the 318 survivors of the steamer *Canara* which was wrecked at the entrance to Newmarket Harbor on July 12, 1886. Of the 60 persons on board, including women and children, 59 were lost.



"DRAPER'S" FRIDAY-SPECIAL
When the 6,000-ton *Port O. Line* *Albatross* was wrecked at Fort Phillip Heads on June 31, 1904, a Melbourne dealer bought the wreck for £250. He then paid a further £60 for the cargo. His deal netted him £100,000. Cargo was released by blowing the hull apart.



CHAMPAGNE ROSES!!

ONE OF THE SEA'S GLEAMING FRIGATS WAS THE RUSSIAN ROYAL YACHT, BUILT ON THE Clyde in 1880, named *Imperator*. She was almost circular, 235 ft. long, 153 ft. wide; displacement 3,000 tons, with a speed of 15-19 knots. Her 4-bladed propellers (3 of them) were 16 ft. in diameter. In 1914, she was scarcely sailed, but was striking the flat bottom nearly killed all hands. Her decorations cost half a million; her first stores included 10,000 bottles of champagne, and her upper deck was laid out as a rose garden with illuminated fountains all.

THE FIGHTING MERCHANTMAN

THE DEFENSIVELY EQUIPPED MERCHANT SHIP WAS BORN IN NAME DURING THE 1914-18 WAR BUT SHE LIVED LONG BEFORE THEN. IN THIS LATEST WAR SHE AND HER MERCHANT AND D.E.M.S. COMPLEMENT CARRIED ON A GALLANT TRADITION AND MADE THE WINNING OF THE WAR POSSIBLE

by Reuben Ramo

THE Defensively Equipped Merchant Ship was not an original product of the 1939-45 War, nor of that of 1914-18. Its story reaches much farther back into maritime history. "As a fighter," says Sir Archibald Hurd in "The Battle of the Sea," "the merchant seaman, indeed, has a longer descent by many centuries than the naval seaman, who is trained for war and serves in ships which are specially designed for war and for no other purpose."

Over a very long period the richly-laden merchantman was the object of attack by pirates. "Seamen proceeding on their lawful occasions might at any moment have to fight for their own lives, as well as the safety of their ships and cargoes. The honest merchant seaman was ever in danger of being surprised and overcome by these highwaymen of the sea. Down to modern times most merchant ships consequently were armed in order that they might be defended against such marauders."

With the era of the pirate on the wane, that of the privateer waxed. The "Naval Chronicle," says Sir Archibald Hurd, records scores of actions fought by British merchant ships against these new enemies, and he quotes the case of one ship, the "Planter," Captain John Watts, with a crew of 43, and armed with twelve 9-pounders and six 6-pounders.

One morning in 1799, the "Planter" was overhauled by a fast sailer. Captain Watts backed his mainsail and laid by for the enemy, all hands giving three cheers. "We found her," wrote the gallant captain in his report, "to be a privateer of twenty-two guns, twelve, nine and six,

with small arms in the tops and full of men. We poured in our lagrische, and used grapeshot with great success." The action was fought all day until the light waned.

Captain Watts told of the conclusion in his letter to his owners. "At last he found that we would not give out, and night coming on, sheered off and stood to the south-west. Our fire must have done great execution. My ship's company acted with a degree of courage which does credit to the flag. I cannot help mentioning the good conduct of my passengers during the action. Mr. McKennon and Mr. Hodgson, with small arms, stood to their quarters with a degree of noble spirit; my two lady passengers, Mrs. McDowell and Miss Mary Hartley, kept conveying the cartridges from the magazine to the deck, and were very attentive to the wounded, both during and after the action, in dressing their wounds and administering every comfort the ship could afford, in which we were not deficient for a merchant ship. When he sheered off, we saw him heaving dead bodies overboard in abundance. We had four killed, eight wounded."

That was in the days of sail, and before the advent of the submersible warship. For some years previous to the outbreak of war in 1914, Britain had enjoyed a period of peaceful policing on the oceans and seas of the world. The merchant vessel went on her lawful occasions, whatever her nationality, free from molestation. Nor pirate nor privateer interfered with her. Every maritime country had accepted an international code under which it was agreed that no merchant ship could be captured

until the enemy had visited and searched it so as to ascertain whether or not it was trading with the other belligerent. If resistance to visit and search were offered, then the blood of the seamen who disobeyed the code was on their own heads. But except when capture was resisted, only property, the ship and its cargo, was affected. The code was merciless to property, but merciful to human life.

Her position in time of war, therefore, appeared clear. The enemy of a British merchant ship would be, it seemed, the surface raider, which would, in its actions, adhere to the code of visit and search, and would in any case soon be cleared from the seas by British command of the sea. Important rehearsals of certain accepted ideas of trade defence and attack took place in 1906, and they confirmed these views. "The manoeuvres of 1906," says Sir Herbert Russell in "Sea Shepherds," "were held to have established that a 'guerre de course'—or in plain English, blue-water raiding—against our commerce could only be short-lived so long as the Fleet was maintained at a dominant standard, and therefore not a very great menace to our national endurance. . . . The Admiralty had little doubt that when the clash came our Navy would soon clear the high seas, and keep them clear, of German naval forces, and this assumption, which in fact was completely realised when the 'Emden' was destroyed, no doubt influenced the apparent attitude of indecision towards the specific problems of commerce protection."

The potentialities of the submarine had not then been realised.

ed. The Defensively Equipped Merchant Ship did not, then, exist at the outbreak of war in 1914. Certain merchant vessels had been stiffened for armament, and guns for them had been provided by the Admiralty at various ports in the United Kingdom and overseas. But these ships were intended for use as Armed Merchant Cruisers, not Defensively Armed Merchant Ships. It was not until the "Lusitania" was torpedoed off the Irish coast on 7th. May, 1915, that the full implication of submarine warfare against unarmed merchant vessels was generally recognised. "There had been," says Sir Herbert Russell, "a good deal of bickering on the part of certain neutral powers as to whether privately owned ships should be admitted to their ports as non-combatant vessels 'pursuing their lawful occasions' if they were armed at all in any shape or form, but the 'Lusitania' outrage did much to sweep all this away and the principle of defensive arming—already sanctioned by international treaties—was generally accepted without further demur."

Progress in arming ships was, however, slow. The demands of the various land battle fronts made heavy calls on industry. Eventually, however, many hundreds of merchant ships were stiffened and equipped with low-angle guns, 6-inch, 4.7-inch and smaller guns, and with, in some cases, 9.2-inch howitzers; together with paravane equipment for mine-protection, and smoke floats and other auxiliary means of defence. Schools for training merchant service officers and men were set up in various ports, where gun drill and paravane drills were carried out. The British Admiralty, and British shipowners and merchant seamen, profited from the experiences of the First World War. From Home ports, the convoy system came into force almost automatically on the outbreak of war in 1939. Further to that,

thanks to provision that had been made, the arming of merchant ships was put in hand right away, and there were trained Merchant Officers and seamen to man the guns.

"Seldom in our history has there been a more striking example of steady and resolute preparation for a menacing contingency than is afforded by the results of some two years of close co-operation between the Admiralty, the Board of Trade and the national federations representing the Mercantile Marine. The whole shipping industry had taken the position very seriously and, what was more to the point, very practically."

In 1937 the work of stiffening the decks of merchant ships to take armament had been put in hand, and had been carried out as opportunity offered between voyages. There existed in March, 1939, an immediate reserve of over 2,000 defensive, anti-submarine guns for arming merchant ships, whilst further numbers with the necessary mountings were reported as shortly available. The First Lord of the Admiralty said that by the end of the year it was "hoped that a thousand ships would have been dealt with."

And the men of the Merchant Service had been preparing for the ordeal that lay ahead. In August, 1937, the "Merchant Navy Defence Course—Part I," started. In a week's course, Merchant Service Officers were trained in the use of the weapons and the tactics they must employ to defend themselves, either in co-operation with warships or independently. The response to the scheme was so good that the Admiralty, in July, 1938, instituted a special course in gunnery known as "Merchant Navy Defence Course—Part II." By March, 1939, over 9,000 officers had gone through the convoy and gunnery courses, and in January of that year the Admiralty announced a peacetime scheme for the training of merchant seamen

in gunnery. The purpose was to ensure that every merchant vessel mounting armament should have in her complement seamen capable of manning it. It was expected that officers who had taken the "Merchant Navy Defence Courses" would act as instructors in their ships. This new course lasted for a fortnight and was open to seamen and stewards.

These activities and preparations were not confined to Great Britain. Out here in Australia, courses for Merchant Service Officers were instituted and carried out at various ports. Supplies of guns were held in readiness for arming merchant vessels, and the stiffening and fitting of armament in ships was proceeded with immediately the war broke out, and right from the commencement of hostilities vessels sailing for overseas were leaving Australian ports with guns which had been fitted in Australian dockyards, and with naval D.E.M.S. personnel to man them as gunlayers.

In all, 398 merchant vessels were defensively equipped in Australian dockyards during the war, 124 of them being ships on the Australian Register, the remainder being British or Allied vessels. Three hundred and seventy five of these ships, including the 124 Australian, were supplied, or partly supplied, with D.E.M.S. personnel by the Royal Australian Navy. A total of over 1,000 R.A.N. ratings sailed in Australian and overseas merchant ships as D.E.M.S. personnel.

Many of these were in action, against submarines, aircraft, and surface raiders. A number lost their lives. Some were killed in action, some went down with their ships, some were lost in air raids in Great Britain. A number were prisoners of war, both of the Germans and the Japanese. They saw service in seas the world over, in the Atlantic, the Pacific, the Mediterranean, the Indian Ocean, and on the Arctic Convoy route among others. Anywhere, in fact, where the Fighting Merchantman with its

Continued on page 28



True Thomas Wood

Like The Elephant He Never Forgets, And His Many Australian Friends Will Like To Hear This Latest News Of Him And His Work

By the Editor

A very great number of Australians know of Dr. Thomas Wood as a writer—the author of "Cobbers" and of "True Thomas." Many others know of him as a musician and as a composer of high quality. More again—and especially Australian service men in the recent

war—know him as a very human man, a man of wide interests and great enthusiasm, essentially a "good bloke."

Lloyd Rhys, in his excellent little book "My Ship Is So Small," tells something of Thomas Wood and his sojourn with the R.A.N. up in northern

waters during the war. "M.L. 806 (Lieut. Long)" he records, "had the honour of taking Dr. Wood on his journey from Madang as far north as Hansa Bay, and Dr. Wood was so moved by what he saw that after his return to Australia, he gave a memorable broadcast. No one has ever equalled his description . . ."

And now let Lieut. Long, Commanding Officer of that "handy little vessel" M.L. 806, tell us about Thomas Wood: "Dr. Wood arrived on board wearing, I think, a safari jacket, shorts and stockings, and a digger's hat. He was accompanied by Mr. Malcolm Uren, a West Australian pressman. We sailed from Madang, and from the very first, and all throughout the journey, Thomas Wood showed the keenest interest in everything. He was upon the bridge, on the deck, for'd, aft, down in the wardrobe, up on the bridge again. He was all over the ship, hopping about like a bird, and his eye missed nothing. How he did it, I don't know."

"Then he went to the mess to take tea with the boys. When they asked him what he would have, he replied: 'Whatever is the custom of the Navy. No exception is to be made for me!' I think he had a glass of orange juice. He talked with the boys and they all fell for him at once. He made them feel he had known them for years!"

"When the time came to say farewell, Thomas Wood had made more cobbers. He left his address with the C.O. and gave him a suitably autographed copy of his book, and, said the C.O. with evident pride, 'He has written to me twice since he reached home.'"

"And that," observes Lloyd Rhys, "is just what one would expect him to do. Like the elephant, Thomas Wood never forgets."

That is true. Your Editor has the privilege of being a friend of Thomas Wood's, and of hearing from this extremely busy man

at fairly frequent intervals. Something of the contents of his latest letter—written in April of this year—may be of interest to readers of "The Navy," especially in view of its Naval flavour.

First of all, Thomas Wood recently completed a major musical work: "Chanticleer. A Tale For Singing." The words derived from "The Nun's Priest's Tale" of Geoffrey Chaucer (1340?-1400) by Nevill Coghill, and set for voices alone by Thomas Wood. Thomas Wood's music is written for six soloists and mixed chorus in four parts (S.A.T.B.), the soloists being: Dame Partlet, Mezzo Soprano; Chanticleer, Tenor; Dan Russel, Baritone; First Teller, Soprano; Second Teller, Soprano; and Third Teller, Bass. The time of performance is about 43 minutes. What a work! "It is," a leading Australian musical critic told your Editor, "the work of a genius."

But to return to Thomas

Wood's letter of April last. It tells of the first performance of "Chanticleer" in London by T. B. Lawrence and the Fleet Street Choir.

"A note or two about the performance," wrote Thomas, "may be in keeping. We had a good party on April 7th. when 'Chanticleer' gave his first crow. All musical London seemed to be there, and Princess Margaret came as well. I enclose a copy of the programme and also of the form of invitation which might have your interest. T. B. Lawrence gave a performance that I felt was outstanding; the Choir sang throughout the 45 minutes dead in tune, with great imagination as well as spirit. They are really first class. The thing I valued immensely was a remark in the 'Times' critique that 'here was something entirely new in music, even at this late stage'. I am now hard at it with a broadcast on April 23rd., St. George's Day, at

which a new march of mine called 'St. George's Day' will be given its first performance by the orchestra and silver bugles (their War Memorial) of the Royal Marines. This again is something new, as bugles are used with a full orchestra. I conducted the work with the orchestra of the Royal Marines, Chatham, last week and we had a lot of fun. Another new work is on the stocks but until it takes more definite shape I will keep quiet, but you can see that we are not idle."

Well! There you are. That is the latest about Thomas Wood for his Australian friends and admirers. Incidentally, the picture herewith is a reproduction of a portrait in oils painted of him while he was here in Australia by Esther Paterson. It is at present time of writing on the water, bound for Thomas at his home at Bures, Suffolk, England, by medium of the Aberdeen and Commonwealth liner "Esperance Bay."



From war Correspondents in LONDON and NEW YORK

THE FIGHTING MERCHANTMAN

Continued from page 26

gallant crew and often slender armament, sailed.

One of them, Able Seaman E. A. G. Hammond, was gunlayer in a Dutch ship, the motor vessel "Ondina," and as such played a leading part in a most remarkable action. On the morning of 11th. November, 1942, whilst in the Indian Ocean on passage from Fremantle to Diego Garcia in company with the Royal Indian Navy corvette "Bengal," two heavily armed Japanese surface raiders, each of about 14,000 tons, were encountered. H.M.I.S. "Bengal" ordered "Ondina" to turn away and proceed independently, while she herself proceeded to intercept.

Shortly after action was joined between "Bengal" and one of the raiders, "Ondina" opened fire, and scored a number of hits in quick succession. These caused a heavy explosion on her target, and blew the enemy's stern off and sank her. The second raider was now engaged by "Bengal,"

but the corvette suffered a hit which started a fire, whereupon the raider shifted fire to "Ondina," and these two vessels exchanged fire until "Ondina's" ammunition was exhausted and "Abandon Ship" was ordered. Shortly afterwards the bridge was struck by shrapnel and the Captain killed. A number of boats and rafts got away. The raider thereupon twice torpedoed "Ondina" and, evidently concluding that she had finished the ship, made off. The "Ondina's" crew then returned to her, and succeeded in bringing her safely to Fremantle, while the "Bengal" successfully made port at Colombo.

Able Seaman Hammond, who was in the Royal Australian Naval Reserve previous to the war, and who was mobilised as a D.E.M.S. rating on the outbreak of hostilities, was awarded the Distinguished Service Medal and the Dutch Bronze Cross for his part in command of the gun's crew during this action.

He was not the only one of

the Royal Australian Navy's D.E.M.S. ratings to be decorated for service in action. There were others who received awards. It is the outstanding circumstance of the "Ondina's" action and its result that select it for mention. Were full due to be paid to the gallantry of the men who manned the Fighting Merchantmen, whether D.E.M.S. personnel or plain merchant jacks doing their job of work in the face of savage attack by submarine, surface ship and aircraft, not one, but many books would have to be written.

Certain it is that the fighting merchantmen have not lost their cunning, nor their will to defend themselves and their ships as did Captain John Watts and his crew and passengers in the "Planter" one hundred and fifty years ago. And equally certain it is that, without that cunning and will on the part of those that manned the merchant ships, the war would never have been won by the British Commonwealth and its allies.

GERMANS FOR INDIAN SHIPS

ACCORDING to a report in "The New York Times," the Indian Government has sanctioned the employment by an Indian shipping company of ten German merchant navy officers from the crews of three German ships that fled to Mombasa, Portuguese India, soon after the war started in 1939. The Germans, three deck officers and seven engineers, will get contracts for one year, subject to extension to four years if Indians are not available.

U.S. COASTGUARD RESCUES

During the year 1947, units of the United States Coast Guard answered 11,600 calls for assistance, an average of 32 calls a day. A total of 5,271 persons in actual danger were rescued, and 21,961 persons on board vessels were assisted by Coast Guard craft. The value of property safeguarded is estimated at 168-million dollars.

SWISS MERCHANT FLEET

Switzerland's Federal Council says "The New York Herald Tribune"—is formulating legislation to keep the Swiss Merchant Marine in permanent operation. Temporary legislation was adopted during the war, when the Nazi invasion of Europe cut her off from foreign trade. Operating through special agreement with the Nazis and the Allies, Switzerland had a small merchant fleet importing food through Genoa. The fleet has flourished since the war, and now consists of seven cargo vessels with a total carrying capacity of 53,257 tons, and three tankers of a total of 18,500 tons. Genoa, Antwerp and Rotterdam are the principal ports used by the Swiss ships, and the Swiss Shipping Company carries the cargoes inland on a fleet of 200 barges that shuttle up and down the Rhine.

SWISS SHIPBUILDING

Assured of the nation's backing of a merchant fleet, Swiss shipping companies have embark-

ed on a construction programme. The motorship "General Guisan," 9,100 tons, was delivered recently to the Suisse Atlantique S.A. by an English shipyard. The tanker "Leman" was launched during the second half of 1947, and a coastal vessel is under construction in an Italian shipyard. The Swiss Shipping Company is building two 3,000-ton vessels in England.

SHIP ATOMIC POWER DISTANT

The United States Society of Naval Architects and Marine Engineers was told recently by Frank V. Smith, of the General Electric Company, that the use of atomic power plants in merchant or naval vessels appears to be a long way off. "It appears," he said, "that the chain reactions in uranium can now be controlled from a slow graduated, to an explosive degree with certainty. The problem that now confronts the scientist is how to dispose of the products of disintegration which are lethal in effect. An-

other problem exists, and that is finding a suitable and non-contaminable heat transfer agent to carry the heat of a uranium pile to a steam generator, or to an air or gas stream for use in a gas turbine. A number of metallurgical problems closely related to both of the foregoing factors also await solution. One thing is certain, and that is that atomic power plants will not be marketed until ways and means are found for fully safeguarding every one connected with their operation.

NEW CUNARDER.

One of the latest additions to the British Mercantile Marine, the Cunard passenger-cargo vessel "Parthia," reached New York on her maiden voyage in April. Of 13,350 tons, the "Parthia" is a one-class liner with accommodation for 250 passengers and a cargo capacity of 7,000 tons. She will operate between Liverpool and New York with her sister ship "Media," which entered service last year. (See "Maritime News of the World," "The Navy," December, 1947.)

WORLD'S LARGEST, FASTEST ORE SHIPS

The ore fleet of eight vessels of the Ore Steamship Corporation of the United States will be in full operation by the end of this year. Six of the vessels—the "Venore," "Chilore," "Mamore," "Feltore," "Lebore" and "Santore"—are already in operation, and the "Cubora" and "Baltore" should be ready for service by August. Of an overall length of 582 feet four inches and a beam of 70 feet, each vessel will carry approximately 24,000 tons of ore at a cruising speed of 16 to 18 knots. The vessels are at present operating between the United States and Chile via the Panama Canal, and loading takes only from one-and-a-half hours to two-and-a-half hours, discharging about 24 hours.

NEW C.P.R. PASSENGER LINERS

The Canadian Pacific Railway Company is negotiating with United Kingdom shipbuilders for the construction of two large passenger vessels, one for the trans-Atlantic service, and the other for the Pacific.

WORLD SHIP OUTPUT DECLINES

Lloyd's Register of Shipping reports a 63,000-ton decline in the construction of merchant ships in shipyards the world over during the first quarter of this year. Eight leading maritime nations—Great Britain and Ireland, the United States, France, Holland, Italy, Denmark, Spain and Norway—show decreases as compared with the last quarter of 1948. During the same period, slight gains were registered by Sweden, the British Dominions, Canada and Belgium. Tonnage under construction for the two quarters was:

	To March 31, 1948	To Dec. 31, 1947
U.K. and Ireland	2,138,035	2,173,361
France	293,676	295,389
Sweden	264,685	261,605
Holland	237,527	255,199
British Dominions	219,375	200,055
Canada	163,042	148,250
Italy	215,200	219,922
Denmark	130,529	134,685
U.S.A.	123,364	135,852
Spain	104,475	108,431
Belgium	82,224	81,280
Norway	77,189	80,832

ITALY REBUILDING PASSENGER VESSELS

In view of the shortage of Italian passenger tonnage and the impracticability of building new ships of large tonnage at present, the Italian Minister of Merchant Marine has stated that two liners returned to Italy by the United States—"Conte Grande" and "Conte Biancamano"—will be re-

built as soon as possible. It is estimated that the repairs will cost 4,000,000,000 lire per vessel and will require at least twelve months work. Present condition of the hulls gives assurance of at least 12 years future life.

NAVAL CONTROL OF U.S. MERCHANT MARINE URGED

Transfer of the U.S. Merchant Marine to the control of the Navy as a defence measure has been advocated by the American Defence Society in a letter to President Truman, says "The New York Times." The Chairman of the Society, Mr. Leslie J. Tompkins, says that "The United States should be in a position at all times to be unhampered by union troubles or difficulties. The only way it can be accomplished with the merchant marine is to place it under the control of the Navy or the Secretary of Defence."

THE "NEW LURLINE"

The Matson Line's luxury liner "Lurline," says "The New York Times," has returned to the San Francisco-Honolulu run after being rebuilt "from the hull up" during the last two years at a cost of 18,000,000 dollars. The "Lurline" is now completely air-conditioned. All furnishings are hand-tailored, with interiors following the Polynesian motif. All passengers staterooms feature new types of sleeping equipment which makes them living rooms by day. Beds not in use for sleeping either disappear into a recess in the bulkhead or become full-length settees. In addition to "lanai suites," long a feature of Matson passenger vessels, the "Lurline" now has "lanai bedrooms," comprising a bedroom, sitting room, foyer and bath in addition to the lanai, or private open deck which Hawaiians frequently built into the leeward sides of their homes.



The new lifeboat being hauled up the beach to 'ar station on arrival at St. Ives, Cornwall.

NEW LIFE-BOAT.

Possessing the most up-to-date equipment, the new 8-ton lifeboat "Edgar George Orlando and Eva Child" arrived at her station at St. Ives, Cornwall, on Sunday, from Cowes, Isle of Wight, where she was built for the Royal National Lifeboat Institution. With a speed of seven knots, the lifeboat can travel 100 miles at full speed without refuelling, and carries wireless.

U.S. "ZIPPER" FLEETS

Some 2,000 vessels are "zippered" and laid up in the U.S. Atlantic and Pacific Reserve Fleets, according to an article in the "New York Times." Some large units are at the Navy Yard at

Bayonne, New Jersey, but this New York Group is only one of a number. The Atlantic Reserve Fleet is made up of 1,000 vessels tied up in bays, inlets, and rivers along the coast from New England to Florida and along the coast of the Gulf of Mexico. On the West Coast are another 1,000 vessels, similarly inactivated. The New York Group includes the battleships "North Carolina," "New Jersey" and "Washington"; the carriers "Enterprise," "Wasp" and "Franklin"; the heavy cruisers "Alaska" and "Guam," and the transport "Wakefield." The Group is manned by 28 officers and 400 men, who are responsible for "packaging" each vessel. Six

months are required completely to "zipper" a battleship—which includes installing dehumidifying machinery and encasing vital parts in plastic envelopes—while, in the event of emergency, "zippered" ships could be made ready for action in 30 days.

ACKNOWLEDGMENT

Thanks are due to "The Argus," of Melbourne, and to Mr. Gordon Williams, for permission to use the article "Navy Blue" which appeared in the May issue of "The Navy."



A line of destroyers seen passing H.M.S. "Howe" during "Operation Dawn".

R.N. STAGES BIGGEST EXERCISES SINCE THE WAR

Task Force in the North Sea

NAVAL forces, including the Battleships "Anson" and "Howe," aircraft carrier "Implacable," the cruiser "Superb," eleven destroyers, four frigates, ten submarines and eight naval air squadrons with 85 planes, took part recently in the biggest exercise since the war off the coast of Scotland and ranging as far as Stavanger, Norway. During the exercises more than 50 aircraft were sent out by Bomber Coastal and Fighter commands. The results of new techniques in the art of locating and shadowing naval units were closely studied by combined Chiefs of Staff.



Aerial view of H.M.S. "Anson" as she takes part in the exercise off the coast of Scotland.



One of the R.N.S. latest and most powerful destroyers, H.M.S. "Crossbow," making funnel and chemical smokes during anti-submarine exercises.

News of the World's Navies

U.S. NAVY'S PRO-AGENDA RESEARCH

THE Office of Naval Research of the United States Navy has allotted a 20,000 dollar research fund to the University of Minnesota to enable Dr. Ralph O. Nafziger to investigate work in fields of mass communication. The study will seek to determine the factors producing differences in readership and listenership habits among population groups at various socio-economic levels. "The role of information channels in peace and war is today an urgent problem in our national life and in world society," said Dr. Nafziger. "Such media are recognised instruments of diplomatic and military strategy, and the power of opinion which these media help to stimulate within and among countries is a force which leaders can no longer ignore."

TURKISH NAVY GETS FOUR SUBMARINES

Four modern, powerful U.S. submarines—the "Boardfish," "Blue Back," "Brill" and "Chub"

—have been allotted to Turkey as part of the United States military aid to that country. Built in 1944, the submarines have a top surface speed of 20 knots and a submerged speed of 10 knots. Some 350 Turkish officers and ratings are being trained in the United States to take over the submarines, and other auxiliary vessels allotted.

U.S.S. "VALLEY FORGE"

The United States carrier "Valley Forge" which, with units of Task Force 38, visited Australia in February of this year, continued its world goodwill cruise by proceeding to Great Britain via the Suez Canal, and continuing on to Norway with the cruiser U.S.S. "Fresno" and the destroyers "W. C. Lawe," "Lloyd Thomas," "W. R. Rush" and "Johnston." Following the Norwegian visit, "Valley Forge" and "W. C. Lawe" and "Lloyd Thomas" proceeded to the Panama Canal en route to San Diego, California. After leaving Australia en route to England, they called at Hong Kong, Singapore,

Ceylon, and ports in the Persian Gulf.

LONGEST SHIP TO TRANSIT SUEZ CANAL

In making the transit of the Suez Canal, the "Valley Forge" was the longest ship ever to use that waterway, according to a report in the "New York Herald Tribune." The carrier, which is 888 feet in length, paid about 40,000 dollars in canal fees. Previously, the longest vessel to make the passage of the Canal was the French battleship "Richelieu," which is 90 feet shorter than the "Valley Forge."

BRITISH NAVAL BUILDING IN 1947

During the year 1947, the following vessels were completed for the British Navy: Destroyers: "Jutland," "Corunna," "Agincourt," "Matapan," "Scorpion," "Battleaxe," and "Crossbow"; Submarines: "Acheron," "Alliance," "Ambush," "Artemus," "Anchorite," "Artful" and "Andrew."

CARRIER FOR NETHERLANDS NAVY

In 1946, the Admiralty lent to the Royal Netherlands Navy the 14,046-ton carrier "Mairana." This ship was returned to Britain in March of this year, and in April the Netherlands took over permanently the faster carrier "Venerable," of 13,190 tons.

GUILLOTINE FOR AIRCRAFT

The U.S. Navy is operating a three-ton electrically driven guillotine at Norfolk (Virginia) which "executes" up to sixteen condemned aircraft a day. The cutting blade, which is made from two thicknesses of two-inch armour plate, is dropped from a height of 26 feet. Seventeen feet in length, the blade chops off wings and tail of an aircraft at a single bite, and takes only four men to operate it. The purpose of the machine is to

chop obsolete aircraft into three-foot sections, small enough to go into the melting pots where they are reduced to aluminium ingots. Since its installation the Navy has abandoned its former method of cutting up scrapped aircraft with blowtorches, a method under which it took an operator an entire day to demolish a single aircraft hull.

GAS TURBINES AND THE R.N.

Having been first aloft with a craft powered by a gas turbine, the Royal Navy is now developing this class of machinery. The Admiralty has been putting a lot of money into research in this field, and prolonged experiments with a "gatric" unit have been carried out in a Motor Gun Boat, M.G.B. 2009. Admiral (E) D. C. Ford, Engineer in Chief of the Fleet, told a Press Conference recently that M.G.B. 2009 was, in

some ways, as revolutionary as the "Turbinia" in the Jubilee Spithead Review in 1897. As a result of "Turbinia," about eight or nine years later the "Mauretania" broke the Atlantic speed record, and ships began to increase in size until they reached the proportions of the two "Queens."

BRITISH CRUISER AND DESTROYER HANDED OVER TO THE CHINESE NAVY

The Chinese Ambassador and the Commander in Chief, Portsmouth, took part in the ceremony at Portsmouth a few weeks ago of the handing over to the Chinese Navy of the cruiser H.M.S. "Aurora" and the destroyer H.M.S. "Mendip." They were renamed C.S. "Chungking" and C.S. "Lingau."

Continued on next page



Picture shows general view after the ceremony at Portsmouth showing the two vessels with their flags as the Chinese Ambassador addresses the crews from the quarter deck of the H.M.S. "Aurora" (C.S. "Chungking"). The guard of honour can be seen on the quayside.

STOKER P.O.'s. SKILL AND BRAVERY.

His Action In Quiberon's Boiler Room Probably
Avoided Ship's Destruction By Enemy Aircraft.

DURING the night of December 1st-2nd, 1942, the destroyer H.M.A.S. "Quiberon" was one of a British force in the Mediterranean which destroyed, in a sharp night action, an enemy convoy trying to run reinforcements to Tunisia. The action lasted about an hour, and resulted, in the words of "Quiberon's" report, in a "Total bag for the night of three destroyers and four merchant vessels, two of which were troop-ships."

The following morning the R.N. destroyer "Quentin," in company with "Quiberon," was torpedoed during a dawn torpedo bomber attack. "Quiberon" went alongside her and removed her complement, herself narrowly missing some direct hits during the process. "During the time I was alongside her," "Quiberon" reported, "I was bombed and cannoned. H.M.A.S. 'Quiberon' got clear just as a stick of bombs fell where she had been; the explosions were under my forecastle. Ship went on to full speed and was attacked six more times by low-level bombing, dive-bombing, and one abortive attempt by torpedo-bombing aircraft. Sticks of bombs all fell fairly close, but, thanks to good gunnery and high speed, I was able to alter course as necessary after seeing the bombs begin to fall."

Stoker Petty Officer Charles Erickson, R.A.N., was awarded the Distinguished Service Medal on this occasion "For bravery and skill in a brilliant and successful action in the Mediterranean in which four ships of the enemy convoy and two enemy destroyers were sunk." His part in it is described in the recommendation for the award. "A/Stoker Petty Officer Charles Erickson, R.A.N., H.M.A.S. 'Quiberon,' in Force 'Q,' which fought a successful action with an escorted Italian convoy in the Mediterranean on 1st-2nd December, 1942, ensuring its destruction. This Stoker Petty Officer was in charge of steaming No. 1 Boiler Room of 'Quiberon' when ship had to go full astern to avoid being hit whilst alongside H.M.S. 'Quentin,' and then full ahead. These rapid movements caused severe fluctuations in the water level. Despite the empty gauge glass at one period, Erickson kept the boiler steaming rapidly. Had he not appreciated the danger to both boiler and ship, and accepted the former on his own initiative, it is likely that 'Quiberon' would have been hit by the bombers when doing low speed."

Stoker Petty Officer Erickson joined the Navy in December, 1926, and did his 12 years' service, leaving in December, 1938. In October, 1939, he re-entered the R.A.F.R. for five years. During the war he served in H.M.A. Ships "Moreaby," "Quiberon," "Nizam," "Napier" and "Birchgrove Park." He was demobilised in February, 1946. Stoker Petty Officer Erickson is a native of Wilsonton, Queensland.

U.S. TORPEDO TESTS

The "New York Herald Tribune" tells the story of how the U.S. Navy has been utilizing the waters of a Californian dam as a laboratory for research in underwater missiles since 1943. Since the test range was set up, more torpedoes have been launched in the lake than were fired at Japanese ships during all of the war by American carrier-based torpedo planes. The torpedoes tested at the lake are not dropped from aircraft, but the effect of so dropping is simulated by using a "giant pea-shooter," a compressed air launching tube 300 feet long. It sends full-sized torpedoes into the water at tremendous speeds, as easily as if they were BB shot from an air rifle. As a result of the tests, the Navy states that "tremendous progress has been made in the designing of torpedoes. A whole field of mathematics has been opened up to help technicians develop torpedoes that can withstand the terrific shock of being launched from today's ultra-high-speed planes."

"TROPHY" BELL RETURNED TO R.N.

A ship's bell of H.M.S. "Woodcock," found by the United States Army Counter Intelligence Corps at Okayama, Japan, has been returned to the Royal Navy. The bell is inscribed "Yangtze River 1897-1927." It belonged to the 150-tons river gunboat H.M.S. "Woodcock" which took part in the Boxer Rebellion and was broken up at Hong Kong in 1928. It is presumed that the bell was left in Hong Kong after the ship was broken up and that the Japanese took it to Japan as a "trophy" during the war.

WILLING TO OBLIGE

Swaggie: "Could you give a bloke a bite, Missus?"
Farmer's Wife: "Well, I don't bite myself. But I'll call the dog, if that'll help you."

A HOUSE FOR JACK BUILT

NAVY HOUSE, MELBOURNE, STARTED FROM SMALL BEGINNINGS BUT
ACHIEVED LARGE AND VALUABLE PROPORTIONS IN THE LIVES OF
MANY THOUSANDS OF NAVAL RATINGS DURING THE WAR

By Sidney James

IN the year 1940, at six o'clock in the evening of the 11th. July, seven persons met at Cliveden Mansions, Melbourne, at the apartment of Admiral Sir Ragnar and Lady Colvin. Admiral Colvin was at that time First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff. The object of the meeting, which was a preliminary gathering of persons interested in the welfare of naval ratings, was the establishment of a fund to raise monies for the Royal Australian Naval Relief Fund, and for the provision and equipping of some form of hostel for ratings of the Royal Australian Navy in Melbourne.

There were at that period some 200 naval ratings in Melbourne at week-ends, and about 50 every night, who were not natives of the city, and to whom some form of hostel where they could get a meal and have a rest and reading room, would be a welcome addition to the city's attractions. Of these, the week-enders were mainly from Flinders Naval Depot and the 20th. Mine-sweeping Flotilla, and the 50 nightly visitors from the port depots and the auxiliary mine-sweepers.

Both Admiral Colvin and Lady Colvin were most anxious to have some sort of a hostel for them. Among those meeting Admiral and Lady Colvin at Cliveden Mansions on that July evening were Mr. Reg. Collins, a Melbourne business man and the brother of Captain (as he then was) John A. Collins, Commanding Officer of H.M.A.S. "Sydney"; and Councillor Thomas Nettlefold (now Sir Thomas Nettlefold) of the Melbourne

City Council. It was from Mr. Reg. Collins that the suggestion of a Naval hostel had originally come. In Sir Thomas Nettlefold, with his strong personal interest in the Navy—his son is Commander Ron. Nettlefold, D.S.C., V.D., R.A.N.R., a Vice-President of the Victorian Branch of the Navy League, who was a Commanding Officer of corvettes during the war—the scheme had an invaluable supporter.

Quite early in the meeting, Mr. Reg. Collins was appointed Acting Honorary Secretary. He had earlier carried out some investigations of possible city premises for a hostel, and tentative negotiations—smoothed along by Sir Thomas Nettlefold—were under way with the Melbourne City Council for the use of premises at the corner of Collins and William Streets, in the City Council's Western Market Block. The immediate question was one of finance. The Acting Honorary Secretary had ten guineas in hand—donated by Mr. David York Syme, Chairman of Directors of the Melbourne Steamship Company—and he was directed by the meeting to open a Savings Bank Trust Account with that sum. It was the little acorn from which a quite considerable oak was to grow.

It was further arranged at the meeting to hold a general public meeting in the Melbourne Town Hall in the near future, and to ask the Lord Mayor—Councillor A. W. Coles—to preside. That public meeting was eventually held in the Reception Room at the Town Hall at four o'clock in the afternoon of the 26th. July.

In the interval between the two meetings an event of some

importance happened. It augured well for the Navy hostel scheme. On the morning of the 19th. July, H.M.A.S. "Sydney," then in the Mediterranean, in company with five British destroyers, fought a most successful action against two Italian cruisers, sinking one of them, the "Bartolomeo Colleoni." The meeting at the Melbourne Town Hall on the 26th. July therefore found the Navy at the full flood of popularity, and the appeal for funds met with an immediate and generous response. Public companies and private individual citizens were equally warm in their appreciation of the Navy's success in battle, and even before the Town Hall meeting was held nearly £3,000 had been subscribed. Subsequently, that figure from public subscription mounted to more than ten times that amount.

The Town Hall meeting was a great success. From it was born the Royal Australian Naval Patriotic Committee, authorised under the Patriotic Funds Act of 1939, and with the function of collecting money for the establishment and maintenance of "Navy House," Melbourne, and for the Royal Australian Naval Relief Fund. Admiral Colvin was the first Patron, Mr. D. York Syme the Chairman, Mr. Reg. Collins the Honorary Treasurer, Mr. K. N. Stonier the first Honorary Treasurer—when Service duties no longer permitted him to function in this capacity, his place was taken by Mr. John Woodward—Mr. T. D. Oldham, M.L.A., was Honorary Solicitor, and Mr. Hugh Peck was the first Honorary Architect, subsequently retiring at his own re-

quest, Mr. Stuart P. Calder replacing him in that capacity.

A number of Auxiliaries, manned by willing and hard-working women members, was soon formed, and Lady Colvin was their first President. A strong Executive Committee was elected, and things began to move. The small acorn, swelling to tidy proportions, began to make itself felt, and the oak sapling was of a lusher growth than had first been envisaged.

Negotiations for the premises in the Western Market Building were completed successfully, and Navy House was officially opened on the 18th. October, 1940. Already at its opening it had gone beyond what had previously been considered possible. The provision of sleeping accommodation had not been thought practicable. Food? Yes, light teas, biscuits, etc. But just look at this notice which was promulgated throughout ships and naval establishments: "Navy House, which was officially opened on October 18th., is now available for all Naval ratings while on leave in Melbourne. Navy House is a comfortable Club with restaurant; canteen; lounge; reading, writing, and billiard rooms; hot and cold showers; telephone; and a limited number of beds. Navy House belongs to the R.A.N. and is not run for profit. Meals and entertainment can be had there by Naval ratings more cheaply than elsewhere. "Sample scales of charges are:

Bed and Breakfast: 1/6d.
Dinner (Roast lamb, green peas, potatoes, fruit salad, cream): 9d.
Tea or Coffee: 1d.
Milk: 2d.
Plate of soup: 3d.
Eggs and Bacon: 6d.

"Navy House is centrally situated at the corner of William and Collins Streets, easily reached by train and bus from Port Melbourne, and five minutes walk from Flinders Street Station. Navy House is open daily—in-

cluding Sundays—from 0730 to 2300.

That was not bad for a start, and considerably in advance of what had been visualised. But it was only a start. The response by ratings to the offer made by Navy House suggested that considerable expansion might be necessary before long. Here is what the first Annual Report of the Royal Australian Naval Patriotic Committee had to say—a report issued nine months after the Navy House had opened.

"Navy House, at the corner of Collins and William Streets, was put into commission in October, 1940, and has thoroughly justified itself. The attendance of Naval Ratings has grown to such an extent that its resources are fully taxed. During the last nine months over 30,000 meals have been served, and 8,000 beds provided. The maximum charge is 1/6d., comprising bed, breakfast and hot shower; individual meals and refreshments are charged on a proportionately low scale, and all other services to the men are free. The Reading, Writing and Billiard Rooms are well patronised, and facilities for hospitality, entertainment, billeting and general help for the sailors have been fully used. Hundreds of letters have been received from the men and their parents, expressing gratitude and thanks for the welfare and comfort that has been provided."

Twelve months later the 1942 Report showed all-round increases. During the intervening period 84,202 meals were served and 20,211 beds provided, thus more than doubling the previous figures. Navy House had to be extended. Sleeping accommodation in Navy House itself was increased, and an annexe—known as Navy House Annexe—was secured, giving additional sleeping facilities. Further, owing to the great number of Service men in the city, the facilities of the canteen on the ground floor of Navy House were placed at the service of all men in uniform, the Club facilities on the first floor

being reserved for naval ratings. June, 1943—and the expansion continued. During the preceding twelve months 133,686 meals were served, and 24,346 beds provided. Another Annexe, established in the suburb of Hawthorn, had been in existence for seven months, during which it had provided beds for 1,200 sailors, and supplied about 5,000 meals. Shower and other facilities in Navy House itself had been extended. Here is a letter, typical of hundreds received, which reached one of the women helpers at this time:

"H.M.A.S. June 16th., 1943.
"Believe me, I have been in Navy Homes, etc., all over the world—even the great 'Agnes Weston' Sailors' Home at Portsmouth, England—and I can truthfully say they do not surpass the standard maintained at Navy House. The meals at Melbourne are grand, beds comfy and clean, and the hospitality shown by you ladies towards us chaps is beyond comparison. We greatly appreciate all these comforts of a 'home from home', considering your time and service is voluntary."

One cannot speak too highly of the fine spirit and great job done by the women in connection with Navy House. They carried it. The Executive Committee helped as much as it could—some of those women who did actual physical work, and got up at ungodly hours to get to Navy House in time to cook breakfasts for hungry sailors, were members of the Executive Committee—but it was the women who really carried Navy House, who did the work and kept the early and late hours.

"Without their invaluable help," says the 1943 Report, "which in many cases dates back to the inception of Navy House nearly three years ago, the present success could not have been attained." That is a conservative utterance. They did the bullocky work at Navy House. They ran things smoothly and efficiently.

Through the various Auxiliaries they raised funds and carried on all sorts of important jobs, looking after the men of the "Little Ships," providing libraries, warm woolies, arranging hospitality, dispensing helpful advice and more tangible comforts to sailors' womenfolk, and more than pulling their weight in many ways.

The R.A.N. Patriotic Committee itself, under the genial and businesslike chairmanship of Mr. David York Syme, functioned remarkably smoothly. It was fortunate in having, in addition to its outstanding Chairman, quite unusually hard-working and companionable officers in its honorary secretary—the ubiquitous Reg. Collins—and honorary treasurer—richly voiced and hued John Woodward, whose aura of optimistic opulence reflected the happy story told by his model balance sheets. Under such leadership, the members of the Executive Committee pulled together marvellously. There was never any friction, nor factions, no little petty jealousies or troubles.

Many of the members were with the Committee from its inception until it went "into reserve" when Navy House closed down in 1946. Such changes as there were were mainly due to members leaving the State. The exigencies of the Service, for example, led to Lady Royle replacing Lady Colvin, and being in her turn succeeded by the Hon. Mrs. Ronald Douglas, with Mrs. H. A. Showers becoming President of Auxiliaries in succession to Lady Royle; while Admiral Colvin's successors as First Naval Member during the war—Admiral Sir Guy Royle and Admiral Sir Louis Hamilton—in turn became Patrons of the Committee.

Navy House brought its war effort to a close on 29th. July, 1946. The Final Report of the Committee records that: "From the start of Navy House in October, 1940, until 29th. July, 1946, the total number of meals

NAUTICAL QUIZ

- (1) A famous English artist of the 18th-19th Centuries painted in 1839 a picture of a line-of-battle ship being towed to her last berth. Do you know the artist and the ship?
- (2) A verse of a shanty runs:
"Now the first land we made it is called the Deadman,
Then Ram Head of Plymouth, Start, Portland and Wight,
We sailed by Beachy
By Fairlee and Dungeness....."
Do you know the shanty, and where the ship was bound?
- (3) Samuel Taylor Coleridge, Richard Wagner and Frederick Marryat each used the story of a legendary seaman as a basis for one of his works. Do you know the seaman and the works concerned?
- (4) Two Spanish ships—"Nuestra Señora del Rosario" and "Nuestra Señora de Cabañonga"—were taken by the British at different times and by different captors. Do you know captors and circumstances?
- (5) The big liner "Empress of Britain" visited Australia before the recent war. Do you know how she fared in the war?
- (6) What is a pharos, and why so named?
- (7) What do you know of Captain Charles Fryatt?
- (8) A Thomas Gray, although not identical with the author of "Elegy in a Country Churchyard," wrote verse known to many seamen. One, correct when written, is now incorrect:
"When both side lights you see ahead—
Port your helm, and show your red."
Why is it incorrect?
- (9) A merchant liner, formerly owned by the Australian Commonwealth, achieved fame in the recent war. Do you know her name?
- (10) Early in the recent war the British submarine "Salmon" could have torpedoed a great prize, but refrained from doing so. Know anything about it?

Answers on page 42.

served to Ratings was 659,857, and beds provided 214,607. . . . In the five years and nine months of our existence, the income of the R.A.N. Patriotic Committee was about £100,000, of which over £36,000 was received in donations from a generous public. Most of this was spent on victuals, beds, equipment and plant, structural alterations, lighting, heat, laundry, wages and general maintenance. Disbursements also covered picnics, motor tours and dances. Under the Constitution of the R.A.N. Patriotic Committee, all funds in hand at its close are to be transferred to the Re-

lief Fund of the Royal Australian Navy, administered by Trustees of the Navy Department. Our friends will be pleased to know that after meeting all expenses and liabilities the total amount so transferred to the Relief Fund is £15,888/10/8."

It was not a bad effort. The happy result was made possible by the willing co-operation of all concerned, a co-operation that was free from the slightest taint of selfishness or self-seeking.

Not least was it made possible by the large band of Voluntary Workers, those women and girls who, over a long period, gave up

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ANCHOR BRAND

their spare time to do all sorts of jobs for the sailors, scrubbing floors, washing dishes, cooking, serving meals, making beds, knitting, and so on. Wives and mothers doubled their housework. Office girls did honourable and honorary overtime. Everyone worked with a will. And the sailors co-operated by conducting their Melbourne home and themselves in a manner which was a credit individually and to their Service.

That they appreciated what was done for them is shown in the many hundreds of letters that were received by the staff of Navy House. Those letters came not only from officers and men of the Royal Australian Navy, but from the Royal Navy and Allied Navies. Therein lay the great recompense to those who worked for Navy House. Those letters were the seal of its success, and theirs. And as many sailors in far flung parts of the world look back today with pleasure to their experiences in Navy House, Melbourne; so do those who worked for the R.A.N. Patriotic Committee and Navy House look back to that war time experience with equally happy recollections, as a worth while job that rendered handsome dividends in personal satisfaction and valuable friendships.

**Hold on to
WAR SAVINGS
CERTIFICATES**

about to
mature



On Board the Castlecrag

Navigation Is Not An Exact Science, And
The Subject Leads The "Castlecrag" De-
baters On Wayward Paths To Such Stuff As
Dreams Are Made Of

By Mr. Pryke

"Ah-h-h-h-h!" Captain Bates, Master of the "Castlecrag," looked appreciatively at the steaming plate of curry and rice which the steward had just put in front of him. "That looks good. There are two things that are always better on board ship than ashore. Curry and rice, and dry hash. I don't know why it is, but I've never been able to get a decent dry hash ashore. Pass the chutney, will you please Chief?"

Mr. McPherson, the Chief Engineer, passed the dish of mango chutney along, and the Old Man helped himself liberally.

"And what," asked Mr. McPherson, as Captain Bates replaced the chutney fork in the dish and picked up his own ready to attack the curry and rice, "were ye about tae say in regard tae navigation?"

Captain Bates hesitated with a laden fork. "Oh! That! I was just saying that navigation is not an exact science."

"Tis a conclusion I reached ma'el' long syn," observed Mr. McPherson. "The slip o' the propeller o' every ship in which I've sailed as an engineer has convinced me o' yon. Man! The number o' guid engine miles wasted in wanderin' hither an' yon following the dictates o' a science as is no exact is appalling. 'Tis said in financial circles that there's no such a like thing as a safe ten per cent. Yon theory disna hold watter wi' navigators."

Old Travers, the Mate, grunted. "You engineers are all the

same," he said. "You're never happy unless you can growl about the slip. The only time you're really content is when you have an Agulhas Current to push the ship along for you, and your slip is minus."

"Tis no that," said Mr. McPherson. "Engineers are a maist reasonable race. They deal wi' an exact science, and as such their outlook is logical. 'Tis when the imponderable is introduced intae their calculations that they meet difficulties. When the laddie at the wheel finds it necessary tae write his name across the length and breadth o' the ocean, for example, or the navigators mistake Las Palmas for Tenerife, as they did yon time in the "Castlecrag."

"What was that, Chief?" asked Mr. Pryke, the Second Mate, signalling to the steward to officiate at his cup with the outside in white enamel teapots which was favoured in the "Castlecrag."

"That," said Captain Bates, before Mr. McPherson could reply, "was one of those examples of the human element, that occasionally creeps into the most accurate of calculations."

He paused for a moment while the steward, having filled the Second Mate's cup, flourished a menu card before him. "I'll have some Leicester Pie," he said, and then, as the steward removed his curry and rice plate: "It was one of those things that can easily happen. It's one of the Chief's favourite stories, but as I was

there at the time, I'd better tell it so that you get it correctly."

"I was there ma'el," put in Mr. McPherson.

"Ah, but you were not one of the main actors, as I was," said Captain Bates. He addressed Mr. Pryke. "It was this way," he said. "We were coming down to Tenerife from Plymouth. The weather was good, and conditions for sights were excellent. We got a good noon fix, and I got first class afternoon sights—I was Second Mate at the time, and the Chief here was Second Engineer. I'd just worked my afternoon sights out, and was putting the position on the chart, when the Old Man came into the chartroom. Old Captain Robb, it was."

"Aye, an' a guid man," put in Mr. McPherson. "He was frae Gourrock, the same as ma'el."

"We were still working on the small scale chart," continued Captain Bates, disregarding the Chief's interpolation, "and the Old Man said she'd likely go on the large scale chart now, and I got the chart out of the folio and spread it on the chartroom table, and we transferred the position, my afternoon sights position, from the small scale to the large scale chart. And it was there that the human element crept in."

Captain Bates paused again while the steward placed a plate with a wedge of pie before him, and helped himself to mashed potatoes before resuming. "The position was just on the line of a meridian," he continued when this operation was completed. "But what neither the Old Man nor I observed at the time was that what we took for the meridian line on the large scale chart was in reality a thirty-minute line, a half meridian. I laid the position off on this as though it were the meridian line—with the Old Man watching me—and laid the course off from it to Santa Cruz, Tenerife. But although the position I'd laid off was correct for longitude, it was thirty miles out for latitude, so that the

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course didn't take us to Tenerife at all, but landed us at Las Palmas. It was about midnight when we got there, and we had the surprise of our lives."

"Yes," said Mr. Pryke. "I see. A mistake like that could happen." He hesitated a moment, and then added "Easily!" as good measure.

"It could not happen with an exact science," observed Mr. McPherson, with a certain smugness, "such as engineering."

"I don't know," put in the Mate. "I seem to remember a story of a certain ship sailing from Cape Town for Melbourne and having to put into Albany with all the bunkers swept clean and every skerrick of wood they could get at burned in the fires, and tarpaulins rigged as square sails to help her on her way; all because the engineers had failed in the exact science of calculating how much coal they needed at the Cape."

"The Chief and I were there too on that occasion," said Captain Bates, with equal relish for the story and his Leicester Pie. "Weren't we, Chief?"

"Aweel . . ." began Mr. McPherson.

"In fact, the three of us were there," continued Captain Bates, "including the Chief's towny, old Captain Robb, for it was the 'Castlepeak' again. It was the only time I ever saw old Robb lose his temper."

"'Twas the weather, an' yon pair coal," said old McPherson. "Man! The slip o' the propeller on that run was disastrous. 'Twas unheard of. Up tae twenty five per cent. for days on end, instead o' the normal six or seven. And 'twas naething but leaky tubes an' back end jobs, an' clinkers." He fell to an eloquent silence.

"It seems it wasn't only the propeller that had a disastrous slip," said the Mate. "It was the human element again, if you ask me. That's not confined to navigators."

Captain Bates came to Mr. McPherson's rescue. "Not alto-

gether," he said. "Some of the Chief's imponderables came into the matter. The weather, for instance. We struck a most unusual passage for an Easting Down. Instead of Westerlies, we struck day after day of strong South Easterlies, with a very nasty sea. She was labouring, and taking it over green all along the starboard side. Old Robb had to keep her away to the north. We sighted St. Paul on that passage, remember Chief?"

Mr. McPherson nodded.

"Then there was the coal," resumed Captain Bates. "It was more shale than coal. Breadful stuff. And the old 'Castlepeak's' boilers were in none too good trim. Mind you, I'm not saying that someone wasn't a bit optimistic when measuring up the bunkers before we left the Cape, but . . . However! There was more than that to it, and the engineers weren't all to blame."

He disregarded Mr. McPherson's indignant snort, and continued. "For some days before we reached the longitude of the Leeuwin it was clear that we were going to be hard put to it to make port with any coal left. Old Robb was worried stiff. The 'Castlepeak' had wooden derricks. Lovely spars they were, too. They were brightwork, and very smart looking. The Old Man had a number of them unshipped and rigged as yards, and the sailmaker knocked up rough fore and main courses and topsails out of spare tarpaulins and awnings. Sandy Simpson was Mate, and he was in his element. Dreamed he was back in the clipper. Anyway, they helped a bit, for fortunately the wind came away fair for the last few days of the passage. But even so we had to burn a lot of woodwork. Spare spars, and awning spars and the like. And as the Mate here says, we made Albany with the bunkers and stokehold plates swept as clean as a whistle. Old Robb was marvellous. He was worried out of his mind. But he kept cool and calm right through.

A great old boy, old Robb."

"But, sir," said Mr. Pryke, "I thought you said he lost his temper."

"Just the once," said Captain Bates. "Just the once. It was the human element again. You see, Christmas Day fell just at the worst part of the passage. The wind was still ahead. The coal was running out. And we'd made a start on burning the spare derricks we had lashed alongside the boatdeck fiddle. The Old Man was up in the starboard wing of the bridge, feeling pretty sick about it all. And when the wheel was relieved at eight bells on Christmas morning, the relieved man went and reported the course to him. 'North seventy five East, Sir,' he says. 'And a Merry Christmas to you'."

He said afterwards that he only said it to buck the old chap up. Well! He certainly succeeded. Old Robb was flabbergasted for a moment. But only for a moment. Then: 'Merry Christmas!' he roared. 'Merry Christmas! That for your damned insolence and your Merry Christmas'. And with that he hauled off and lifted his wellwisher a foot clear of the deck with a thump under the jaw that it made you wince to hear. Mind you, I think that the chap chose his time badly to be slinging Merry Christmases about. But it certainly relieved old Robb quite a lot. And the wind coming round shortly after that found him quite cheerful. You see, the gesture wasn't altogether wasted. It took the Old Man out of himself, as it were."

"There was no anybody tae take me out o' masel'," observed Mr. McPherson. "Losh! Yon were a nightmare o' a passage for us below there in the engine room. If ever I hae a bad dream, it's yon passage over again, though it were twenty years past and more."

"It never worries me that way," said Captain Bates. "And

I never heard old Robb complain of losing any sleep over it once it was past. But then," he continued maliciously, "neither of us was directly concerned in the calculations in an exact science on that occasion."

Mr. McPherson grunted.

"All the same," went on Captain Bates. "Dreams are funny things. Now if ever I have a nightmare it takes just one shape always. I'll suddenly wake up in my bunk with the horrible feeling that I should be on the bridge, that I haven't been relieved up there, and that there's no one in charge of the ship. The feeling of relief when I find it's only a dream is absolutely marvellous."

"I've had that one," said the Mate. "That sort of dream seems to be what you might call an occupational disease. And here's another one that seems to afflict chaps who swallow the anchor. I was talking to the pilot who brought us out of Port Phillip last voyage, and we got on to the subject of dreams, and he told me that for some years after he left off going to sea, whenever he had a dream, which wasn't often, he'd dream that he was the officer of the watch up there on the bridge, and the ship was rushing along through a sea that was just studded with rocks and reefs. All round him, they'd be. Great high ones. Others just awash. Right alongside him."

"Or maybe it would be worse. The ship would be careering down some crowded street, with tall buildings on either hand, and thick traffic, and the Lord knows what. And his mind would be in a panic, and all he could think would be how he must somehow get the ship out of it and back in clear water before the Old Man came up on the bridge. He said he'd wake up in a cold sweat, and would feel like he'd been given a million dollars when he realised it was only a dream. When he first left the sea he'd get that dream at fairly frequent intervals. But gradually the in-

tervals lengthened, and he hadn't had it for years when he told me about it. But he said he'd met other chaps who'd left the sea and settled ashore who had precisely similar dreams."

"Aweel!" said Mr. McPherson. "I'm thinking I'll awa' tae ma ain bunk before long, and see what dreams I'll hae the night." He swung round in his chair, and got to his feet. "An' ye'll excuse me, Captain Bates," he said, "I'll be getting awa' down."

He raised his hand for silence. And as the "Castlepeak" lifted and yawed to a following sea, from the steering rod casing running across the saloon deckhead came the rattle of bevel wheels. Mr. McPherson shook his head sadly. "Yon laddie at the wheel's working awfu' hard," he said. "Hark tae the helm he's giving her. 'Tis an' awfu' like slip we'll be haein'. I'm thinking. With which parting shot he took a dignified departure.

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WHAT THE NAVY IS DOING

THERE have been no outstanding changes in appointments or ship dispositions in the Royal Australian Navy since the previ-

ous series of these notes was written. Particulars of the units of the Squadron are:—

SQUADRON DISPOSITIONS

The Cruisers

H.M.A.S. *Australia* (Captain H. J. Buchanan, D.S.O., R.A.N.) has been in Sydney throughout June, and completes her availability for leave and refit on the 6th of this month. She will probably carry out training cruises on the East Coast, and may visit Adelaide in October and Melbourne in November. She will commence availability for leave and urgent defects early in December.

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.) was in Melbourne during the first week in June, and carried out Gunnery School firings in Port Phillip Bay. She departed Melbourne on 6th June for Gladstone, arriving in Sydney from the Queensland port ten days later. At present in Sydney, she is due to depart on the 13th of this month for Jervis Bay, leaving there on the 21st for visits to Norfolk Island, Lord Howe Island and Brisbane, and returning to Sydney on 16th August. On arrival in Sydney she will commence 45 days' availability for refit and 50 days for leave previous to her departure in October to relieve H.M.A.S. *Bataan* in Japanese waters.

H.M.A.S. *Arunta* (Commander F. N. Cook, D.S.C., R.A.N.) is at present 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. Admiral Farncomb's Flag was transferred from H.M.A.S. *Australia* to *Arunta* on Monday, 7th June, and will remain there until Monday, 5th July, during which period *Arunta* has been visiting various South Pacific islands. Departing from Sydney on 7th June, H.M.A.S. *Arunta* visited Noumea, Vila, Suva, Tongatabu and Suva again during June. Leaving this last-named port on the 30th June, *Arunta* is due back in Sydney on the 5th of this month. Her subsequent programme includes visits during July and August to Melbourne and Brisbane, returning to Sydney on 16th August, after which she will have three weeks for technical school training.

H.M.A.S. *Bataan* (Commander A. S. Storey, D.S.C. and Bar, R.A.N.) departed Sydney on the 15th of last month for Japan via Cairns, Darwin, Tarakan, and is due at Sasebo on the 6th of this month. *Bataan* will be relieved in Japan by *Warramunga* during October, and on her return to Sydney about the 11th November, will be granted 45 days' availability for refit and 50 days for leave.

H.M.A.S. *Quiberon* (Commander J. L. Bath, R.A.N.) is in Japanese waters, where she will be relieved by H.M.A.S. *Bataan* on the latter vessel's arrival there. *Quiberon* is due back in Sydney about the 22nd of this month, and on arrival will be granted 45 days' availability for refit and 50 days for leave.

H.M.A.S. *Quickmatch* (Lieut.

Commander C. J. Stephenson, R.A.N.) is also in Japanese waters. She leaves there early this month, and on arrival in Sydney about the 22nd will, like *Quiberon*, be granted availability for refit and leave.

1st Frigate Flotilla

H.M.A.S. *Culgoa*, Senior Officer (Commander J. Plunkett-Cole, R.A.N.) is due to arrive back in Sydney from New Guinea on the 5th of this month, departing Sydney for Williamstown on the 12th of the month. On arrival at Williamstown on the 14th, *Culgoa* will be granted 45 days' availability for urgent defects and 50 days for leave. It is expected that she will carry out a training cruise of about one month in late September and October.

H.M.A.S. *Condamine* (Lieut. Commander J. H. Dowson, R.A.N.) is due to arrive at Sydney from Jervis Bay on the 2nd of this month. She will have a fortnight in Sydney to enable her to make use of the technical schools, after which she will depart on the 17th July for a cruise to northern ports.

H.M.A.S. *Shoalhaven* (Lieut. Commander Keith Tapp, R.A.N.) having refitted in Williamstown Naval Dockyard, departed from Williamstown on the 14th of last month for Sydney via Jervis Bay. She is due at Port Jackson on 2nd of this month, sailing from Sydney on the 17th for Cairns and Dreger Harbour. *Shoalhaven* will be under the operational control of the Naval Officer-in-Charge, New Guinea, for about two months. She is due back in Sydney on the 30th September, and it is anticipated that she will visit the British Solomon Islands on her way south.

H.M.A.S. *Murchison* (Lieut. Commander W. P. Cook, R.A.N.) is in Sydney, engaged in carrying out Anti-Submarine and Radar training. She is under the

operational control of the Flag Officer-in-Charge, New South Wales.

20th Minesweeping Flotilla

H.M.A.S. *Suan* (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 minesweeping in New Guinea waters.

10th L.S.T. Flotilla

L.S.T. 3014 (Lieut. Commander W. A. Wilson, R.A.N.R.) arrived at Melbourne in May from Western Australia, and proceeded on to Sydney, where she is paying off into reserve.

L.S.T. 3017 (Lieut. Commander H. K. Dwyer, R.A.N.R.) has been employed dumping ammunition in Tasmania waters under the operational control of the Naval Officer-in-Charge, Port Melbourne. She returns to Melbourne on completion of her present duties.

L.S.T. 3501 (Lieut. Commander J. Burgess, R.A.N.R.) finished availability for refit in Williamstown Naval Dockyard, and for leave, and departed from Melbourne at the end of May for Sydney. Her future programme remains to be decided.

Loading Ships Infantry

H.M.A.S. *Kanimbla* (Captain A. P. Cousin, D.S.O., R.A.N.R. (S)) was delayed in her departure for the United Kingdom, and instead of sailing in May, did not get away until last month. On her return to Sydney—anticipated early in September—*Kanimbla* will be granted 45 days' availability for refit and 50 days for leave.

Australian Minesweepers

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

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. *Warrego* (Lieut. Commander R. B. A. Hunt, O.B.E., R.A.N.), after spending most of May and June in Sydney and giving leave to each watch, has just departed for a surveying season on the North-west Coast.

H.M.A.S. *Barcoo* (Lieut. Commander D. A. T. Gale, D.S.C., R.A.N.) has been in Sydney for refit and to give leave to each watch after carrying out survey work in Bass Strait. Her future programme is under arrangement.

H.M.A.S. *Lachlan* (Lieut. Commander C. G. Little, D.S.C., R.A.N.), after refitting at Williamstown Naval Dockyard departed Melbourne for Sydney at the end of May.

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)), after repairing and refitting in Sydney, proceeded to Brisbane to tow an Oil Fuel Lighter from the Queensland port to Sydney.

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

H.M.A.S. *Woomera* (Lieut. A. R. Pearson, R.A.N.V.R.), has been dumping ammunition in Brisbane, subsequently towing *Larus* to Sydney.

H.M.A.S. G.P.V. 956, after being employed on R.M.S. duties at Cairns, sailed for Sydney to be paid off into reserve.

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*. Taken

in hand for survey at Williamstown Naval Dockyard.

GENERAL

Educational Tests

In recent examinations in English and Arithmetic held by the Royal Australian Navy, 178 ratings were successful. This was 60% of the number who sat for the test. Recruit ratings who passed the examinations—in which both subjects were up to the proficiency standard of Victoria—gain two weeks' time in their advancement to Able Seamen. Similar examinations are held by the Navy at regular intervals. The education of ratings is carefully watched by the Navy. Educational officers of the R.A.N. Educational Service—which is controlled at Navy Office by Instructor Captain F. G. Rednall, M.A., R.A.N.—serve in ships and shore establishments. Through the Educational Service the Navy makes available to its men the opportunity to broaden their knowledge whilst they are serving, be it at sea or ashore.

Corvettes Form Training Flotilla

During May the Naval Board announced that the two training corvettes attached to Flinders Naval Depot, Victoria—H.M.A. Ships "Gladstone" and "Latrobe"—will form the 1st Training Flotilla. Senior Officer of the Flotilla will be Lieutenant-Commander H. A. E. Cooper, R.A.N., Commanding Officer of H.M.A.S. "Gladstone." Classes of officers, cadet-midshipmen and ratings will embark in the two ships for practical training in seamanship, communications, navigation and gunnery. The Flotilla will be under the operational and administrative control of the Commodore Superintendent of Training, Flinders Naval Depot (Commodore W. A. Dallmeyer, D.S.O., R.A.N.).

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HOTEL PLAZA

Anzac Day at Madang. H.M.A.S. "Culgoa," Senior Officer 1st Frigate Flotilla, was at Madang on Anzac Day this year, and her Commanding Officer (Commander John Plunkett-Cole, R.A.N.) was greatly impressed with the deep loyalty to the Crown and the Empire of the people of Madang. On one side of Madang's pleasant, tree-fringed sports ground is a well-kept rock garden, and in the centre of this garden is a plaque commemorating the recapture of Madang from the Japanese by troops of the 5th Division, A.I.F., in 1944. This plaque was the centre of Madang's Anzac ceremony. About a thousand natives were present, together with the European inhabitants of Madang and district, some of whom had made up to five days' journey from the hinterland to be present. A Service was conducted by an American Lutheran missionary, assisted by an American Roman Catholic missionary. After the Service, addresses were made by Group Captain Hugh Birch, D.P.C., ex-R.A.A.F., and Lieutenant Colonel J. K. McCarthy, M.B.E., the District Officer. A naval party was landed from "Culgoa" to take part in the ceremony, and a detachment of Royal Papuan Constabulary and of ex-members of the New Guinea Infantry Brigade took part also. The ceremony was concluded by the sounding of the Last Post by a bugler of the Royal Papuan Constabulary, followed by two minutes' silence and the sounding of Reveille.

Naval Aviation

The use of the term "Fleet Air Arm" has been so common over a long period that the habit persists of applying it in error to Naval Aviation. In the Navy, the term "Fleet Air Arm" is no longer used. It originally arose in 1924, when the air component of the Fleet was largely manned by the Royal Air Force, and therefore was, really, a "Fleet Arm" of that Force. In 1939, however, the Royal Navy assumed full control, both administrative and opera-

tional, of its own air organisation, and the term "Fleet Air Arm" became a misnomer. To change the title during the war was not attempted within the Service, but in 1945 the name was officially changed to that of "Naval Aviation," by which it is now properly known. Now that the Royal Australian Navy is sending a crew to England to man its first aircraft carrier, it also, acquires its own Naval Aviation, manned and administered by the Royal Australian Navy, and under the operational control of the Rear-Admiral Commanding the Royal Australian Naval Squadron. As in the case of the Royal Navy, therefore, the term "Fleet Air Arm" has ceased to be descriptive and should no longer be used.

Petty Officers' Recruiting Courses

The Royal Australian Navy has recently instituted courses in recruiting methods for Chief Petty Officers and Petty Officers, who have been specially selected to undertake recruiting work. On completion of the courses, the recruiters will be despatched into the country areas of all States, where it is hoped that, with the co-operation of mayors, town clerks and other public and semi-public officials, they will stimulate interest in the Royal Australian Navy and its activities, and select candidates for entry into the Service. The recruiters will be provided with circulars explaining pay and conditions, with forms that will enable school teachers and doctors to submit candidates to a preliminary education test and medical examination. They will make their visits to different centres at appropriate times, such as when agricultural shows and other functions are being held. A speed-up in recruiting has been made necessary by the Government's Five Year Defence Plan, which includes expansion of the Navy, including the acquisition of two light fleet carriers, with the consequent manning problems.

R.A.N. Food Gift to Plymouth and Devonport

H.M.A.S. "Kanimbla" carried a substantial food gift for the people of the Devonshire Dockyard towns when she sailed from Sydney last month with officers and men to man the new fleet carrier for the Royal Australian Navy. The gift is being made in recognition of the close association which has long existed between ships of the R.A.N. and the residents of the two ports, and of the generous hospitality which R.A.N. personnel have always enjoyed there. The money for the foodstuffs was subscribed by individual donations from officers and men and from canteen

and other funds of the R.A.N., and the purchase and packing of the food was arranged through the facilities provided by the "Food for Britain Fund" conducted by the Lord Mayor of Sydney. Arrangements were co-ordinated by the Rear-Admiral Commanding the Royal Australian Naval Squadron (Rear-Admiral H. B. Farncomb) and his staff. The gift is a substantial one.

American Commemoration Day. The First Naval Member of the Australian Commonwealth Naval Board (Rear-Admiral J. A. Collins, C.B.) and two officers and twelve ratings from H.M.A.S. "Lonsdale" attended St. Paul's. Continued on page 49

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Cathedral, Melbourne, for the 81st celebration of the American Commemoration Day Service on Sunday, 30th May. American Memorial Day holds a similar place in American hearts to Anzac Day in Australia. After the Civil War it became the custom to visit cemeteries annually for the purpose of remembering both "The Blue and the Grey." As the graves were adorned with wreaths, it was first called "Decoration Day." In 1868 General Logan renamed it Memorial Day, fixing May 30th as the annual date. Since the removal of the American Cemetery from Melbourne three years ago, the American Colony in Melbourne has made its annual memorial at St. Paul's Cathedral, and gratefully appreciates the presence of Australian friends to share with it this solemn commemoration.

R.A.N. Assists Lighthouse Service

Early last month the Royal Australian Navy was able to assist the Commonwealth Lighthouse Service in affording transport to an engineer of the Service to the lighthouse on Deal Island, in Bass Strait. In a recent severe storm the lighthouse was damaged and the light gear put out of action. Until repairs could be effected the light had to be operated by hand by the keepers and their families. The Navy was able to help by sending L.S.T. 3017, en route from Tasmania to Melbourne, with a Lighthouse Service engineer to Deal Island to carry out the necessary repairs.

Atomic Lectures

A course of lectures on the fundamentals of atomic energy for senior officers of the Royal Australian Navy, the Army and the Royal Australian Air Force, and representatives of the Departments of Supply and Development, and Defence, was held at the Melbourne University last month. The lectures were concerned with the development of nuclear physics,

the transmutation of elements, the neutron and the fission process. The representatives from each of the Services, and ten in all from the Departments, attended the lectures, and later saw laboratory demonstrations and the screening of films.

PERSONAL

Lieutenant-Commander W. F. Cook, R.A.N., who recently took part in the Australian National Antarctic Research Expedition as First Lieutenant in H.M.A.S. "Wyatt Earp," has been appointed in command of the frigate H.M.A.S. "Murchison."

Lieutenant G. J. Willis, R.A.N., of Mount Gambier, South Australia, recently topped the Long Navigation Direction Qualifying Course held at H.M.S. "Dryad," the Royal Naval Shore Establishment in Hampshire. Fourteen naval officers took part in the course, Lieutenant Willis being the only Australian, the others being Lieutenants of the Royal and Royal Canadian Navies. In addition to obtaining the greatest aggregate of marks, Lieutenant Willis topped each individual subject embodied in the 35 weeks' course. The subjects included were: the navigation of ships smaller than a cruiser, the direction of aircraft in interception, search and rescue work, and the controlling of an Operations Room. This is not Lieutenant Willis' first success in examinations. Joining the Royal Australian Naval College as a Cadet-Midshipman in 1937, he passed out in 1940, having won the Otto Albert Memorial Prize for Seamanship. Later, in the United Kingdom, he won a prize of £10 for gaining First Class Certificates in all subjects for his promotion to Lieutenant. During the recent war, Lieutenant Willis served in H.M.A. Ships "Canberra," "Nepal" and "Barcoo." Previous to his departure for England early

last year, he was Commanding Officer of H.M.A.S. "Latrobe."

First Naval Member Visits Flinders Naval Depot

The First Naval Member (Rear-Admiral John A. Collins, C.B.) paid his first official visit to Flinders Naval Depot since he assumed his appointment in February. Admiral Collins inspected the ship's companies of the 1st Training Flotilla, and the Officers' Training School, where he met the men who will fly the aircraft of the Navy's two new carriers, H.M.A. Ships "Sydney" and "Melbourne." He also visited the Royal Australian Naval College—of which he himself is a First Entry graduate—and took the salute at a march past of the Cadet-Midshipmen. The visit concluded with a march past by the entire ship's company of Flinders Naval Depot, when the First Naval Member again took the salute.

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Federal Council

The Federal Executive notes with pleasure the increasing number of young members taking a keen and active interest in the affairs of the Association; as time passes and Commonwealth Reconstruction Training Scheme Trainees finally complete their courses, we hope to see these new and energetic members, too, stand for election to office in the State Councils and Sub-Sections of the Association.

Sub-Sections throughout Australia will be conducting their Annual elections in August; the nominations for all officers, excepting those of Hon. Secretaries, will close at the July General Meeting, at the usual time, 8.30 p.m. The various States are preparing agenda items for their State Conferences which will be held in the capital cities during September.

On Wednesday, 5th May, members of the N.S.W. State Council and many representatives of local Sub-Sections were present at the successful inauguration of the St. George Sub-Section at Hurstville. The members are anxious to help and further the interests of the Association, and on present indications it appears that there will be some friendly rivalry and zealous competition with the sister Sub-Section at Campsie which embraces the Canterbury-Bankstown area.

The next Sub-Section in line for formation in July will embrace the City of Parramatta and its surrounding districts.

Members of the ex-W.R.A.N.S. Sub-Section of N.S.W., are, along with their fellow ex-Service members in other States,

busily occupied in arranging functions to raise funds to send parcels of food, etc., to "old ships" who have settled in the United Kingdom; quite a few of the recipients of food parcels have highly commended the female members for their kindnesses.

Officers and members in the State Council and Sub-Sections of South Australia are endeavouring to sponsor a scheme to bring out to that State a number of orphans of deceased Royal Navy personnel; this would be a very fine gesture, and we wish the undertaking every success. The Federal Council is very gratified with the steady progress being maintained in South Australia, and that State Council, and its members in general, are extremely fortunate in obtaining the premises at 23-25 Peel Street, Adelaide, wherein is now fully established the Naval Memorial House.

It is expected that our Brisbane Sub-Section, with the co-operation of other Queensland members, will soon launch its £20,000 Building Appeal, to enable them to acquire suitable premises for headquarters, and rooms for meetings, socials, etc.

Premantle Sub-Section, in Western Australia, is another very live body with its own Association Club; this new club is very popular with the local members who now arrange to entertain the ladies periodically; this move gives the members' wives and sweethearts an opportunity to see and learn just where their men-folk spend their evening when away from home on their own.

The provision of premises for the entertainment of members and visiting Naval personnel is a worthy object, as it keeps up the wonderful spirit of comradeship that was of so great an importance during the war years, and in the days of peace the gathering of ex-Naval personnel together will keep such fraternal feelings evergreen. Canteen Committees of H.M.A. Ships and Establishments are appealed to occasionally for funds to assist the Association; the Association is always grateful for donations and would appreciate still further, receipts of money towards the Premises Fund. Officers of the Association carry out their duties in an honorary capacity, and they are ever ready to advise and help members wherever possible.

G.W.S.

Queensland

Queensland is well advanced for the Naval Commemoration Service at the Shrine of Remembrance, Anzac Square, on Sunday, August 8. The assistance of the Ex-Naval and Mercantile sub-branch of the R.S.L. has been co-opted in drawing up a programme. The only point at present in doubt is the commencing hour. Originally the service was scheduled to start at 11 a.m. but this now depends on the availability of a band. Members and the public will receive adequate notice through the daily press. Mr. W. Leisegang will fulfil the role of Marshal. H.M.A.S. "Arunta" and "Warramunga" will be in port so we anticipate a satisfactory service representation.

August 10, also, is a date which

members should bear in mind. Our second reunion ball is listed for that night at the Guild Cafe Theatre. A ball committee has been appointed to assist the social committee in making the function another outstanding success. Tickets are 10/6 each and proceeds are in aid of a good cause—our building fund. Officers and ratings from H.M.A.S. "Arunta" and "Warramunga" will be our guests.

Federal president (Mr. Frank F. Anderson) paid a visit to Brisbane recently. He was met and welcomed by the State president (Mr. A. C. Nichols), State Secretary (Mrs. J. Bath), and Brisbane secretary (Mr. R. J. Herd).

The proposed address on his "world tour" by Mr. Reg. Kennedy, failed to materialise at the July family reunion. Unfortunately Mr. Kennedy was called out of town on urgent business at the eleventh hour. The talk will take place later. Other speakers we have in mind for addresses are the State Premier (Mr. Hanlon) and Mr. Dick Marriott. The latter served in the Royal Canadian Navy and his subject will be "a trip to the Arctic."

Steps are being taken to bring our association under the notice of all R.N. personnel who pass through Yungaba; the new settlers depot at Kangaroo Point. The director of the depot (Mr. Longlands) has assured us of every support.

Mr. Robt. Mason, of A.C.T. Section, was recently holidaying in Brisbane. Both he and Mrs. Mason attended our May meeting.

Visits to Greenslopes Military Hospital will be included among our future activities. Purpose is to call on members of our service who are inmates there. A roster system will be drawn up and members are expected to fall in with these arrangements.

July, 1940.

The Navy

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INSIDE RED RUSSIA

By J. J. MALONEY, M.L.C.

Former Australian Minister to Moscow.

Just Published:



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BOOK REVIEWS

By G.H.G.

"The King's Cruisers," by Gordon Holman. Hodder and Stoughton Ltd., London.

APPROPRIATELY, Gordon Holman heads the first chapter of this informative and interesting book, with Nelson's complaint of 1798 regarding his shortage of frigates—a shortage he was to experience and to lament on a number of occasions. "Were I to die at this moment, want of frigates would be found stamped on my heart! No words of mine can express what I have suffered, and am suffering, for want of them." Appropriately, because the modern cruiser is the direct descendant of the frigate, and, as the author of "The King's Cruisers" says in the final paragraph of that same first chapter, "Never in our long history as a sea power have we been in greater need of fighting ships with endurance, speed and reasonably heavy armament than we were in 1939 and, more particularly, 1940."

The cruiser's line of descent from the frigate, Gordon Holman points out, is clear, but there are many tasks that come the way of the cruiser that were unknown to the frigate. "Cruiser squadrons still operate with the main fleets. Many of their other duties, however, are performed as individual ships. They guard important convoys, they hunt alone in the wide oceans, they operate as special anti-aircraft ships, they lay mines (although it will be argued that, such vessels should be known as "minelayers"), they bombard the enemy on land and link the whole nervous system of world-wide naval power as no other ships can. The aircraft carrier is the latest rival, but how far it will supersede the cruiser still remains to be seen."

For the navy of a maritime power such as the British Em-

pire, a sufficiency of cruisers to take care of its immense sea-borne trade and long lines of communication in time of war, is an essential. After the 1914-18 war, Admiral Jellicoe gave the figure of 70 vessels as the irreducible minimum. It was on this question of auxiliary vessels that disagreement arose at the 1922 Washington Conference, which resulted in ratios not being applied to total tonnages in cruiser categories. Over this question the Geneva Conference of 1927 broke down. But under the terms of the London Naval Treaty of 1930, Britain agreed to ratios in cruiser categories, and her cruiser strength was reduced to 50 built. It was not until March, 1936, when the international situation was causing disquiet, that the figure of 70 was adopted officially by the Government, and when war broke out in 1939 the figure was still 10 below that number, with 17 building.

But figures do not tell all of the story. "Any approach to the wonderful story of British cruiser achievement in the Second World War should be made along the avenue of years marked by the twenty preceding milestones. It is a long and somewhat disheartening journey. . . . In an address delivered to the University of Oxford in January, 1946, Admiral Dickson declared: "We agreed to an international regulation of our naval strength and to arbitrary restrictions on the design of warships, at a time when Isaiah himself could hardly have been expected to prophesy that seventeen years later the British Empire would be bearing the whole burden of another European war alone, besides facing the glaring menace of

Japan on the other side of the world. When the seventeen years had elapsed, the consequences were found to be very serious, because all naval planning is long-term planning, and mistakes once made take many years to put right." The Admiral went on to refer to the "What-does-it-all-matter-anyway" spirit which crept into the Service and the great industries supporting it during those years of frustration. "It was not easy in those years to inspire young men with all the ideals that go to make up naval discipline," he said.

All of which adds weight to comments made by Admiral of the Fleet Sir James F. Somerville, in his foreword to this book. "Much of the work done by our cruisers during World War II," he remarks, "was single-handed work. Wireless silence prevented their Captains from seeking orders or advice: they had to act for themselves and very often in circumstances when it was not possible for them to be aware of all the factors governing the situation: they had to rely on their own judgment and the sea sense based on our long naval history. That so few mistakes, or wrong decisions, were made redounds to their credit. I hope all landmen will share the pride felt by us of the Royal Navy when they read of the 'Fighting Veterans': old ladies of the sea rather the worse for wear and not so fast on their legs as they used to be, but with sound hearts, thanks to British workmanship."

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we saw it on the bridge of the "Ajax", he said, "was to try and make him divide his fire. We succeeded. He started with one turret on the "Exeter" and one on us. Then he shifted to the "Exeter" and then he came back to us. When we saw that he was going to try and finish off the "Exeter" we opened the A arcs and gave him all we had with sixteen six-inch guns. So he remained undecided, but there is no doubt that he ought to have finished off one or other of the forces on his flanks. After the hits on the "Exeter" he ought to have finished her off. Perhaps he thought he had, as we did when she disappeared in a great cloud of spray, smoke and flame. But she came out and remained in the action—her finest achievement—and so the enemy remained undecided."

The British victory is made all the more remarkable when it is understood that the shells from the two light cruisers could not penetrate the "Graf Spee's" armour, and did no more than scoop saucer-shaped depressions out of the steel. "When the "Ajax" and "Achilles" hauled out to shadow the "Graf Spee" as she ran for Montevideo, they had expended 75 per cent. of their ammunition in accurate fire without inflicting vital damage on the pocket battleship."

"Ajax" and "Achilles" took full parts in the war subsequent to the River Plate action, and came through safely. "Exeter" was lost, together with the destroyers U.S.S. "Pope" and H.M.S. "Encounter," in action with numerically superior Japanese forces after the battle of the Java Sea, in March, 1942. The full story of her end was not known to Admiralty until after the war, when her survivors were released from Japanese hands. Then it was learned that 12 officers and ratings and three Marines were killed, two officers, 34 seamen and three marines were missing presumed killed, and 152

men died in captivity. The italics are the author's!

In the chapter on the "Cs" and "Ds", Gordon Holman quotes an American eyewitness in the "Queen Mary" of the giant liner's cutting the "Curacoa" in half. "I stood with a soldier watching the cruiser. Camouflaged in brilliant colours, she offered a beautiful sight as she churned up the white spray in the autumn sunshine. We both assumed that she would change her course and draw alongside, but as she came nearer and nearer it seemed to me that she would inevitably plough directly into our side. Just then, because of the Queen Mary's great length, I lost sight of the cruiser. Seconds later the big liner shuddered perceptibly, but the shock was not sufficient to knock me off my feet. The soldier and I looked at each other questioningly. Then he hinted dramatically. Floating by to starboard was the cruiser's stern, end-up in the water, her propellers still turning, and enveloped in thick yellow smoke. We rushed aft along the deck and there, off our port stern, was the cruiser's bow—perhaps two-thirds of her—similarly up-ended, her prow pointing towards the sky. It was also enveloped in smoke and steam. Within five minutes, both sections had disappeared beneath the Atlantic."

The author recalls how the Australian sloop "Parramatta," during the early months of the war, towed the torpedoed "Cape Town" from Massawa to Port Sudan in two days. "It was a remarkable towing feat, particularly as it was accomplished in an operational zone." Another remarkable towing feat was carried out in the Indian Ocean during the war, the towing vessel being the "Elizabethan" H.M.S. "Frobisher," and the towed the French destroyer "Le Triomphant," which was escorting an American tanker from Australia, here "Le Triomphant" had for some months been serving with the R.A.N. The French destroy-

er was badly damaged in a severe cyclone, listing so badly that one wing of the bridge was in the sea. The tanker, "Cedar Mills," did a fine job in assisting the damaged vessel, and stood by until "Frobisher" appeared on the scene and, after putting artificers and stokers on board who helped the French crew to improve the state of the destroyer, took "Le Triomphant" in tow and towed her 1,200 miles, unescorted, to Diego Suarez.

A number of the cruisers knew prolonged service in the icy waters of the Arctic. "Cumberland" was one of these, and "during one of her cruises in the Far North, the thermometer registered 43 degrees of frost. Over a foot of ice formed on deck. The guns were coated until they looked like the main armament of a battleship, and wire hawsers took on the shape of drainpipes."

"Cumberland's" record is an example of the ubiquity of the cruiser, for she came from Greenland's icy waters to India's coral strand, and finished off the war at Singapore in September, 1945. Here she had a link with the R.A.N., as she was the flagship of Rear Admiral W. R. Patterson, C.B., C.V.O., who was Commodore Commanding the Australian Squadron when the war broke out in 1939.

Gordon Holman tells another story that brings in a personality well-known to many who served in the R.A.N. during the war. The scene is, the author tells us "on a winter's afternoon early in 1946. I stood on the quarter-deck of H.M.S. "Berwick" watching the huge shape of the aircraft carrier "Formidable" nose into Portsmouth harbour. The carrier was returning from the Far East and a great crowd had gathered to welcome her. It was a welcome well-earned, but earlier in the day the "Berwick" had come in after an equally long voyage and her return had seemed almost routine. It was a clear instance of the Navy's acceptance of the fact that cruisers come and go

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like giant will-o'-the-wisps. There had been an unusual welcome for the "Berwick" off Ushant. As she steamed through a formation of four British destroyers, they hoisted the signal 'Come on, Stevie!'—a nice tribute to Captain Stephen H. T. Arliss, D.S.O., R.N., who formerly commanded destroyers. Captain Arliss, as Captain (D), had commanded H.M.A.S. "Napier" during the early days of the war in the Mediterranean and subsequently.

Another link with the R.A.N. was that with another "City" cruiser, H.M.S. "London," which was flagship of Rear-Admiral L. H. K. Hamilton, C.B., D.S.O., in command of the First Cruiser Squadron, providing close cover to the ill-fated North Russia convoy, QZ-17, in July, 1942, described as the grimmest convoy battle of the whole war. Admiral Hamilton was subsequently, and until recently, First Naval Member of the Australian Commonwealth Naval Board.

The King's Cruisers" contains good and full descriptions of the activities of the cruisers during the Mediterranean campaigns, and at Greece and Crete. Here is an after-the-war scene. H.M.S. "Birmingham," arriving at Copenhagen, where were the German cruisers "Prinz Eugen" and "Nürnberg," with two large destroyers, two torpedo boats, 10 M class minesweepers, 13 flak ships, 19 armed trawlers and 2 armed merchant vessels. Moving slowly to the quayside, the "Birmingham" passed the "Prinz Eugen." Hundreds of men crowded the upper deck of the German ship which had once had the audacity to run the gauntlet through the Straits of Dover. There was no uniformity about their dress and there was a general air of dejection. A similar picture was presented by the "Nürnberg," lying at another quay. The Germans, glum and

silent, could hear the roar of cheering that greeted the first British surface vessels to enter Danish waters for five years. It was a sneaking sympathy rather than vindictiveness that led a British rating to say, 'It is a pity we could not have sunk them at sea.'

The final chapter of the book deals with the subject "Cruisers And The Atom." Gordon Holman sees three outstanding reasons why the Atomic Age does not, at least at this stage, ring down the curtain for the cruiser. "1. Because we must have ships of war that can sail over the oceans of the world in all weathers. 2. Because if the aircraft carrier is to hold premier place in any war at sea, or from the sea, in the future, we must have ships with sufficient speed and range to guard them; and, 3. Because no ship is better suited for 'policing' duties, whether it be on our own behalf or on behalf of the United Nations, than the cruiser."

In the meantime, the researches of the scientists, and the experi-

ments with atom bombs, continue. Revolutionary though the effects of the atom bomb may be on ship design, there is no indication that its advent in any way changes the fundamentals of sea power, either in the functions, the exercise, or effects of that power. Weapons as revolutionary in their own time have been produced in the past, but their effect has been one of modification, not of abolishment. And it is likely that this will be the effect of the atom bomb also; and that, as the line of descent of the cruiser from the frigate is clear, so will be the continuing line along which the cruiser, as we have known it in this last war, will develop in the changing conditions brought about by the atom bomb.

"The King's Cruisers" is a book that can be recommended most highly. It is well written, informative, and entertaining. And it is illustrated with a number of good reproductions of unusually fine photographs.

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Erring Husband: "Yes, m'dear. But they were closed."

ILLUMINATING

Excited Householder: "Ah! There you are. I want some insurance. And I want it right away."

Canvasser: "Ah! So the point of my arguments yesterday have struck home, have they?"

Excited Householder: "No! But the lightning has."

HOW TIME FLIES

Wife: "Do you know, John, it was forty-seven years ago yesterday since we became engaged."

Absent-minded Professor: "Dear me, lass. Dear me. Then it's high time that we got married."

EXPLANATION

Wife: "Oh, I don't know. You never can tell. As a matter of fact it was a police magistrate that made by husband want to live a loose life."

Friend: "Goodness! How did he do that?"

Wife: "Sent him to gaol."

WRONG GAME

A clergyman was playing golf against an opponent famous for his bad language. Missing an easy putt, the linguist let fly a broadside of well-chosen epithets. "I think, sir," reproved the clergyman, "that if you have no respect for yourself, you might at least show some for the cloth."

"The cloth," roared the other. "Damn it, man. We're playing golf—not billiards!"

NO SCRATCHINGS

Ocker White recovered consciousness in hospital. He was firmly encased in plaster, with one leg hooked up on a block and tackle to the ceiling. His Opponent sat on a chair beside the bed.

"Struth," said Ocker, in a faint and awed voice, when he realised his position. "Struth! What happened to me, Blue?"

Blue looked at him glumly. "That party last night," he explained. "You stood on the wind-dow sill on the third floor and fog, the fleet got a good S.W. said you were going to fly like a bird."

"Well, why didn't you stop me?"

"I couldn't," answered Blue. "I had ten bob on you."

WAR YARN

The Bore: "Yes! The bullet hit my head, went careering into space, and—"

The Girl: "How terrible! Did they get it out?"

TOOK HIS CUE

Bottle-oh: "Any old beer bottles you'd like to sell, lady?"

Old Maid: "Do I look as though I drank beer?"

Bottle-oh: "Any old vinegar bottles you don't want, Mum?"

TIT FOR TAT

Customer: I just dropped in to pay that little bill you sent me.

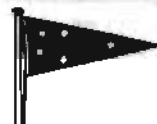
Plumber: "Oh! That's very nice of you. Thank you, sir."

Customer: "Ah! But such a joke. I forgot my money."

YACHTING NOTES FROM THE

CRUISING YACHT CLUB OF AUSTRALIA

By F. M. LUKK, Vice Commodore



Although the winter months are rather quiet as far as actual sailing is concerned, it is a period of great social activity for the Flag Officers of the various clubs. There is almost a procession of prize-giving affairs on my appointment book, and I'm not sure which will give out first, my boiled shirt or myself. However, it is very good to see the steady stream of prize-winners stepping up to receive their hard-won trophies.

The Cruising Yacht Club of Australia held its race for Captain Livesay's King's Birthday Cup on 11th June. Although the weather at the start looked hopeless with a flat calm and a gathering fog, the fleet got a good S.W. breeze at the Heads, and most of them were round Bird Island before daylight. The wind began to haul south and later south-east on the work back, and there were some remarkably close positions on corrected time. "Defiance" finished first, "Trade Wind" second and "Independence" third. On handicap, "Trade Wind" was placed first, "Janis" second and "Moonbi" third. Corrected times were as follows:—

	Mrs.	Min.	Secs.
"Trade Wind"	11	55	43
"Janis"	12	32	39
"Moonbi"	13	10	17
"Defiance"	13	13	37
"Peer Gynt"	13	21	55
"Independence"	13	26	28
"Bernicia"	13	29	40
"Storm Bird"	13	46	46

"Coolalie" and "Wayfarer" also started, but, not having a pinnaker decided to drop out. The week-end concluded with a very pleasant evening spent by the competitors at Captain Livesay's

residence at the Basin on the Sunday night.

"Janis" put up a very good performance to gain second place, and the result should be very pleasing to her owner (Alan Minda), as this was her first race since the C.Y.C. reduced the minimum waterline length for coastal races.

Readers of the American yachting magazines probably remember seeing photographs of some 44-foot yawls built by Luders for the Naval Academy at Annapolis. I understand that a yacht to this design is being built by Mr. H. Griffin at Gore Hill. Mr. Griffin, who made such a fine job of "Avenger," has also been entrusted with a 40 square for Mr. Carr. I am told she looks as though she will take a lot to beat, particularly in light weather.

Cecil Johnson is having a 40-

foot Sparkman & Stephen design built by Hoyle at Huskisson, which will make an interesting addition to the C.Y.C. fleet.

Mr. Nigel Love has sold "Cirrus" to Hong Kong, and she will be shipped up as deck cargo. I hope to have news of his new boat by next issue.

Side by side with John Colquhoun's boat, the Muir brothers are building a craft for Mr. Davenport. The design is based on the Hobart Race winner, "Westward," but has been modified to include a counter stern.

Johnny Colquhoun has decided to christen his new boat "Lass o' Luss." I understand Luss being the headquarters of the Colquhoun Clan. With Ron Hobson's "Maid of Iron," we can soon expect greater rivalry for unusual names than winning races.



"And don't leave no holidays. You aren't painting the bathroom at home now, you know."

The Navy

July, 1948.

TIGHT BINDING

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

In Matthew's Gospel, Chapter 7, Verses 21 and 22, Jesus states that MANY shall say in that day, "Have we not done many wonderful things in Thy Name," to which Jesus will reply, "I NEVER KNEW YOU." What a shock to no man.

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

Consider these Scriptures quietly:

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

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

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

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

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

Remember . . .

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

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

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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH. COMMONWEALTH NAVAL BOARD OF ADMINISTRATION APPOINTMENT.

His Excellency the Governor-General in Council has approved of Rear-Admiral John Augustine Collins, C.B., being appointed First Naval Member of the Commonwealth Naval Board of Administration for a period of four years from 24th February, 1948.—(Ex. Min. No. 32—Approved 14th May, 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.—Julian Horace Garfit Cavanagh and Hubert Hodgkinson are appointed Lieutenants (P) (Acting) (on probation), with seniority in rank of 14th January, 1945, and 13th August, 1946, respectively, dated 18th April, 1948.

Promotions.—Sub-Lieutenant (S) Francis Bernard Nolan is promoted to the rank of Lieutenant (S), dated 9th April, 1948. Henry John Percy Boxall, Commissioned Communication Officer, is promoted to the rank of Communication Lieutenant, dated 1st April, 1948. Henry Macdonald Pittaway and Edward Blatchford, Commissioned Electrical Officers (L), and James Copland Smart, Commissioned Electrical Officer (R), (Acting Lieutenant (L)), are promoted to the rank of Lieutenant (L), dated 1st April, 1948. Reginald Soley and Frederick Henry Pitt, Acting Commissioned Gunners (T.A.S.), are promoted to the rank of Commissioned Gunner (T.A.S.), dated 1st April, 1948. Samuel George Cantor, Acting Commissioned Electrical Officer (L), is promoted to the rank of Commissioned Electrical Officer (L), dated 1st April, 1948.

Confirmation in Rank.—John Trevelyan Eccleston, Warrant Writer (Acting), is confirmed in the rank of Warrant Writer, with seniority in rank of 16th April, 1947.

Termination of Appointments.—The appointment of William James Peryman Brown as Temporary Lieutenant (E) is terminated, dated 1st April, 1948. The appointment of William Ronald Thompson as Temporary Surgeon Lieutenant (D), is terminated, dated 30th March, 1948.

EMERGENCY LIST.

Appointment.—Ronald Alan Reilly (ex-Temporary Lieutenant (S)), is appointed Lieutenant (S), with seniority in rank of 15th August, 1942, dated 30th March, 1948.

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

Appointments.—John Hazlett Scott is appointed Lieutenant, with seniority in rank of 3rd October, 1937, dated 12th July, 1945. Joseph Michael Reddy Duggan is appointed Lieutenant, with seniority in rank of 7th April, 1944, dated 1st February, 1946. Alan Frank Grosser is appointed Sub-Lieutenant, with seniority in rank of 8th May, 1944, dated 23rd February, 1946. Edmund Terry Lenthall is appointed Sub-Lieutenant, with seniority in rank of 6th June, 1944, dated 26th March, 1946. Keith Campbell Bradley is appointed Surgeon Lieutenant, with seniority in rank of 27th January, 1942, dated 26th September, 1946. Harold Arthur John Ford is appointed Lieutenant (S), with seniority in rank of 4th November, 1942, dated 31st January, 1946. John Francis Sanguinetti is appointed Lieutenant (S), with

seniority in rank of 1st February, 1946, dated 1st March, 1947. Dominic Paul McGuire is appointed Lieutenant (Special Branch), with seniority in rank of 16th November, 1942, dated 5th May, 1945. Henry James Walker is appointed Lieutenant (Special Branch), with seniority in rank of 26th July, 1943, dated 6th November, 1945.

Termination of Appointment.—The appointment of Sinclair Elwyn Finlay as Surgeon Lieutenant is terminated, dated 21st November, 1945.—(Ex. Min. No. 34—Approved 14th May, 1948.)

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

Appointments.—Lieutenant-Commander (A) Stanley Keane, D.S.C., is appointed on loan from the Royal Navy, with seniority in rank of 1st April, 1942, dated 15th March, 1948. Lieutenant (S) John Francis Warren Hastings is appointed on loan from the Royal Navy, with seniority in rank of 1st October, 1942, dated 22nd March, 1948. Alexander George Gray, D.S.C., Acting Temporary Commissioned Gunner, is appointed on loan from the Royal Navy, with seniority in rank of 11th June, 1946, dated 20th March, 1948. Frederick Albert French, D.S.M., B.E.M., Temporary Gunner, is appointed on loan from the Royal Navy, with seniority in rank of 26th January, 1945, dated 10th March, 1948. Herbert John Rayment and William John Eastwood, Acting Temporary Commissioned Gunners (T.A.S.), are appointed on loan from the Royal Navy, with seniority in rank of 18th June, 1945, and 30th May, 1946, respectively, dated 20th March, 1948. Frank Webb and Frederick Charles Hirtes, Temporary Gunners (T.A.S.), are appointed on loan from the Royal Navy, with seniority in rank of 5th January, 1943, and 12th July, 1945, respectively, dated 20th March, 1948. William Arthur Neill, Temporary Boatswain, is appointed on loan from the Royal Navy, with seniority in rank of 21st August, 1943, dated 20th March, 1948. Edward Flannigan Hurton, Acting Temporary Commissioned Communication Officer, is appointed on loan from the Royal Navy, with seniority in rank of 18th June, 1945, dated 20th March, 1948.

Promotion.—Russell Edward Charles Keen, Ordnance Artificer 3rd Class, Official Number 24584, is promoted to the rank of Warrant Ordnance Officer (Acting), dated 2nd April, 1948.

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

Appointments.—James Murdoch Mackay Swanson (Temporary Lieutenant), Royal Australian Naval Reserve (Seagoing) is appointed Lieutenant, with seniority in rank of 15th July, 1937, dated 18th March, 1945. (Amending Executive Minute No. 17 of 1st May, 1945). Leslie Cook Raebel is appointed Lieutenant, with seniority in rank of 9th September, 1943, dated 27th November, 1945. Herbert Garfield Maddick is appointed Lieutenant (S), with seniority in rank of 4th December, 1945, dated 12th March, 1946.

Promotion.—Lieutenant James Murdoch Mackay Swanson is promoted to the rank of Lieutenant-Commander, dated 15th July, 1945.

Fixing Rates of Pay.—Lieutenant (Special Branch) John Stewart Robinson to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Lieutenant-Commander (Special Branch) on promotion, whilst acting in that rank, dated 29th April, 1948.

Resignation.—The resignation of Henry David Laidlaw Thompson as Lieutenant (S) is accepted, dated 3rd April, 1948.

ROYAL AUSTRALIAN NAVAL NURSING SERVICE.

Termination of appointment.—The appointment of Joan Roberta Murphy as Sister is terminated, dated 5th April, 1948.—(Ex. Min. No. 35—Approved 1st June, 1948.)

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

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Answers to

- (1) The artist was Joseph Mallord William Turner (1775-1851), and the ship the "Fighting Temeraire," the title of the picture being: "The Fighting Temeraire Tugged To Her Last Birth." "Temeraire" fought in the Battle of Trafalgar.
- (2) The shanty is "Farewell and Adieu," which commences "Farewell and adieu unto you Spanish ladies." The ship was bound up the English Channel. Deadman and Fairlee were sea names for the Dodman Point near Plymouth, and Fairlight Hill near Hastings.
- (3) The seaman is the legendary Flying Dutchman. The works are Coleridge's "The Ancient Mariner," Wagner's opera "Der Fliegende Holländer," and Marryat's "The Phantom Ship."
- (4) The "Nuestra Señora del Rosario" was the flagship of Don Pedro de Valdes, commanding the Andalusian Squadron in the Spanish Armada. She was captured by Drake—with 460 men, a great many guns, and ammunition and treasure—during the night of July 21st., 1588, and sent into Dartmouth. The "Nuestra Señora de Cabadonga" was the Acapulco Galleon captured by Anson in the "Centurion" on 20th. June, 1743, and taken as a prize into Macao. With her was captured 1,313,843 pieces of eight, and 35,682 oz. of virgin silver, besides some cochineal and a few other commodities.
- (5) The "Empress of Britain" was attacked and severely damaged by enemy aircraft on the morning of 26th.

Nautical Quiz

- October, 1941, 150 miles from the Irish coast. She was set on fire, and while attempts were being made to tow her, was torpedoed by a German submarine, and sunk.
- (6) The word "pharos" is often used as a synonym for a lighthouse. It comes from the name of an island off the ancient Alexandria, which was connected to the mainland by a causeway nearly a mile in length. On this island Ptolemy II erected a lighthouse, said to be the first of its kind, and accounted one of the Seven Wonders of the World.
- (7) Captain Charles Fryatt was a British Master Mariner, who commanded the Great Eastern Railway Company's steamer "Brusack" on the run between England and Holland. On the 3rd. March, 1915, he was attacked by a German submarine, and rammed it. On 23rd. June, 1916, he was captured by a German destroyer, tried by a court-martial four days later, and shot.
- (8) The couplet is incorrect because the helm directions have been altered. The order today would be to starboard your helm to show your red.
- (9) She was the former Commonwealth Government Liner "Jervis Bay," which, as an Armed Merchant Cruiser under the command of Captain E. S. Fogarty Fegen, R.N., was escorting a North Atlantic convoy of 38 ships when, in the evening of 5th. November, 1941, the convoy was attacked by the German armoured ship "Scheer." Through the gallant action

of the "Jervis Bay" in engaging the German while the convoy scattered, 33 of the ships safely reached port. The "Jervis Bay" was lost with her Commanding Officer and many of her crew.

- (10) In the morning of 12th. December, 1939, H.M.S. "Salmon" while submerged sighted the German liner "Bremen." The submarine could have torpedoed her, but Lieutenant-Commander E. O. Bickford, R.N., the submarine's Commanding Officer, decided he was not justified in torpedoing her. He surfaced to stop her, when a German aircraft was sight-

ed, and the "Salmon" had to dive. Bickford was carrying out Admiralty instructions to adhere rigidly to international law, and he was therefore bound to signal "Bremen" to stop as a prelude to carrying out that code.

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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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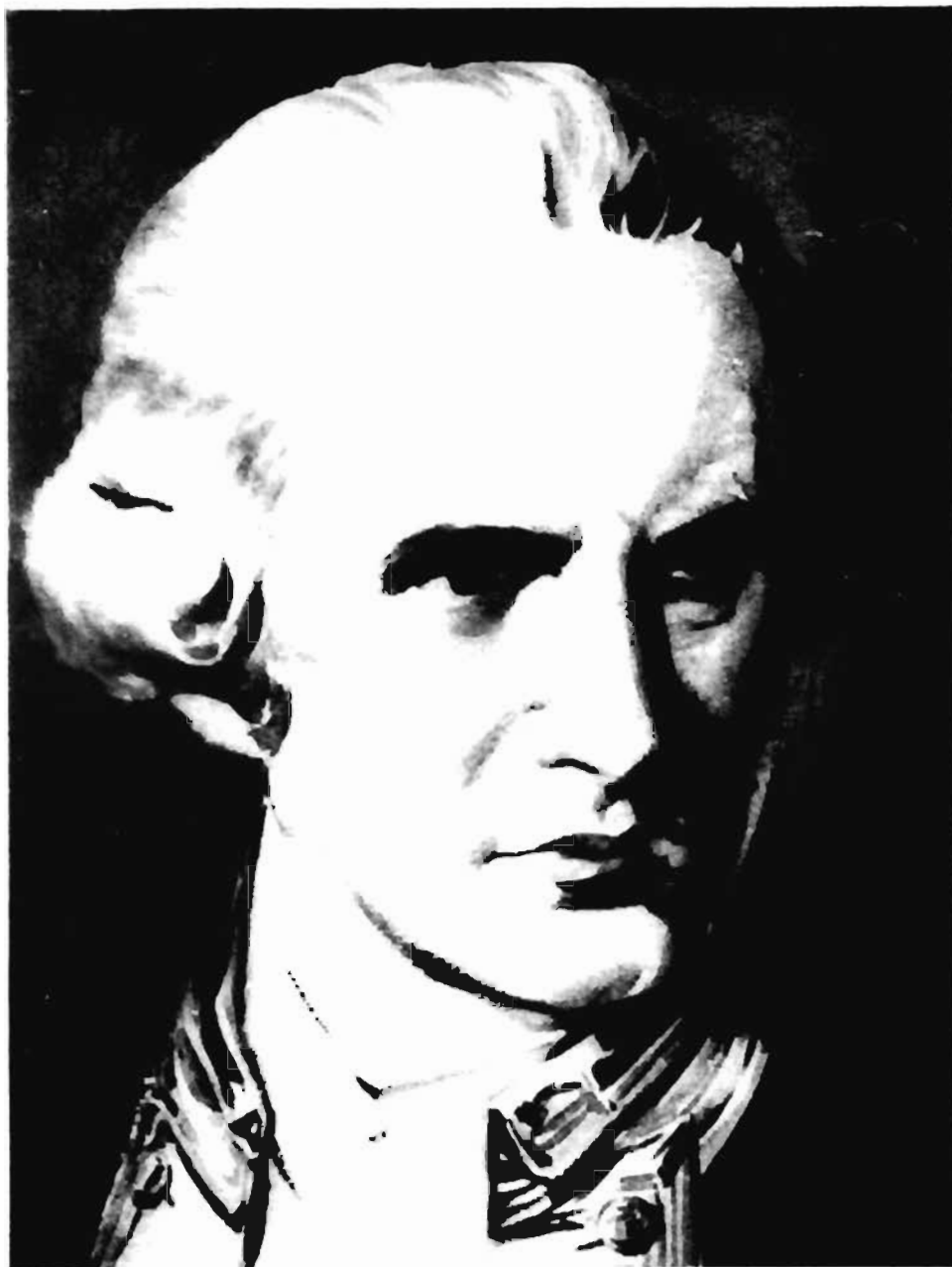
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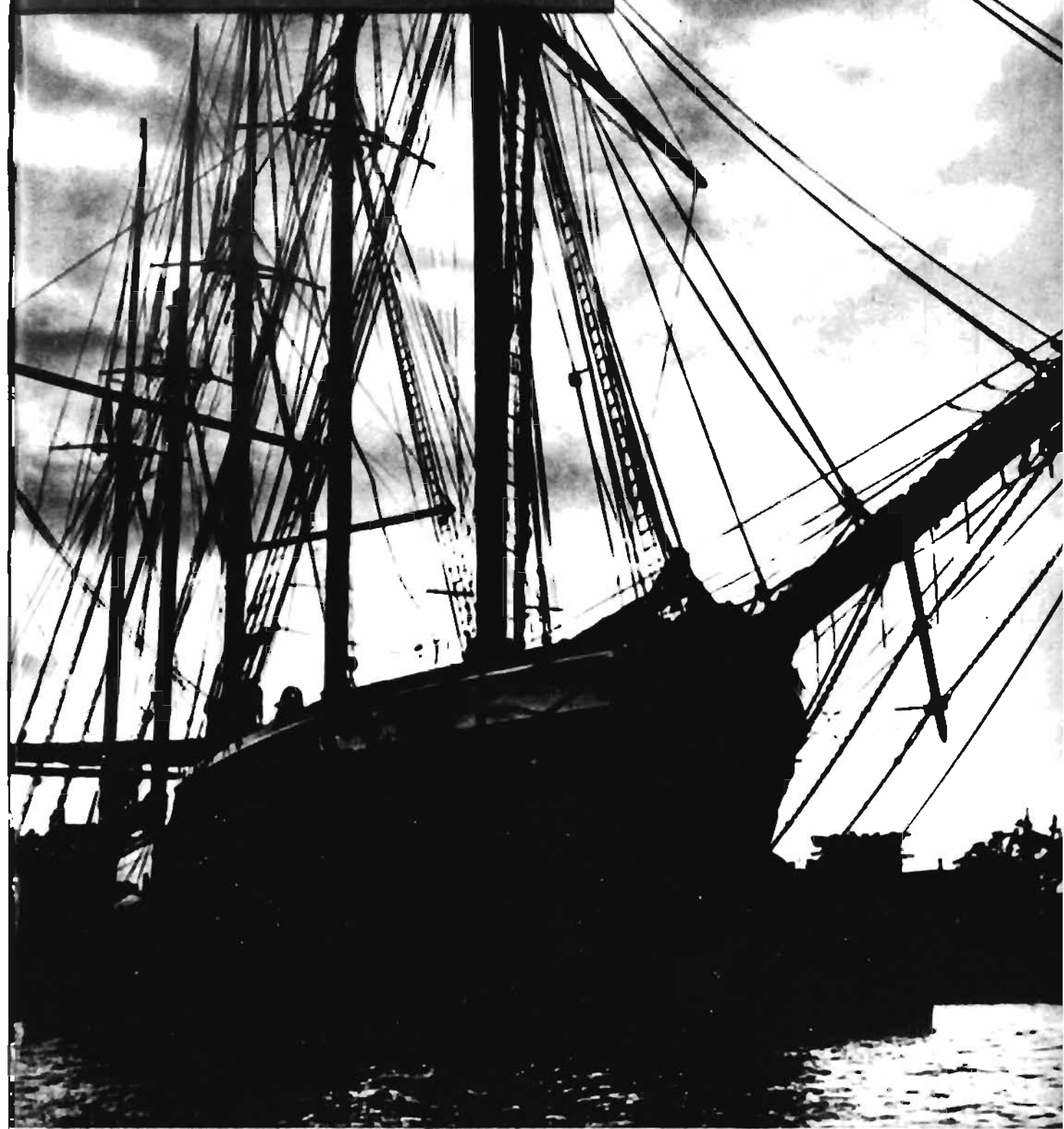
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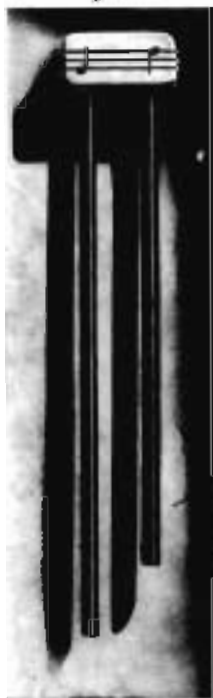


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THE NAVY FOR NEXT MONTH

WE are well under way with material for the September issue of "The Navy," and indications are that it will be reaching up towards the standard to which we aspire, and that it will contain a good variety of subjects to engage your interest, in the form of special articles, stories, and general information of maritime importance generally and Australian in particular. Subjects we shall offer for your month's maritime reading include:

BUILDING AUSTRALIA'S NAVY

The constructional programme for Australia's post-war Navy is well advanced. Two modern aircraft carriers are being built in Great Britain, and will before long be in commission as His Majesty's Australian Ships, the spearhead of an up-to-the-minute Task Force. Auxiliary vessels for that Force are under construction in Australian Yards. One of these, the modern "Battle" Class destroyer "Anzac," is being launched this month at Williamstown Naval Dockyard, Victoria. An illustrated article in our forthcoming issue will give a brief outline of the work involved in the building of this ship, and will give an eye-witness account of the launching, and what leads up to that crucial moment when the wine splashes over the stem, and the hull slides down the launching ways to that element on which the ship's destiny will be worked out.

NAVAL AVIATORS

The men who fly the aircraft of Naval Aviation play a leading part in the modern Navy. In an illustrated article in the September issue of "The Navy" some details of the training of these pilots, at Flinders Naval Depot and on the flying fields where they receive their initial flying experience, will be given. And there will be a description of that exciting moment when, the preliminary phases being over, they take their first flights aloft from the ground station.

THOSE CONVOY DAYS

Many readers of "The Navy" have had experience of convoys in the recent—and no doubt in the earlier—war. In an article in our next issue, a writer who saw convoy life from the deck of an escort vessel, deals with the lighter side in a bright, readable vein.

SOUTH TO MACQUARIE

Lieut. Commander Dixon, who commanded L.S.T. 3501 on her recent voyages with the Australian National Antarctic Research Expedition, told us, in an article in the April issue, of the voyage to Heard and Kerguelen Islands. He has now written for us an account of the later voyage of L.S.T. 3501 to Macquarie Island, and his article will appear in our forthcoming issue.

GENERAL

There will also be a further instalment of Mr. J. N. Barcham's account of his voyage Home and back in the old "Runic," and the usual features: What the Navy is Doing, fiction, Maritime and Naval news of the world, etc.

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THE R.A.N. AND ENEMY
SUBMARINES

"GO TO SEA, MY LAD"

Sir,

In the June issue of "The Navy," an article under the above heading by "Rueben Ranzo" contains statements which indicate that the author is not quite up-to-date with his information. Qualifications for the certificates mentioned are:

Second Mate F.G. minimum age . . . 20 years.

Watchkeeping service to be eligible for First Mate . . . 18 months.

Watchkeeping service (with First Mate's Certificate) to be eligible for Master F.G. . . 18 months as First Mate in F.G. Ship; 24 months as Second Mate in F.G. ship; 30 months as Third Mate in F.G. Ship. The above regulations are contained in the M.O.T. and also the Navigation Regulations (Examinations) Commonwealth, and have been in force since 1931.

Yours, etc.,
Captain W. A. Pearson,
A.I.N.A., M.I.N. (Lond.),
The Richmond Nautical
School,
Sirius House,
23-25 Macquarie Place,
Sydney.

Thank you for your letter, and for directing attention to an out-of-date statement in the above-named article, for the publication of which the Editor hereby expresses his regrets and apologies to his readers. The qualifications for Certificates mentioned in the June article were those obtaining previous to the introduction of those at present called for. They were thus wrongly given as: "When he has done twelve months in charge of a watch"—i.e., with a Second Mate's Certificate—"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."

Ed., "The Navy."

THEY WROTE OF THE SEA

Sir,

In recent issues I have been interested to read such articles as "They Wrote of the Sea" and I venture to suggest that from time to time other writers should be invited to contribute and extend the list of English writers of the sea. It would be interesting for example to learn more about those writers dealing with the days of the rough old sea dogs. On one or two occasions I have recently had the pleasure of listening to Rear-Admiral J. A. Collins. At one address he gave a most interesting narrative of naval engagements in the Pacific ranging from the Coral Sea to Leyte Gulf. Some facts narrated by Rear-Admiral Collins were astounding news for the layman and it did occur to me that they deserve the widest possible publicity. As it seems probable that the Admiral has the address in more or less written-up form, I venture to suggest that if made available to you it would make first class copy for your Journal.

Yours, etc.,
F. R. Baker,
49 Middle Crescent,
Brighton,
Melbourne.

Thank you for your letter and for the suggestions, on which an endeavour will be made to act. Some of our readers may be interested in Mr. Baker's suggestion of extending the list of English writers of the sea. If so, and they have any contributions to offer on the subject, we should be happy to hear from them.

Ed., "The Navy."

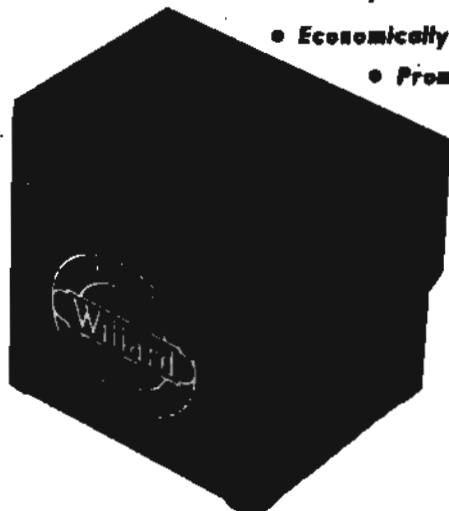
Sir,

I refer to the query raised by T.E.B. (Cowra) and the reply given in "The Navy" (May, 1948), and wish to draw your attention to certain operations some of which I feel merit inclusion in the reply, whilst the remainder may well have come within the scope of the question and, in any event, should be of interest to your correspondent. The operations I have in mind are as follows: The sinking of the Japanese submarine No. 21 by H.M.A.S. "Steady Hour" (Lieut. A. G. Townley, R.A.N. V.R.) in Port Jackson on the night of 31st May, 1942. This submarine was subsequently raised and taken to Clarke Island. At the same time as the attack on No. 21 took place, "Steady Hour" attacked another submarine which is also believed to have been destroyed. The destruction of submarine No. 14 by her own crew to avoid being sunk by H.M.A.S. "Yarroma" (Lieut. H. C. Evers, R.A.N. V.R.) and H.M.A.S. "Lolita" (Mr. H. S. Anderson, W.O., R.A.N.R. (S)) who were then attacking her, on the night of 31st May, 1942, in Port Jackson. This submarine was also raised from the seabed and taken ashore. The attack by H.M.A.S. "Sea Mist" (Lieut. R. T. Andrew, R.A.N. V.R.) on a Japanese submarine in Port Jackson on the night of 31st May, 1942, the result of which has not, I believe, yet been definitely established. The attack upon a Japanese "I" Class submarine, involving both surface and underwater actions by "M.L.423" (Lieut. G. C. Champion, R.A.N.R. (S)) near Tawi Islands in the N.E. Huon Gulf early in 1943. The attack by H.M.A.S. "Marlean" (Lieut. N. P. Brooker, R.A.N. V.R.) upon a Japanese submarine in Botany Bay on the night of 24th February, 1943. The attack by H.M.A.S. "Silver Cloud" and

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ANCHOR BRAND

LETTERS TO THE EDITORS

subsequently by H.M.A.S. "Nereus" and "Sea Mist" upon a submarine in Vaucluse Bay on the night of 4th. June, 1942.

Yours, etc.,
"Sealice."

Thank you for your letter, and for your comments and the above list of attacks by vessels of the R.A.N. on Japanese submarines. We feel, however, that Captain Dunn could not have been expected to have given so comprehensive a list in his answer to T.E.B., since he works from previously published material, and the above, if they have previously been published, have not been given wide and general publicity. Ed., "The Navy."

LARGE METEORITE

Sir,

A copy of your very excellent magazine has been sent to me, and, reading it through and noting the items of wide nautical interest in its pages, it occurred to me that the following might enlist the attention of your readers. I read recently in a newspaper—I think an American publication, which I came across in a public library—that a large scar in the earth has been found by an oil exploration party in Western Australia, and that it is believed that this scar may have been caused by a collision between a meteorite and the earth. It is about 150 feet deep, and more than half a mile in diameter. Reading of this threw my memory back to the year 1920, when I was at sea as Second Officer. During the middle watch one night, on the passage from Cape Town to Albany, I was standing on the bridge looking ahead, when a sudden bright light astern—strong enough to throw my shadow in clearly defined black contrast on the canvas of the bridge dodger—caused me to wheel around under the impres-

sion that its source was somewhere on the after part of the ship. I was just in time to see a very large and brilliant meteor plunge into the sea half a mile or so off the port quarter, near enough, at any rate, for those of us on the bridge to hear it strike the water above the ship noises prevalent in fairly heavy weather. The incident occurred in about 39 degrees 30 minutes South, 44 degrees 30 minutes East in the early morning of 26th. December. I still have a copy of the Abstract Log of the voyage, and the following is the entry regarding this occurrence: "2.15 Exceptionally large and brilliant meteor fell into sea close to S.S. Fresh wind and rough sea. Occasional hard squalls. S.S. rolling and spraying." Perhaps some other of your readers have had a similar experience.

Yours, etc.,
Ex. Mercantile Marine,
Tower Road,
Orpington,
Kent, England.

Thank you for your letter, for your complimentary remarks regarding "The Navy," and for your most interesting account of the meteorite. If any other readers have accounts of similar happenings, we should be glad to hear from them.

Ed., "The Navy."

VANGUARDS

In the June issue of "The Navy" we published a letter from Mr. G. D. Brown, of Launceston, Tasmania, asking if we could publish a list of the officers of H.M.S. "Vanguard." The Department of Chief of Naval Information, Admiralty, has kindly made available a list of those officers now serving in "Vanguard," and those whose appointments to the battleship have been issued. This list is published on page 23 of this issue of "The Navy."

Ed., "The Navy."

H.M.A.S. "DOOMBA"

later engaged on convoy escort duties?

Sir,

As a subscriber to your magazine I notice that you frequently furnish information as to the disposal of vessels which were taken over by the RAN during the war. Can you inform me of the ultimate fate of H.M.A.S. "Doomba," one time unit of the 20th. Minesweeping Flotilla, and

Yours, etc.,
J. R. Killick,
New Norfolk,
Tasmania.

H.M.A.S. "Doomba" was paid off into reserve and for disposal on the 13th. March, 1946. She was subsequently sold, in February, 1947, to Penguin Pty. Ltd., Bellmaine, N.S.W.

Ed., "The Navy."



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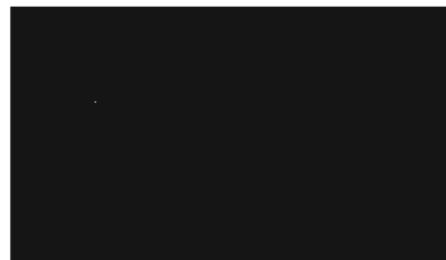
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THE NAVY

Australia's Maritime Journal

Vol. II.

AUGUST, 1946.

No. 8

ROOTS OF POWER

THIS month, further evidence of the growing strength of the roots of the Royal Australian Navy and of Australia as a maritime nation, is being made evident in the launching at Williamstown Naval Dockyard of the "Batic" Class destroyer "Anzac."

Thirty-five years ago, the Royal Australian Navy came into existence as a flourishing plant overnight, transplanted, well-grown as to branches and fruit, from Great Britain. When, "On a bright, calm October day in 1913 the "Australia" passed in between Port Jackson Heads," she led a small but complete unit force of cruisers and destroyers, an Australian Navy. The entry of the ships into Sydney Harbour made a brave showing, and the people of the country generally were justifiably proud of their acquisition; and in the war years that lay ahead the achievements of ships and men were to prove that pride well founded.

The Government of the day, and its Naval advisers, were not, however, content with the outward and visible sign of naval strength which the possession of completed and efficiently manned ships afforded. They thought, wisely, of the roots from which both ships and trained men grow. Training establishments for men were brought into being, and slips for the building of ships were laid down. A good start in root growth was made during the 1914-18 war and the years immediately succeeding, with the construction in Australia of three destroyers—"Huron," "Torrens" and "Swan"—and two cruisers—"Brisbane" and "Adelaide." During those years, Australia showed by results that she could produce the raw materials and the technically-equipped personnel to build good ships, both Naval and Mercantile.

But the continued nurture of the roots of maritime power is a not inexpensive business. In peace time, when the shelter afforded by a Navy is even less obvious in easily recognisable result than it is in war, the tendency has been to cut the plant back rather than to encourage its growth, and to save for other purposes, money that might have been expended on its root nourishment. This tendency has always made itself felt in democratic nations. The history of the Royal Navy is one of alternating phases of wartime development and peacetime neglect. The maritime

story of the United States of America is of swelling growth under the stimulus of danger and of withering contraction when the immediate danger is past.

WHERE DANGER LIES

That, since the development of maritime strength is a lengthy proceeding, danger may continue and grow in this neglect and contraction, has often been a fact-unrecognised or ignored. Lord Chatfield, in "It Might Happen Again," tells of the dangerous situation that was allowed to develop in the years between the First and Second World Wars in British naval shipbuilding as a result of failure to recognise the importance of the industry.

"Confident in its permanent value to the country and the Empire," he wrote, "the Admiralty knew well that great navies cannot be built in a night. Sea power is like an oak, of slow growth. Once the tree is grown and sea superiority is attained, a nation's position is assured, secure from challenge. But if it is allowed to fail, its roots to wither, it cannot rapidly recover, and years of anxiety and expense must ensue before safety is again reached. The power of the Treasury, acting for the Cabinet, was being used"—(in the period between the two World Wars)—"not only to pollard the branches, but to injure the very roots on which the future life of the tree depended. The Admiralty, powerless to save the branches, endeavoured to save these roots: the dockyards, the great private firms, on whom in emergency our guns, our armour and our naval instruments depended, our highly trained skilled labour in vital factories."

OUR ROOTS CAN GROW

Australia is fortunately situated in that she possesses the raw materials necessary for the attainment and cultivation of sea power. She is fortunate in that possession since the ability to exercise sea power is essential to her safety and to her economic life. Her main systems of communication, both external and domestic, are sea-borne. An island continent, she depends entirely on sea communications for the transport of her trade with the rest of the world. Bounded by an extensive seaboard along which population and raw material concentrations and distribution necessitate the transportation of bulk cargoes, a large and regular flow of coastwise traffic is vital to her economy. Ships, and the ability to keep them running, play therefore a major part in her everyday life, and a healthy shipbuilding industry is a prerequisite to her progress as well as to her national safety.

She possesses, as has been said, the raw materials of that industry. The iron ore, the limestone, the coal. She has the large basic industries and, under the impetus given by exigency, many of the nonetheless important, while smaller, and more narrowly specialised industries, particularly related to naval shipbuilding, have come into existence here. As a result, Australia is today able to build ships of a design and variety of intricate equipment which previously she was unable to attempt; and to build them with increasing dependence on her own resources, both of material, and technical knowledge and skill.

The destroyers she is at present constructing, of which the "Anzac" is a case in point, are comparable in size and armament with a light cruiser of a few years ago, while at the same time being infinitely more complicated in design, construction, and equipment; and calling for a far greater technical ability in the workmen engaged in their building and in the production of the machinery and instruments with which they are fitted.

That the Australian shipbuilding industry is capable of producing vessels of this class is a tribute to the advances it has made during the last decade. The launching of the "Anzac" at Williamstown is, also, a reminder of the expansion of that industry, for it is only during and since the recent war that naval construction has been undertaken in a yard other than that at Cockatoo Island, Sydney. It must, however, be borne in mind that the continued health and efficiency of the industry depends upon its practice and, in an industry of such importance to an island continent, that practice should not be permitted to languish.

PAST LESSONS

The lessons of the past teach that, the immediate obvious need having faded, it has been customary to allow neglect to creep in.

"When war is over," says Lord Chatfield, "it is our national habit to cast aside our swords and leave them to rust in the cupboard. One of the curious inefficiencies of democracy is that, whereas it is ever planning to improve the national life and looking ahead for that important purpose, it seems to look back rather than forward, as regards the insurance of our homes against the uncertainties of earthly life. . . . It is the mood of the moment that is so compelling in our democratic life; to spend money and increase taxation, to insure against some possible danger well below the horizon, is too unpopular to commend itself to a Government dependent on the popular vote. It is a weakness that can only be overcome by education, and by putting defence money beyond the reach of those tempted to spend it in other ways, under popular pressure."

Continued on page 64



THE most interesting event in the social life of the Australian capitals of late, has been the arrival of that charming and glamorous couple, Sir Laurence and Lady Olivier and members of the Old Vic Company.

Mrs. H. B. Farncomb attended all three of the first nights and was accompanied by her husband Rear-Admiral Farncomb, at the "Skin of our Teeth" premiere which took place the night after his return from a cruise in H.M.A.S. "Arunta."

Lieut. Graham Wright and his Scottish wife, who saw the first night of "Skin of our Teeth" were elated at having the luck to get tickets.

They had seen the show in London and were keen to see it again.

Mrs. Wright's lovely floor length military cape of jade gaberdine attracted many envious glances. It was worn over an evening frock of black and white floral voile.

Most important item in the diary of the First Naval Member's wife, Mrs. J. A. Collins, for next month, is the launching of the new Battle-class destroyer H.M.A.S. "Anzac" at Williams-town.

The State Governor of N.S.W., Lt.-General Northcott, was present at the Imperial Service Club's annual ball on July 9 at the Trocadero, when a number of Sydney girls made their curtsy to him.

Mrs. W. A. Tebbutt presented the debutantes and her daughter Shirley was among them.

Official R.A.N. representative was Captain E. C. Rhodes and Mrs. Rhodes.

Mrs. W. R. Willing, of Sydney, met the "Orontes" at Adelaide, when her daughter and son-in-law, Lieut.(S) and Mrs. John Douglas-Harley, who were married in London two years ago, arrived here in the ship last month.

While Lieut. Douglas-Harley, R.N., is in Australia for two years exchange duty, the couple will live with Mrs. Willing at Rose Bay.

To welcome Lady Florey back to Sydney after her brief Australia-wide tour last month, Captain (R. Rtd.) Hutchison and Mrs. Hutchison of

Darling Point, Sydney, gave a cocktail party, so that the wife of the renowned Sir Howard could meet former Australian friends, before her return to England.

Before her marriage Lady Florey was Miss Ethel Hayter-Reid of Adelaide.

Mrs. Kenneth Urquhart was one of the guests at the annual celebration of France's National Day on July 14, when members of the French Consulate gave a pre-luncheon party.

Lunching afterwards with Mrs. Jan Martens, at Romano's, Mrs. Urquhart looked very smart in a grey suit and matching beret trimmed with a long quill.

So that his English wife could see some of the Australian countryside Commander Tony Farnsworth (who is stationed at Garden Island) took her to a farm at Grose Vale, for a fortnight of his leave, last month.

Their two year old son Christopher stayed with his grandmother, Mrs. L. W. Farnsworth, at Vaucluse.

A cocktails and "stay-on-for-Chow" party was given in mid-July by the Captain of H.M.A.S. "Barcoo," Lt.-Commander Gale, and his wife Ena.

The supper, all Chinese dishes, was served in the wardroom, buffet style.

Among the guests were Commander and Mrs. Karl Oom, Commander and Mrs. George Tancred, Lt.-Commander and Mrs. Syd. Bolton, Lt.-Commander and Mrs. Hexter, Lt.-Commander and Mrs. R. H. E. Kerruish, Lieutenant and Mrs. Robert Guyatt, Misses Roma Gedge, Jennifer Mocatta and Lieut. Peter Newby.

Families of many of the naval cadets at F.N.D. were in Melbourne for the mid-term weekend break last month.

Among Sydney people who went down to the southern capital to see their sons were Mrs.

Margaret Dalton, Mrs. Enid Rayment and Mrs. J. Martin.

The rugby match when cadets played the Melbourne High School first team on the High School ground at South Yarra was well attended.

Commander and Mrs. Norman Calder were present to see their son Michael playing for the navy. They have moved from their Brighton Beach home to East St. Kilda. Mary and Margaret, their two elder girls are at Melbourne Girls Grammar School.

"Tusky" and Nan were at the Naval and Military Club's cocktail party on July 10, when the guest list was so heavy that members had to limit numbers on their list to a percentage of their original nominations.

Mrs. Rayment, who stayed during her brief visit to Melbourne, at the Botanical Hotel, saw quite a lot of her sister Mrs. T. A. Goddall, wife of Commander Goddall.

Mrs. George Dixon, wife of Commander Dixon (who took passage to England in the Kanimbla) sent masses of food parcels to friends in the U.K., with her husband.

The couple have been married about a year and are living in Point Piper, Sydney.

Spending their leave in Brisbane last month, were Lt.-Commander and Mrs. Walter Smith, who are living at F.N.D.

There was quite a gathering of R.A.N., ex-R.A.N. and R.N. Fleet Air Arm officers at the party Lt. and Mrs. Fred Sherbourne gave recently, before Fred's departure for England with Lt. Jimmy Boles, for a F.A.A. course over there.

Ex-Surgeon Lieut. Ron Mackay and his wife (they have a six-weeks old daughter, Peta) Ex-F.A.A. (R.N.) Courtney St. George and Francine Lillas were there.

Officers and men of L.S.T. 304 (one of the ships which were part of the recent Antarctic expedition) entertained their friends at a dance at the Pickwick Club on July 19.

Three English ex-servicemen, a former Fleet Air Arm Lieut., Victor Collings, Mr. G. H. Bennett-Wood, ex-R.N., and James Gowland ex-Flt./Lt. R.A.P., with R.N.V.R. Lieut. Juan Bellamy, have combined to establish a club for ex-servicemen and women in Sydney.

Mr. Bennett-Wood was associated with the British Centre during its wartime life and when that organisation was closed down he found that there were still many problems confronting the discharged service man and woman who had settled in Australia.

These men founded the United Kingdom Ex-Services Welfare Association, at Legion Hall, 161 Castlereagh St., Sydney, in 1944.

Their wives and women members have formed a Ladies' Auxiliary and each month they hold get-together dances to which newly arrived U.K. migrants are invited.

An average of 60 people per day pass through the office. They are helped with accommodation problems where possible, helped to find suitable jobs, assisted with rehabilitation, introduced to the social life of the country—in all ways their countrymen are there to help them settle down comfortably.

The Ladies' Auxiliary visits the homes of members who are in necessitous circumstances and distribute clothing and comforts.



One of the last three W.R.A.N.s on Service in Australia was demobilised at H.M.A.S. Lonsdale on July 1. Here is W.R.A.N. Shirley Ball smilingly counting her last pay from Postern, which amounted to £13/10/-. When asked how she was going to spend it she said with a determined grin, "I'm not sorry I'll buy me a new dress!" Photo: "Sun", Melb.



The "Flying Angel".

THE FLYING ANGEL

IN THE MAIN PORTS OF AUSTRALIA, AS IN THE MAIN PORTS OF THE WORLD, THE FLAG OF THE FLYING ANGEL ASSURES A WARM WELCOME TO SEAMEN IN THE INSTITUTES OF THE MISSIONS TO SEAMEN, SOMETHING OF WHOSE GREAT WORK IS DESCRIBED IN THIS ARTICLE.

by Reuben Ramm

THOSE of you who have read David W. Bone's "The Brassbounder," may remember his reference to the British Seamen's Institute in Frisco around about the turn of the century. The crimps and boarding-house runners were after the crew of the "Florence," and, "For want of better game, perhaps, the boarding-masters paid some attention to the half-deck, but we had, in the Chaplain of the British Seamen's Institute, a muscular mentor to guide us aright. From the first he had won our hearts by his ability to put Browne (our fancy man) under the ropes in three rounds. It was said that, in the absence of better argument, he was able and willing to turn up his sleeves to the stiffest

'crimp' on the waterfront. Be that as it may, there was no doubt about his influence with brassbounders in the port. Desertions among us—that had formerly been frequent—were rare enough when James Fell came, swinging his stick, to see what was doing on the Front."

The crimps and boarding-house runners have gone. But the counterparts of James Fell remain, and the Missions to Seamen, under their guidance and care, continue to do a great work and fill a real need on the waterfronts of the world and in the hearts and lives of seamen.

In its present form, working under the coordination of the central body in London, the Missions to Seamen has 43 stations

in the British Isles, seven in the Continent of Europe, and some 40 overseas, including 14 in Australia. The object of the Missions is to provide for the spiritual and material welfare of seafarers. The Society works within the spiritual framework of the Church of England, but its benefits are free to all seafarers, irrespective of creed, colour or race, and wherever the flag with its symbol of The Flying Angel is seen, the seaman is sure of a sincere welcome, of material comfort and, if he wishes, of spiritual refreshment in the Mission's Chapel.

In this latter there is, however, no exercise of persuasion. The Chapel is there. He is free, whatever his race or creed, to enter at

his will, either for quiet reflection or to enjoy the Services which are held. But he is under no obligation. The Institute, in whatever port it is found, is his Club. The material amenities are there for his use, so are the spiritual; and he uses either or both just as he himself wishes.

Why the Flying Angel? The symbol was inspired by the words of Revelation XIV, verses six and seven: "And I saw another angel fly in the midst of heaven, having the everlasting gospel to preach unto them that dwell on the earth, and to every nation and kindred and tongue and people, saying with a loud voice: Fear God, and give glory to him; for the hour of his judgement is come; and worship him that made heaven and earth and the sea and the fountains of waters."

The origin of the Missions to Seamen was spiritual. It grew from a Society which was formed in London to fill the gap left in the Merchant Seaman's life following on the banning of the Prayer Book in 1645. Previous

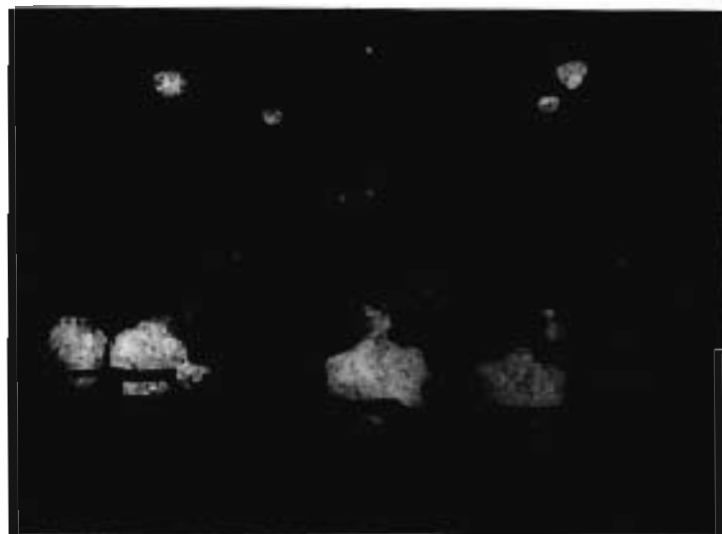
to that date Divine Service was customary on board ships, whether those of the Royal Navy or the Mercantile Marine. When the Puritans banned the Prayer Book, the seamen of the day refused to accept the "Supply of Prayers for the ships of this Kingdom that want Ministers to pray with them," which Parliament issued. One consequence was that the old custom of daily prayers in Merchant Ships died out, and was never revived.

In 1825, an attempt to meet the spiritual needs of the Merchant Seaman was made with the foundation of the London Episcopal Floating Church Society. H.M.S. "Brazen" was made available by Admiralty, and moored in the Thames off the Tower of London for use as a floating church, the Reverend Horatio Montagu, a former Lieutenant in the Navy, being appointed Chaplain to visit ships and conduct Services.

The work continued until 1845. But it was a young clergyman in the West of England, the Rev-

erend John Ashley, who inaugurated a Ministry of the Church to seafarers which has continued ever since, and of which the present Missions to Seamen is in the direct line of descent. John Ashley's attention was first drawn to the fishermen and lighthouse keepers of the Bristol Channel when he was on a holiday there in 1835. He found that these men and their families lacked any spiritual provision, and for three months he used to go out and hold services for them. The importance of this work so impressed him, that he gave up the idea of a parish which was offered to him and, a man of private means, purchased and fitted out a cutter—the "Eirene"—as a Church ship in which he used to anchor among the fishing fleet, summoning the fishermen to attend service on board.

Later, when the work became too much for private enterprise of this kind, a Society was formed called the Bristol Channel Mission. This was reorganised in 1845 as the Bristol Channel Sea-



Concert in progress at the Melbourne Central Institute, Victoria Missions to Seamen.

men's Mission. In 1855, the work of the Mission—which had fallen into abeyance for five years owing to the ill-health of John Ashley—was recommenced as the Bristol Missions to Seamen. In 1856 The Missions to Seamen Afloat at Home and Abroad was founded in London, and with this new Society the work of the Bristol Missions to Seamen was amalgamated under the title of The Missions to Seamen and the Flag of the Flying Angel.

By the outbreak of the 1914-18 war the work had become practically world-wide. Today, in addition to its stations in the British Isles and Europe, the Missions to Seamen has Institutes in Africa at Port Said, Port Sudan, Mombasa, Lourenco Marques, Durban, East London, and Cape Town; in Newfoundland at St. John's; in Canada at Halifax, North Vancouver, Vancouver, and New Westminster; in South America at Trinidad, Rio de Janeiro, Santos, Buenos Aires, Bahia Blanca,

and Valparaiso; in Asia at Colombo, Calcutta, Rangoon, Singapore, Hong Kong, Shanghai, Kobe and Yokohama; in New Zealand at Auckland and Wellington; and in Australia at Townsville, Brisbane, Newcastle, Sydney, Port Kembla, Melbourne, Hobart, Adelaide, Port Lincoln, Whyalla, Port Pirie, Bunbury, Fremantle and Geraldton.

The first two Institutes established in Australia under the pres-

ent organisation were those at Sydney and Adelaide, in 1895. These were followed by Newcastle in 1904, and Melbourne in 1905. There had, however, been Seamen's Institutes in Australia prior to these dates. In Melbourne, for example, the story of Seamen's Institutes goes back some 90 years, with the establishment at Port Melbourne of the Victorian Missions to Seamen. The dates given above are those of the amalgamation with the Flying Angel. Under that amalgamation, the Victorian Missions to Seamen became the Victoria Missions to Seamen.

The first Chaplain at the Melbourne Central Institute, close to the Victoria Docks and the River berths, when the amalgamation took place, was the Reverend Gurney Goldsmith, whose name, together with that of Charles Moss in Sydney, became world famous among Merchant Seamen who had been in the Australian trade during their periods. They were well-known and well-loved figures, and Charlie Moss's straw decker was as familiar a sight as any on the Sydney waterfront, as was Gurney Goldsmith's cheerful face on Melbourne's.

The Reverend Frank Oliver followed Gurney Goldsmith as Senior Chaplain in Melbourne some years ago, and continues successfully to guide the Victoria Missions to Seamen from his post at the Central Institute. Recently it was my privilege to spend a few evening hours going round the Melbourne Institutes with the Reverend Frank Dixon, Organis-

ing Secretary of the Victoria Missions, seeing some of the activities in progress, and getting some idea of the work the Missions is doing. And any thoughts one might have held that, with changing times the need for the Institutes might have lessened, were speedily dispelled.

There are three Institutes at Melbourne, the Central Institute, one at Port Melbourne, and one at Williamstown. Each one, on the random nights of our visits, was filled with seamen, and well-attended by those generous women and girls of the Harbour Lights Guild, who spend time and money entertaining the seamen, dancing, arranging and preparing meals, concerts, and other attractions for them.

"The girls are wonderful," Padre Oliver said as we stood on the floor of the Central Institute watching a dance in progress. "They have all come fair distances to attend this evening and to look after the boys. Some of them have come ten or fifteen miles. And they have provided the orchestra themselves."

Everything, he said, was free to the visiting seamen, with the exception of what they bought themselves at the Institute canteen. Concerts, picture shows, suppers, picnics, bus trips into the country—everything arranged free of charge. And that the men themselves appreciate the privileges of the Institutes is shown by the attendances. A recent report of the Victoria Missions to Seamen shows that attendances at the three Melbourne Institutes totalled 105,371 for the twelve months reviewed, from 1,503 ships in port during the period. And of those men, 11,606 attended the total of 499 Chapel Services held at the three Institutes. Over eleven per cent. of them thus sought spiritual refreshment. Not a bad percentage, one would imagine, in comparison with their brothers ashore.

Statistics are dull reading, but they do give something of a picture, so let us have a few more.

During the twelve months covered by the Melbourne report, 757 entertainments—dances, concerts, and "talkie" shows—were organised for the seamen; 3,748 visits were paid to ships by the Chaplains and Lay Readers; 2,773 letters were received for, and 24,602 posted for, the men; and supplies made to ships by the Missions included 25 gramophones, 400 records, 5,000 books, 150,000 magazines, 400 table games, 500 packs of playing cards, 650 toys for British Seamen's children, and 10,376 articles of woollen comforts and other clothing.

From the Institutes throughout Australia the story is similar over the twelve-month period. "A year of great activity is recorded," writes Brisbane. "The Ladies Harbour Lights Guild is in a most flourishing state, as is also the Lightkeepers Guild. Their work is a wonderful example of whole-hearted voluntary service." Bunbury reported that "Although fewer ships visited the port in 1946 there was an increase of nearly fifty per cent. in the number of seamen at social and entertainments. In May there was a record number of 1,135 seamen attending the Mission. . . . The Chapel continues to be the centre of the work, and the use made of it and the attendance of seamen at Services warrants plans for a permanent Chapel in the new Mission."

"The Flying Angel," wrote the Master of an overseas ship which had spent three weeks in Geraldton, in a letter to the Mission Chaplain there, "is the spirit of homeliness and friendliness when we are away from our homes and friends. We look back on our stay with you as the happiest period of the voyage." The letter enclosed £22 as a voluntary gift from the crew towards local funds.

Newcastle had a busy year with shipping, a fact that was reflected in the number of men using the Institute. Here, "Three celebrations of Holy Communion

were held in the course of one month at the special request of seamen passing through." The Reverend Clive Goodwin, the Sydney Chaplain, received a letter from a seaman: "There are pitfalls as well as lighthouses on the beach, but seamen all find warmth, welcome and safe anchor wherever flies the 'Flying Angel'—and hearts are blessed." "This brief report," wrote the Sydney Chaplain, "must not close without a word of gratitude to the Ladies of the Harbour Lights Guild, whose influence here, as in other ports, runs like a golden thread of inspiration through all our activities."

That is true. The work done by the women and girls of the Guild is of inestimable value to the Missions and to the seamen. Again and again the men refer to it in letters written to the Chaplains and Lay Readers after enjoying the hospitality of the Institutions.

"I would like to thank you all for the wonderful time we received at the Mission in Melbourne. . . . We found in Melbourne we were wanted, and that 'feel at home' spirit was there, and that in my opinion is the hall mark of any place if it is going to be comfortable. The Guild did a fine job of work and really put themselves out to make us feel at home, and believe me we did!" "I am writing to thank you and the members of your Club for the most excellent and wonderful time you gave us boys in entertainment while we attended your Club. And our most sincere thanks to all the girls. . . ."

One fact that is outstandingly obvious to anyone who visits the Institutes is that the Chaplains and Lay Readers, and the voluntary helpers, have their heart and soul in the work.

"I love it," said the Reverend Max. Cowie, of the Port Melbourne Institute. "It is an enthralling job, and I would much rather have it than a Parish. And the men are great." He pointed

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Melbourne Central Institute, Victoria Missions to Seamen.



Victoria Missions to Seamen Chaplains visiting seamen on the crew of S.S. "City of Dorset." Right: Padre Frank Oliver, Senior Chaplain; Centre: Padre Frank Dixon, Organising Secretary.

THE FOURTH NAVAL MEMBER

One Of A Family With Long Naval Traditions, Commodore Guy Willoughby, R.N., Brings Wide Practical Experience Of Naval Aviation To This Appointment

COMMODORE Guy Willoughby, R.N., recently appointed Fourth Naval Member of the Australian Commonwealth Naval Board in succession to Commodore Edmund Walter Anstice, R.N., who has returned to the Royal Navy, is a Yorkshireman of a family with long and deep-rooted naval traditions.

An ancestor of his was that Sir Hugh Willoughby Knight, "Captaine generall," who with Richard Chancellor and the ships "Bona Esperanza," "Admirall of the Fleet," "Edward Bonaventure," and "Bona Confidentia"; and their Ships' Companies, set out from England on "the tenth day of May, 1553, and in the seventh yeere of our most dread Sovereigne Lord, and King, Edward the sixth" on "a voiage intended for the discoverie of Cathay, and divers other regions, dominions, Islands, and places unknowne."

They did not find the road to Cathay, but they rounded the North Cape, and Sir Hugh Willoughby and the Ships' Companies of "Bona Esperanza" and "Bona Confidentia" entered into "places unknown" in Lapland. For, says Hakluyt, "The river or haven wherein Sir Hugh Willoughby and the companie of his two ships perished for cold, is called Arzina in Lapland, neere unto Keger. But it appeareth by a Will found in the ship that Sir Hugh Willoughby and most of the companie were alive in January, 1554."

There have been other Naval members of the family previous to the present Commodore Willoughby. Another one, a contemporary of Nelson's, having been the Admiral in charge of the naval operations at the capture of Mauritius from the French in 1811.

The present Fourth Naval Member entered the Royal Naval College at Osborne in May, 1916, and was appointed to H.M.S. "Orion" as a Midshipman in June, 1920. It was as a Midshipman that he had his first association with the Royal Australian Navy, for after service in "Orion," "Resolution" and "Vanessa," he was appointed to H.M.S. "Vendetta," later to become H.M.A.S. "Vendetta" and achieve fame along with her four sisters as a member of the "Scrap Iron Flotilla." He reinforced this association with the Australian destroyers-to-be a little later in his career when, as a Sub-Lieutenant, he was in H.M.S. "Waterhen."

It was in 1925 that he started flying. In January of that year he started Air Courses, and since then his service has been—with the exception of one year general service in H.M.S. "Repulse" in 1929-30—and one year in H.M.S. "York" in 1933, entirely Naval Aviation, with long and wide experience in aircraft carriers.

An idea of the extent of that experience may be gained from his list of seagoing appointments. As a Lieutenant he served in the aircraft carriers H.M. Ships "Hermes," "Courageous," "Furious" and "Argus." As a Lieut. Commander, after a Staff College course, he was again appointed to "Furious," and was later Staff Officer (Operations) to Rear-Admiral Aircraft Carriers in "Glorious" and "Courageous." As a Commander, he was in "Glorious" as Commander (Flying), following which, during the first three years of the recent war, he was on the staff at Admiralty in the Naval Air Division. In September, 1942, came sea-going command as Commanding Officer of the aircraft carrier "Activity," a British built escort carrier, and in December, 1943, he was promoted Captain. The following year, Commodore Willoughby was appointed to the Eastern Fleet as Chief Staff Officer to Rear-Admiral Aircraft Carriers, returning to Admiralty in January, 1945, as Director of Air Warfare and Training, an appointment he held until January, 1947, when he went to the Imperial Defence College.

It is thus to be seen that to his appointment as Fourth Naval Member of the Australian Commonwealth Naval Board, in which position he is responsible for implementing the Board's policy in regard to Naval Aviation, Commodore Willoughby brings a wealth of knowledge and experience. With a high record of flying hours, he still flies, believing that the ounce of practice is worth the ton of theory, even when one does not have to continue the practice and knows the theory.

Born in Wakefield, Yorkshire, forty-five years ago, he is a tall, strongly-built man, easy of approach, quick and decisive in his manner. He is married, and his wife is here with him in Australia, together with their eighteen-year-old daughter. One other of the family, a son of twenty-two years of age, remained in England, attending a university course following his demobilisation from the Army.



Commodore Guy Willoughby, R.N. Fourth Naval Member of the Australian Commonwealth Naval Board.

Courtesy of "The Age," Melbourne.



"Runic," from a water colour sketch by the Author.

BY "RUNIC" TO ENGLAND FIFTY YEARS AGO

IN THE FOLLOWING EXTRACTS FROM A STEAMER DIARY, A TRAVELLER IN THE FIRST YEAR OF THE CENTURY GIVES US AN INTERESTING PICTURE OF A PASSENGER'S LIFE ON THE RUN FROM AUSTRALIA TO ENGLAND VIA THE CAPE.

By J. N. Barcham

CLOSE on fifty years ago, in 1901, the writer of the Diary from which these articles are extracted, made the round voyage from Australia to England and back in the old White Star liner "Runic." The Diarist is Mr. J. N. Barcham, of Portland, Victoria, who very kindly made his Diary available to "The Navy" as containing material which would probably be of interest to our readers. That such interest will be awakened, we have no doubt, and therefore publish these extracts. Space does not permit of publication of the complete entries, but we shall, so far as possible, quote direct from Mr. Barcham's pages, using our own comments merely as connecting links.

"The Voyage," Mr. Barcham tells us in an introductory note, "was not taken for pleasure, but on account of continued ill-health caused by a sunstroke. Being a comparatively poor man at the time I was forced to go alone, and third class; the whole trip there and back costing me less than

£40". There is, in that last statement, a comment on the times—and ours.

The voyage started from Port Melbourne on Saturday, 28th June, 1901. "We made a punctual start at 5.30 p.m. I had a good tea, but since that time have been too unwell to bother about entering up any diary. In fact, as soon as we cleared the Heads, we ran into bad weather—weather which grew steadily worse and worse: yesterday (July 3), being worst of all. It was a storm predicted by (the late) Mr. Wragge, and called by him 'Challenger'. Those of my readers who remember Clement Wragge, the astronomer and meteorologist, will remember he had pet names for all his predicted disturbances."

Mr. Barcham, under the stress of Mr. Wragge's bad weather, spent some days of "unutterable misery", but never missed a meal, although at times he could only just wait long enough to swallow some tea or coffee. By the 5th July he was, however, considerably

recovered from mal-de-mer, although the "Runic" had only done about six knots at the height of the storm, and could "both pitch and roll to perfection, big and all as she is."

The day's entry strikes a cheerful note, with a heartening interest in food apparent. "July 5. Rose at 7.30 a.m. Sea still rough and heavy, but the sun is bright and the temperature in our cabin 70 degrees Fahrenheit. Breakfast as per printed form. Then played 'Tors' for the first part of the morning." (I think this game—the Diarist here interpolates—is now known as 'Bull Board', and is played by throwing leaden disks on to a sloping board covered with numbered squares. A simple enough game played on a firm floor, but much more complex when played on a deck which never slopes the same way for more than a few seconds at a time.)

"When tired of the game I went to the ship's library and got out 'The Last of the Barons', but after reading a page or two re-

membered I had read it before, so went on deck and played Deck (or Horse) Billiards for the rest of the morning, and found it a tip-top game. Dinner 1 p.m. Had pea soup, stewed rabbit, and suet pudding. Fiddles still on the tables as the ship rolls so much that one's plate tends to drift quite a lot. Spent most of the afternoon sitting on deck chatting to Mr. and Mrs. Templeton on dancing. Tea 5.30 p.m. Had fish—very good; then minced collops, bread, butter and jam. Not bad fare for third class, especially if one is hungry. Spent the evening promenading alone until 8.30 p.m., when I went below to a concert. Our saloon is very bad for sound, being far too low for its size, viz., about eight feet high by 60 or 70 feet wide and 100 feet long. Bed at 9.30, and slept well."

The following day was Sunday, and our Diarist, although feeling a trifle squeamish, as the ship was rolling heavily, breakfasted off bacon and eggs, bread, butter, marmalade, and coffee. Church was held in the saloon at 10.30, but he read a book on Christian Science lent to him by a lady fellow passenger, instead of attending the service. The 1 p.m. dinner was of chicken broth, boiled chicken ("very elderly") and "plum duff—which the cook ladled out of a big wooden tub—and one apple and one orange. We had fiddles on the tables and yet plenty of crockery got smashed, as several stewards fell. A few passengers also got fairly heavy falls."



The reading room full of ladies talking "in a rising sort of whisper."

"Our Diarist spent part of the afternoon discussing Christian Science with the lender of the book, and essayed a jocular remark on the subject which 'was so frigidly received that I dared not continue my reminiscences.' His appetite for tea—'cold beef and pickled walnuts, etc.'—was, however, unimpaired, and after the meal he attended 'Service (Congregational)' at 7 p.m. All of us much troubled to stand up for singing, and those who forgot to hold on to their chairs, fell down. It looked a very drunken congregation. Still, it is winter in these southern latitudes, and so we must expect gales and rough weather until we win clear of the Southern Ocean. Run for last 24 hours, 226 miles."

Monday, 7th July, came with cloudy weather with fine intervals, and a subsiding sea. Mr. Barcham rose at 7.30, and took a walk round the deck as an appetiser for a breakfast of "coffee, bread, butter, marmalade, herrings, chops, and potatoes. Ate pretty well." He observes at this point: "Possibly readers may think I took too much notice of the bill of fare, but anyone who has been a long voyage will know that at sea there is often so little to distract one's attention that eating and drinking assumes a far greater importance than is usually attached to such matters on land." That is so. And in fresh weather, the sea air sharpens one's appetite to a keen edge. We are in sympathy with our Diarist.

A Sports Committee, he records, had been appointed, "and today they are at loggerheads, so that so far nothing has been done. Dinner: Soup, hot pot, and two lots of apple tart. Ate well, but do not love hot pot, as it seems to be made of the leavings of this morning's chops, plus a few potatoes." The meal, however, emboldened its eater, for "after dinner got a steward to shave me for sixpence. It was a great experience, for I had to sit on a camp stool in the lavatory—which is at the stern just over the

screws—and the vibration was tremendous. How the fellow could shave me and not gash my throat, seemed almost miraculous."

The afternoon whiled away with this and other pastimes, came "Tea: bacon, rice cakes, corned beef, pickles, cakes and jam. Ate ravenously and felt fine. Am now due to play euchre with Mr. Hall and Miss H——. Mr. Hall is a cabin mate of mine. We dwell in a four-berth inner cabin. We are lucky in having only three in our dormitory, viz., Mr. Hall, Mr. N—— (whose son is a rather famous city doctor), and myself." Mr. Barcham "lifted" a Banbury Cake from the tea table that night, and saved it for a pre-breakfast stop-gap the following morning. This was to become a habit, but one which was not to dull the edge of appetite. As witness: "Felt fine and well. Breakfast: Two lots of fish, bread, butter, marmalade and coffee. Discussed Christian Science with Miss J—— until 11 a.m., then played deck billiards until dinner time. Dinner: soup, boiled mutton and potatoes, and two lots of plum



Spent some days of unutterable misery.

duff. Great appetite. . . There is still great friction over the sports, and it seems as if we had come to a dead end, because most of the male passengers are divided into two hostile camps, and both want to run the concern. However, the Captain has now taken a hand, and will allow no sports at all unless they can be run peacefully. . .

"The Templetons tell me I am growing visibly fat and look A.I., which is, of course, good news to me. The majority of our passengers have now recovered sufficiently to sit up and take notice. I was only one among several hundreds, who were sick—very sick, indeed, most of them, but now I feel quite happy and well and contented. In fact almost wish I could go on sailing for ever."

Test Cricket was in the air of the "Runic." The following day, 9th July, Mr. Barcham, having breakfasted on steak and onions ("the steak fearfully tough, and only flavour of onion") spent an hour and a half watching a cricket match, England v. Australia. "Played 23 a side on the farward deck, which is both long and clear. Netting has been put up on either side, and rope balls are used. Australia won." England, however, had her revenge the following day, when a return match was played.

"I have," observes our Diarist at this point, "put in the details of the bill of fare from my diary for one week, but shall generally omit them in future, as the same fare was served up day by day, i.e. Sunday's menu for each meal was always the same, and so on through the week."

The question of Women's Rights engaged the attention of the "Runic's" passengers, and on 9th July the first of a number of debates on this subject was held in the saloon after tea. Friday, 11th July, was "Baggage Day," when the "Wanted on Voyage" baggage was hauled up from the hold. "Find I am short of collars, but then I haven't worn a collar for some days now, so it won't matter. Paid 1/- for a ticket to a

'Grand Concert' to be held to-morrow. Watched a game they call 'Cockfighting'. It was great fun, and think I'll have a try at it later on. To play it you sit on the deck and draw your knees up to your chin. Then a stick is put beneath the knees and grasped at each end with the hands. One is practically helpless in this position. Two players, trussed up as above, are lifted and placed opposite one another. They then try to kick one another over, but you can't do any effective kicking when fixed up in this fashion and if you let go the stick with only one hand, or get kicked or pushed over, you lose the fight. Next played Bull Board again, and find myself getting quite good at it. Dinner: Our table steward is very slow, but I hang on until I have had enough all the same."

The following day the passengers had "what they call an 'Assault at Arms' in the morning. I took part in this, but quickly got knocked off. To play this, a wooden boom was fixed up on trestles about four or five feet off the deck. The players sat astride the boom, armed with sacks stuffed with wood shavings. Two men sit opposite one another, and try their best to knock their opponent off his perch without falling themselves. It is good fun but takes practice. . . Took a good walk with Mr. Templeton before dinner. Find the "Runic" Sunday chicken as ancient as usual. Surely it must be one of what sailors call "Mother Carey's Chickens!" Just after dinner quite a large whale came right alongside the ship. It easily kept up with us, diving and then coming up later on ahead of us to blow. It was a fine sight, and one not often seen from the deck of a steamer now-a-days. I calculated its length as 50 feet or more, and it was deep black in colour."

By the 15th July, with warm weather and the sea "like the proverbial millpond", Mr. Barcham felt "as if I had lived all my life in the 'Runic'. Good breakfast.

Many passengers are complaining of the food, but now I am quite well it all goes down first class with me, though it is served up in rather a dirty fashion. . . The food is of fair quality and plentiful, though sometimes rather crudely served. For instance, rhubarb jam is put before us in long sticky lengths laid end on in a broken vegetable dish."

However, our Diarist did not do badly for jam, as "a Miss S— (a distant relative, so she says, of the Prime Minister's) supplies those near her with excellent strawberry jam for tea. I sit opposite, and get my share, you may be sure."

The following day, after tea and—presumably—an issue of the strawberry jam, Mr. Barcham "went to the reading room to read. Find it to be about the worst place in the ship to read in, as it is almost always full of ladies talking—not out loud, but in a hissing sort of whisper, which is very annoying if one wants to give all their attention to their book. Anyway, I was soon fetched to make up a six-handed game of euchre. At 8.15 there was a 'Mock Trial'. It was a total failure. I don't know for certain what is the cause of so much musical and other effort going wrong, but think it must be partly want of talent, and partly the effect of the passengers having been—as it were—divided into two camps over the sports."

On the 19th July, when somewhere south of Madagascar, Mr. Barcham "had a hair cut, for which I paid 1/-, which is too dear." And he interpolates "In 1901 you could get a haircut for sixpence or less, anywhere in Victoria."

He was beginning to learn the ropes. On Sunday, 20th July: "Rose 7 a.m. 68 degrees in cabin. Run 268 miles. Weather still fine, but very strong wind with rough sea—almost a gale. Had bath and walk. Good breakfast. Promised both 'table' and 'bedroom' stewards a good tip at the end of the voyage if they would look after

Continued on next page

H.M.S. VANGUARD

Officer Complement

IN response to a request by "The Navy" on behalf of one of our readers, the Department of the Chief of Naval Information, Admiralty, has kindly made available the following list of Officers now serving in H.M.S. "Vanguard," or whose appointments to the battleship have been issued. It is remarked that this is only about 60 per cent. of the full complement of Officers, and that although it is unlikely that any will leave before the Royal Tour, it is possible that there may be a few changes. If it is possible to obtain the complete list later in the year, this will be published in due course. In the meantime, "The Navy" wishes to acknowledge the prompt courtesy of the Department of the Chief of Naval Information in meeting our request.

F. R. Parham, D.S.O.—Captain—In Command	J. K. Pearsall—Lt. Cdr. (E)—Senior Engineer.	D. J. N. Wanstall, M.A.—Chaplain
D. P. Dreyer, D.S.O.—Commander—Executive Officer.	A. S. C. Sanderson—Lt. Cdr. (E)—Damage Control Officer.	R. W. Madoc—Major, R.M.—Officer Commanding Royal Marines
H. R. B. Newton, D.S.C.—Lt. Cdr.—First Lieutenant.	M. Martin—Lieut. (E)	P. H. B. Wall—Capt., R.M.
C. E. J. Streetfield—Lt. Cdr.—Gunnery Officer.	P. F. Dilnot—Lieut. (E)	A. P. B. Scott—Lieut., R.M.
P. B. P. Brayne-Nicholls, D.S.O.—Lt. Cdr.—Navigating Officer.	P. E. Melly—Lieut. (E)	J. G. Rogers—Lieut., R.M.
D. J. Godden—Lt. Cdr.	S. N. Haigh—Lieut. (E)	J. H. Wyatt, D.S.C.—Cd. Gnr.
R. H. Graham—Lt. Cdr.	E. D. Bennett—Lieut. (E)	D. G. Phillips—Cd. Gnr.
J. W. Meadows, B.E.M.—Lt. Cdr.—Signals & Communications Officer.	P. K. McPherson—A/Lieut. (E)	A. Wilkinson—Gunner
A. T. Trim, D.S.C.—Lieut.	S. G. Morgan—A/Lieut. (E)	C. R. Berry, D.S.C.—C.O.O.
J. C. Y. Roxburgh—Lieut.	H. H. Hughes—Commander (L)—Electrical Officer	E. A. Cloutman—Cd. St. Officer
J. P. Camp, D.S.C.—Lieut.	C. E. Doughty—Lt. Cdr. (L)	W. G. Pym—Cd. Supt.
J. Naah—Lieut.	C. A. Cambrook—Lieut. (L)	J. M. Petley—Comm. Cookery Officer
R. M. R. Yorke—Lieut.	S. A. Ioffe, O.B.E.—Commander (S)—Supply Officer	R. E. Powell—Boatswain
D. W. Napper, M.B.E.—Lieut.	A. C. Reynolds—Lt. Cdr. (S)—Deputy Supply Officer	R. T. Bargewell, D.S.M.—Wt. Engr.
J. F. R. Weir—Lieut.	R. S. Sutton—Lieut. (S)—Captain's Secretary	P. H. Venables—A/Wt. Engr.
O. M. B. de Las Casas—Lieut.	M. A. Perkins—Lieut. (S)	H. G. Hammett—Ty. Wt. Elect. Officer (L)
J. K. Lessey, D.S.C.—Lieut.	J. D. Edwards—Midshipman (S)	J. L. Michie—Wt. Elect. Officer (R)
M. S. T. Price—Lieut.	R. Richards—Midshipman (S)	G. Gregg—A/Wt. Elect. Offr. (L)
J. J. F. Smith, D.S.O.—Lieut.	A. E. Johnston—Instr. Commander—Instructor Officer	L. P. Henning—Wt. Catering Officer.
A. Gray—Sub. Lieut.	N. Tomlinson, M.A.—Instr. Lieut.	K. H. Hayward—Wt. Writer Officer.
A. J. Tyndale-Biscoe, O.B.E.—Commander (E)—Engineer Officer.		

my comfort better, and for one thing get me some fruit every day. It is wonderful what a tip will do, or even the hope of getting one, for after this I always found either an apple or an orange under my pillow every day without fail, besides other numerous delicate attentions which were previously missing. Of course, this being an

'all one clam' boat, the stewards do not get much in the way of tips—many passengers omitting the tip altogether, and others failing to fulfil their promises." On the 21st July, at 4.30 p.m., the first land since leaving Australia was sighted. "It had all the appearance of distant pyramids, causing one to wonder if after all we were

not nearing North Africa instead of the Cape of Good Hope." But all was well. And in the next issue of "The Navy" Mr. Barcham will continue to tell us of his voyage, of the Ship's Officers of the "Runic," of Cape Town, and of the run up through the tropics towards Tenerife.

(To Be Continued)

TWO MERCHANT WAR VETERANS

"BULOLO" AND "HORORATA", JULY ARRIVALS IN AUSTRALIA FROM OVERSEAS, PERFORMED VALUABLE WAR SERVICE AND HAVE INTERESTING RECORDS.

By James A. Stewart

THE pride of the Burns Philp fleet, "Bulolo" is a handsome motor ship of 6267 tons gross register. When she was built in 1938 by Messrs. Barclay Curle at Whiteinch, near Glasgow, Scotland, the ship cost more per square foot than any other ship of a similar size. The high cost was due to the provision of many luxury fittings formerly only found in the largest passenger liners. These luxuries included a swimming bath and children's nursery.

"Bulolo" was designed to cater for the traffic to and from the then newly opened Bulolo Goldfields from which she takes her name. She was provided with a large strong room for the transport of the precious metal.

Owing to the outbreak of war in 1939, "Bulolo" only saw little over twelve months peacetime travel. Soon after war was declared she was requisitioned by the Navy for service as an auxiliary cruiser, and during two years at this work she escorted over 400 ships in perfect safety.

In 1942, when the need for her service in this capacity had declined, she was taken over by the British Ministry of War Transport and sailed for Scotland. On her arrival the ship went to a naval dockyard to be converted into a headquarters ship. This entailed many structural alterations, and also the fitting of many different types of radio apparatus designed to operate on a variety of wavelengths. The work was completed in time for "Bulolo" to be present at the Casablanca Conference in October, 1943.

During her work at the Conference the radio installation was tested to the full under working

conditions. At the conclusion of the five-day conference, Mr. Churchill personally thanked the staff for the efficient and rapid manner in which they handled the heavy signal traffic involved.

Following this operation "Bulolo" was present at most of the landings on enemy territory. Her most spectacular job was during "Operation Neptune," as the Naval component of the invasion of Normandy on D-day was known.

She lay at anchor in the Bay of the Seine, where she acted as the headquarters of Commodore E. Douglas Pennant, who was in charge of the landings in that area. The signal traffic during the early stages of the landings reached high proportions. On D-day alone the ship handled 3,219 messages, and between then and D-day plus 20 the total reached 42,298.

During her sojourn off the beaches of Normandy, "Bulolo" was hit seriously only once. This was on D-day plus one, when she was hit by a 250 kg. phosphorous bomb during a sneak daylight air raid. The bomb blew a hole in the forward bulkhead of the operations room, killing three officers and one rating.

Following the Nazi surrender and consequent end to the war in Europe, "Bulolo" was transferred to the Pacific Theatre to perform similar duties. The climax to her long and honorable Naval service came with the signing of the Japanese Surrender Terms at Singapore in 1945, where "Bulolo" was the scene of the ceremony of surrender of the enemy troops in Singapore. As a memento of this historic occasion the ship was presented with

a Japanese officers' sword, suitably inscribed.

Following this task, "Bulolo" was demobilised and sent back to Barclay Curle's yard to be reconverted into a luxury cargo-passenger liner. This work was completed early this year, and after undergoing trials the ship left for Liverpool, England, and loaded general cargo for Fremantle and Sydney. She is manned by an Australian crew, who were sent to the United Kingdom to bring the ship out. Now back in Australia, "Bulolo" will resume her interrupted trade in the Australia-New Guinea service for which she was designed.

The "Hororata," a fine cargo liner of the New Zealand Shipping Co., was built in 1942 as part of a far sighted replacement programme. While on her second voyage from the Antipodes to England with a large and valuable food cargo in the early part of December of that year "Hororata" was attacked by a U-boat. The torpedo ripped a hole in the vessel's side 45 feet by 32 feet in area. The ship developed a heavy list to port, and lost way as the water rushed into the hold and tween-decks.

The submarine was still lurking in the vicinity to study the effect of its handiwork. What the skipper of the U-boat saw was enough to convince him that the "Hororata" was doomed. Cases were streaming out of the hole in the ship's side and bobbing about in the swell, while the vessel settled deeper in the water, listing further to port. The U-boat then made off. No doubt she reported to headquarters what a successful kill had been made, since later the Nazi radio



"Bulolo", photographed in Sydney, October, 1938.

claimed that the "Hororata" had been sunk.

However, appearances are sometimes deceptive. The crew of the "Hororata" were ordered to action stations, and the commander, Captain Hamilton, made a tour of inspection to see how badly damaged his ship was. Although listing heavily she continued to float, and could be steered after a fashion, although she yawed wildly from side to side and the list increased when given helm. It was possible however to steam at a slow speed, and provided little helm was used could make slow progress. The engineers toiled to maintain a head of steam. Captain Hamilton laid his course for "Flores in the Azores," some 200 miles distant.

The trip was no pleasure cruise, and it was only by good seamanship that "Hororata" was able to reach her destination. When she arrived at Flores early on the fol-

lowing day, the port authorities judged the ship to be in such imminent danger of sinking that they ordered the crew to come ashore for safety's sake. She was drawing 43 feet of water aft, and her port bulwarks were awash. The tween decks were now completely flooded, and if the water rose to the level of the shelter deck the ship would capsize.

After the crew came ashore, the Captain and Chief Engineer spent the night on the beach figuring out ways and means of saving the ship. Soon after dawn on the following day they persuaded some of the islanders to take them out to the ship in a launch, despite the heavy swell running.

Shortly after, they were joined by the rest of the officers, and began a tour of inspection. They found the refrigerated cargo was intact, and it was decided to save it if possible. Steam was raised, and the auxiliary machinery was

started up while the main engines were brought to a state of readiness. The double bottom tanks were filled, increasing the stability of the ship and improving her trim.

As the day wore on the seas increased in violence, and by nightfall the wind had reached gale force. The ship dragged both her anchors and was blown out to sea. The skeleton crew on board had a tough job to bring her back to the anchorage, but they succeeded.

Two more days passed, during which the Captain pondered the problem of repairing the ship temporarily, to get her to England and dry-dock. It was finally realised that such repairs could not be done at Flores, since there was neither material nor suitable labor available. The alternative was to try to reach Horta, the capital of Fayal island in the same group, where prospects were

Continued on next page

WEST AUSTRALIAN OFFICER'S GALLANTRY AT ORAN.

Naval Reservist Won His D.S.C. In H.M.S. "Walney" When That Ship And H.M.S. "Hardland" Forced The Harbour Under Fire During North African Operations in 1942.

IN mid-1941, two "Lake" Class United States Coastguard Cutters, the "Pontchartrain" and the "Sebago," were transferred to the Royal Navy, and rechristened "Hartland" and "Walney" respectively. In November, 1942, these two ships carried out a gallant attempt to force Oran Harbour during the North Africa operations of that year, their objects being (1) to capture the batteries at Fort Lamoune and the battery on the heights above Mole Ravin Blanc at the east end of Oran Harbour; (2) to capture and hold the wharves, and (3) to board the merchant ships in Oran Harbour to prevent sabotage.

The ships' companies, the enterprise being under the command of Captain F. T. Peters, R.N. in "Walney," were British. The landing parties, a small naval force of 33 officers and men, and about 400 officers and men of the U.S. 1st Armoured Division, were American.

The operation was not a success. The two ships succeeded in entering the harbour after breaking the outer and inner booms, but the ship and shore fire they met was too heavy for them; and although they persisted in their task, both ships were sunk, half of their crews and embarked personnel were killed, and the rest taken prisoner.

Among those in H.M.S. "Walney" was an Australian, Acting-Lieutenant-Commander Ronald John Major, D.S.C. and Bar, whose D.S.C. was awarded to him on the 18th. May, 1943, "For outstanding bravery and enterprise in action in the Harbour at Oran."

Lieut-Commander Major entered the Royal Australian Naval Volunteer Reserve on the 29th. October, 1940, as a Sub-Lieutenant. After a course at Flinders Naval Depot he proceeded to the United Kingdom in the "Largo Bay," and was appointed to H.M.S. "King Alfred." Promoted Lieutenant in January, 1941, he was appointed to H.M.S. "Walney" on her commissioning in June, 1941, remaining in her until her loss in Oran Harbour in November of the following year.

Back in England after the North Africa operations, Lieut-Commander Major was appointed to H.M.A.S. "Shropshire" when that vessel was commissioned as a H.M.A. Ship, and remained in her for the rest of his sea time during the war. On the 27th. March, 1945, he was awarded a Mention in Despatches "For skill, determination and courage whilst serving in H.M.A.S. "Shropshire" in Leyte Gulf Operations." Two months later, on the 1st. May, 1945, he was awarded the Bar to his D.S.C. "For Gallantry, skill and devotion to duty whilst serving in H.M.A.S. "Shropshire" in the successful assault operations in Lingayen Gulf, Luzon Island."

He was promoted to A/Lieut-Commander, R.A.N.V.R., on the 30th. September, 1946. Lieutenant-Commander Major, who is still a serving officer at H.M.A.S. "Watson," has his home port at Cottesloe, Western Australia.

brighter of patching the ship. One big snag remained however, it was known that a pack of submarines lurked off the island and were in communication with enemy agents ashore who would speedily signal the news of the ship's sailing. This problem was overcome by sending most of the crew ashore as usual one night, then later weighing anchor and taking the ship to sea. The trick was a success, and "Hororata" reached Horta without incident.

On arrival, the cargo was discharged into lighters and the work of patching the hole in the ship's side was begun. The hole was covered with a patch of heavy planks which were covered by tarpaulins. The water was then pumped out of the hold, and a framework of iron girders was built over the hole on the inside in a cross pattern. These were topped by a further layer of inch-thick iron bars. Finally, over this network, 400 tons of cement was poured.

The whole job was a masterpiece of improvisation. The planks were hewn from trees felled in a forest behind the town, while the iron girders were scrap railway lines. All the bolts and rivets were hand forged, despite the lack of modern tools to do the job.

While this work had been going on, the remainder of the crew arrived from Flores. They were enthusiastic about the prospect of taking the ship to England, and when the work was finally completed and the cargo re-stowed, she was able to sail on March 6th, 1943. One week later the "Hororata" reached an English port, and discharged her 9,600 tons of refrigerated cargo in perfect condition.

Experts who examined the repair job and heard the Captain's report, declared the salvage of both ship and cargo a feat of seamanship without equal in the history of steam.

SEAS, SHIPS AND SAILORS — in NORFOLK —

SHIP DISAPPEARED — 1910

ON MARCH 8, 1910, the BRITISH STEAMER "ANGLO-AUSTRALIAN" 5000 TONS, LEFT CARDIFF IN BALLAST FOR VINCENNES, VIA PANAMA. SIX DAYS LATER SHE WAS REPORTED OFF THE COAST OF PANAMA — SHE HAD NOT BEEN SEEN OR HEARD OF SINCE. AT NO TIME WAS SHE MORE THAN 50 MILES FROM OTHER SHIPS. NO ABNORMAL WEATHER WAS REPORTED. SHE HAD EVERY SAFETY DEVICE — YET SHE VANISHED. FOUR THEORIES HAVE BEEN PUT UP — (1) TORN SAUCE (2) BLUNDER (3) COLLISION WITH DERELICT, (4) SHELTERED DECK COAL BRIT. SHIP TURNED TURTLE. ... EACH THEORY HAS ITS PROBABILITIES — FOR AND AGAINST — BUT NO ONE WILL EVER KNOW THE FACTS !!



INVASION!
THE SHIP "BOYNE" ARRIVED AT SYDNEY ON JAN. 2, 1859 AND LANDED 284 PASSENGERS, OF WHOM 106 ANSWERED TO THE NAME "CAMERON".



STREIGHT-WAY

DURING AN "EMIGRATION BOOM" IN THE "EIGHTIES" OF LAST CENTURY SHIPS OF THE "DUNDON" CLIPPER LINE "CARRIED" STORAGE PASSENGERS FROM SCOTLAND TO BRISTOL FOR 25 A WEEK. AVERAGE PASSAGE WAS 30 DAYS.



ON A TOMBSTONE AT 1000 CORN. MARCH, 1753.

"UNDER THIS STONE LIES JOHN ROUNDO WHO WAS LOST IN THE SEA AND NEVER FOUND."



ANTI-INVASION

FIVE HUNDRED YEARS AGO A FRENCH FLEET SAILED ACROSS CHANNEL AND BURNED THE TOWN OF WINCHESTER, ON THE SURREY COAST. SINCE THAT DAY A WATCH HAS BEEN KEPT IN CASE ANOTHER FRENCH FLEET RETURNS. A LOOK-OUT POST IS VISITED DAILY BY A MEMBER OF A FAMILY WHICH HAS KEPT THIS TOWN FOR CENTURIES. TOWN PAYS THE WATCHER £226 PER ANNUM FOR THE JOB.

ROMANCE OF A HULK

ONE OF THE WORLD'S BEST-KNOWN TALL SHIPS WAS THE "OLD" "LARK" OF GERRARD, BUILT AT CALCUTTA IN 1811. SHE ORIGINALLY HAD A NUDE WOMAN AS FIGURE-HEAD. STORIES ARE THAT A BRITISH OFFICER RESCUED THE DAUGHTER OF AN INDIAN PRINCE WHO, WHILE BATHING, HAD BEEN ATTACKED BY A TIGER. IN GRATITUDE THE PRINCE HAD THE SHIP BUILT AND PRESENTED IT TO HIS DAUGHTER'S SUITOR — HENCE THE NUDE FIGURE-HEAD.

SECRETARY, NAVAL BOARD

Thomas Joseph Hawkins Has That Wealth Of Naval Knowledge Equipping Him To Maintain The High Standard Set By His Predecessor In This Important Post

THE Navy does not consist of ships and seamen alone. They certainly, are the spearhead of its effort; and the keenness of that spearhead and the temper of its metal are the objectives to which all that effort is directed. Backing that effort is an efficient and closely-knit organisation, through which is channelled the industrial might of the Nation in time of war. Much of that organisation is staffed by civilians. And, to a large extent, the efficiency of the Navy depends on the efficiency and character of that civilian staff.

The heads of that staff are situated to help or to hinder to a marked degree the progress of the Navy and the exertions of the sea-going officers. Members of the Public Service, they are in a position of permanency at Navy Office, giving continuity to administration and general policy; whereas their uniformed colleagues hold, individually, but brief tenure in office between periods of sea-going service. They are thus enabled to exercise considerable influence: to give, if capable, invaluable help and advice, to the impermanent political head—the Minister for the Navy—on the one hand, and the impermanent members of the Naval Staff on the other.

Throughout its long history, the Royal Navy has been well served by its civilian administrators, a shining example having been set by the great Samuel Pepys. The Royal Australian Navy has been no less fortunate. To no single man does it owe more than to that devoted servant George Lionel Macandie who, first as Secretary to the Director of the Commonwealth Naval Forces, Captain Creswell: then as Naval Secretary; and finally as Secretary to the Naval Board until his retirement in 1946, was the mentor of all Naval Officers entrusted with administrative duties at Navy Office, and established a high standard of approach and performance. That standard is being maintained by his successor, Thomas Joseph Hawkins, B.A., LL.B., Melbourne, the present Secretary to the Naval Board.

Thomas Hawkins was born in Carlton, Melbourne, on the 15th. November, 1898, the son of Thomas and Mary Hawkins, of North Fitzroy. Educated at St. Patrick's College, East Melbourne, he passed the Junior Public with honours, and the Senior Public examination. In 1913, when the examinations for Military Staff Clerks were held, he entered, achieving first place among Melbourne entrants.

At this time the Department of the Navy was established as a separate Defence Department, and applications for Naval Staff Clerks were sought. Thomas Hawkins applied for a position with the Navy instead of the Army, and was appointed to a position in the Naval Secretariat at Navy Office, then in Lonsdale Street. Mr. Macandie was then Naval Secretary, and thus began a fortunate association which has lasted for over thirty years.

The then tyro's training began early, and a recollection of those days concerns the disassociation of English spelling from phonetics. He was, at the time, undertaking a course in shorthand and typing, and he remembers one Sunday morning during the 1914-18 war when he was in Navy Office and was seized upon by the Naval Secretary to take down and type a dictated letter. Its subject matter concerned Cockburn Sound, which name cropped up several times in the text, and which the dictating Mr. Macandie gave its pronunciation of "Co-burn," and which the dutiful Thomas Hawkins transcribed in the correct phonetic shorthand symbols.

Then, but a prentice and painful typist, he laboured over clicking out a letter which, faultless in other particulars, spoke often of "Coburn Sound." The result implanted the correct spelling securely in his mind.

Shorthand and typing must have progressed, for we find him, during the war of 1914-18, for twelve months or so attached as secretary to the then Lieut.-Commander John Latham—now the Right Honourable Sir John Latham, G.C.M.G., Chief Justice of the High Court of Australia—who was at that time in Naval Intelligence.

The war ended, Thomas Hawkins himself became interested in Law. He had started doing a University Course in his spare time, intending to take his Arts Degree, but decided to take Law instead, and he graduated as a Bachelor of Laws in 1926, taking out his degree of Bachelor of Arts the following year.

In 1929 he was transferred from Navy Secretariat to the "N" Branch at Navy Office, a Branch dealing in greater detail with a number of activities in closer relationship with the Naval Staff. In 1938 he became Head of "N," a position he occupied throughout the 1939-41 War, one of multifarious duties and great responsibilities to which he gave whole-hearted interest and unflagging energy.

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Thomas Joseph Hawkins, LL.B., B.A. Secretary to the Naval Board.



Petty Officers of the R.A.N. visit a naval ordnance factory while undertaking the new "background" courses.

PETTY OFFICERS' SCHOOL

RECENT INNOVATION AT FLINDERS NAVAL DEPOT IS ACHIEVING POPULARITY AND SOUND RESULTS AMONG PETTY OFFICERS OF THE R.A.N. ATTENDING INTERESTING AND INFORMATIVE "BACKGROUND" COURSES. By John Clark

IN the issue of "The Navy" of May last, reference was made in the General Section of "What The Navy Is Doing At Sea and Ashore" to a new Petty Officers' School which had been established at Flinders Naval Depot. The School was set up on the lines of a scheme of training which was established in the Royal Navy after the 1914-18 War, was suspended on the outbreak of the recent war, and which has now been revived in the United Kingdom.

Under the scheme, Petty Officers undertake non-technical courses in what might be described as "background" subjects. The purpose of the courses is, by widening the student's general knowledge and giving him an insight into many subjects—some intimately associated with his job in the Navy, others not so—to give him an added background, and thus to inculcate a higher

standard of morale and discipline, a spirit of responsibility and self reliance, and improved qualities of leadership.

The courses are arranged to meet the requirements. Lasting for four weeks, the first three weeks are devoted to talks and lectures, drills, and visits to various industrial and other organisations where "behind the scenes" knowledge is gained. The fourth and final week of each course is devoted to lectures and demonstrations, to a general discussion on the course, and to the preparation by the participants of an essay on the course, wherein each gives his impressions, discusses what has particularly intrigued and interested him, and offers suggestions.

Recently, while down at Flinders Naval Depot, the writer of these brief notes met and had a yarn with Lieut.-Commander E. J. Peel, D.S.C., R.A.N., who is

in charge of the School, and saw something of the way the courses are run and the students react to them, and got a rough idea of the current syllabus.

Unfortunately, no course was in progress at the time. We struck the period of doldrums between "terms." But Commander Peel, who is as keen as mustard on his job, with the edge of his appetite sharpened by the favourable results, was eager to tell all about what was being done, and he did so as we walked around together.

In his office, he had just been checking through some of the essays put in by those Petty Officers who had attended the previous course. "Look at these," he said, as he pushed a pile of foolscap across his desk. "You can tell by these how the thing gets hold of them after they've been here for a few days. They're a little self conscious at

first. Feel that they are going back to school again, and they're a bit past that. But once they get into it and see what we are after, they become as keen as can be about it. Their interest is aroused, and you can see how it is stimulated, by their remarks in these essays, and by the suggestions they put forward."

That was so. It was clear from what quite a number of the men had written that they had been a little sceptical when they first started the course, but that within a very short time they found that here was something pretty good; that lectures and talks—on all manner of subjects—could be most interesting if delivered by someone who knew his subject and had the knack of getting on terms with his audience. And, incidentally, a number commented that, having to get up themselves before an audience during the course, they had a better appreciation of the job of a speaker than they had hitherto held.

"We are looking for good speakers on interesting subjects," Commander Peel said, "and we take the class on visits to interesting factories, and industrial and social service organisations of various kinds, so that they can see what it is that makes the wheels go round, and what they do when they go round."

"How do you start off?" he was asked. "Each course, that is."

"Oh! The idea of the thing, and what it is we are trying to do, is explained by the Commodore Superintendent of Training in a short introductory address. Then I explain the routines and so on, and then we start straight off into the talks and addresses for the day, unless it is some special day, such as a visit to a factory or some other organisation. Here is the Syllabus of the course we've just completed. You'll see that on the first day, after the Commodore's introductory address and my little piece on routines, we started straight off with an address for an hour and ten minutes on the Nether-

lands East Indies which carried us up to lunch time. Then in the afternoon there were two more talks—one on Morale, Discipline and Esprit de Corps of half an hour, and then an hour's talk on the Evacuation from Cherbourg and Le Havre in 1940."

"How do they react to those fairly long talks?"

"They have reacted well. It depends, of course, on the subject and the speaker. But there are few subjects that fail to be interesting if you have a speaker who knows what he's talking about. And so far we have managed to secure such speakers, and you can tell from the essays, and we can tell from the questions asked, and from the way the chaps talk about the addresses among themselves afterwards, how far they have caught their interest. It is pretty good, I can tell you."

He pointed to the Syllabus. "We open each day for the first week or so, you'll notice," he pointed out, "with Squad Drill and Power of Command. Three quarters of an hour of it. It throws the chaps together, and makes them come out in front of their fellows, and gives them self confidence. Then we get on to the lectures and talks."

A run through the Syllabus gave an idea of the wide and varied ground it covered. The Constitution of Commonwealth and State Governments; The United Nations Organisation; The Organisation of the R.A.A.F.; The Naval Board and a Comparison to Admiralty; The Rocket Range; India; The Organisation of the A.M.F.; The Entry and Subsequent Training of Officers in the R.A.N.; Outline History of Japan; The Conduct of Shore Patrols and Relations With Civil Power; The Constitution and Government of the U.S.A.; the subjects were picked at random from the Syllabus sheets.

From the names and the positions held by the speakers on the

various subjects, it was obvious that the voice of authority was speaking in each case. One began to feel a desire to attend the Petty Officers' School on one's own behalf.

We reached the Petty Officers' Block in the course of our perambulations of the Depot, and climbed the stairs to the comfortable sleeping and recreation quarters which had just been vacated by the outgoing course and were now being prepared for a new influx.

The presiding Chief was there. "How," he was asked, "do these courses go, do you think? Do the chaps like them, and do they get anything from them?"

He was emphatic that they did—both. "It takes them a day or two to settle in," he said. "They're in many cases strangers to each other, and they feel a bit funny about it at first. You know, wonder what it's all about. But they take to it all right once the strangeness has worn off and they can see what the school is getting at. You have only to hear the talks and arguments that go on here in the evenings to see that. And most of them find that the four weeks goes too quickly, and wish that the course was longer."

Well! There you are. From what was seen and heard, this new venture of the Navy's is a distinct success. And on the face of it, it should do a lot of good. If there has been a criticism levelled against Naval training in the past it has usually been to say that the system is too narrowing in outlook, and that knowledge imparted is too limited in scope. This is a step away from that restricted path. And since any intelligent person is able to put much more into what he is doing if he has some idea of why he is doing it, what its relationship to other matters is, and what its ultimate aim and results might be, then this new Petty Officers' School is all to the good. And it seems to be achieving the success it deserves.

MARITIME NEWS OF THE WORLD

From our Correspondents in LONDON and NEW YORK

BRITISH SHIPPING INVESTMENTS -

It is estimated, says "The Nautical Magazine," that since the war British shipowners have invested over £230,000,000 in the acquisition of ships. This sum is made up from £60,000,000 in the purchase of Ministry-built ships and prizes, £20,000,000 in American ships, and at least £150,000,000 in new construction.

U.S. MERCHANT MARINE

The "New York Times" in a recent issue quotes Fleet Admiral William F. Halsey as saying that the American Merchant Marine is suffering from two defects—a shortage of troop carriers and tankers—which would seriously hamper the efforts of the nation in the event of another war. He pointed out that passenger-ship construction during the war was virtually non-existent and that as a result, even by converting all passenger carriers and utilizing the

70 transports now operated by the armed forces, the combined troop carrying capacity would fall short of the total estimated requirements by one-half.

THE TANKER POSITION

Commenting on tanker tonnage, Fleet Admiral Halsey said that, apart from 86 Navy tankers, the U.S.A. has about 600 tankers under its control. This fleet is not large enough, and he cited the estimates of the Armed Services Petroleum Board, which places the tanker shortage at nearly 120 vessels, and he added that by 1951 the United States can anticipate a shortage of 350 tankers if the presently planned increase of petroleum production in South America and the Middle East becomes a reality.

BRITISH BUILT BARQUE

One of the last sail trading ships to be built in Britain has been salvaged for conversion to a motor vessel after stranding in Bogen

Fjord, Norway, last September. She was the "Moshulu," built by Hamilton of Port Glasgow as the "Kurt" in 1904 for Siemens of Hamburg. A steel four-masted barque of 3,109 tons, she was seized by the Americans during the 1914-1918 War, and renamed the "Moshulu," being used as a training ship by the U.S. Shipping Board. She was bought by Captain Erikson in 1935 for 20,000 dollars, and was put into the South Australia grain trade, where she carried nearly 5,000 tons on occasion. She was in Norway when that country was invaded by the Germans in 1940, but they made no use of her.

DRIVE FOR U.S. LINERS

The "New York Herald Tribune" announced in a recent issue that the Joint Committee for the American Merchant Marine will conduct a nation-wide campaign to arouse support for a shipbuilding programme. In emphasizing the need for passenger ship construc-

tion, the Committee said that as at May 1st last the United States passenger fleet consisted of 41 ships of 10,281 berths, compared to 162 vessels of 56,516 berths in operation before the war. The decrease was attributed to war losses, sales to foreign operators, and general obsolete condition of many vessels making it unprofitable to recondition them from transports to peace-time status.

SWEDISH TONNAGE GAIN

From figures recently released by the American-Swedish News Exchange, it is revealed that the Merchant Marine of Sweden has expanded to a total of 1,907,000 gross tons, showing a record increase in 1947 of 173,000 tons. Included in the increase were 117,000 gross tons of Swedish-built vessels, most of them motor ships. Sweden, in the volume of new tonnage launched in 1947, ranked second behind Britain, with a total of 227,600 gross tons, more than half of which was built for foreign owners, most of them Norwegian. In the whaling factory ship Kosmos III, of 18,000 tons, completed at the Gotaverken Shipyard, Sweden built the fifth largest ship in the world to be constructed in 1947. At the beginning of this year Swedish shipyards had 40 ships, totalling 155,900 tons gross, under construction, with orders on hand for a further 190 vessels totalling 1,068,000 gross tons.

DOCK ACCOMMODATION

Commercial dock accommodation in various parts of the world is being improved and extended. In India, the Calcutta Port Commissioners propose to spend £6,375,000 on improvements, including the enlargement of the King George's Dock; the Sheldie Shipyard is to build Holland's biggest dry dock, 900 feet by 100 feet, at Flushing; the Port of London Authority is restoring the

Royal Albert Dock Basin and the South Dock of the Surrey Commercial system for commercial use; and on the Mersey, Liverpool's Canada Dock will be greatly improved with new sheds and new cranes, the provision of which is proposed.

U.S. CARGO LOADING

LAG FALLS

The "New York Herald Tribune" reports that banks of export cargoes at sidings and piers in New York and other United States ports are the lowest since 1939. Typical banks are: Norfolk, Virginia, 1.5 days; Philadelphia, 3.1 days; and Baltimore running high on the list with a five-day supply. During and after the war, banks in New York and other ports ran as high as ten to twelve days, with loading lags occasionally causing rail embargoes to prevent congestion. The decline in exports is attributed to the effect of the application of rigid export licenses, and also to the husbanding of dollar balances abroad. United States shipping men are fearful that a continued decline of cargo banks will bring about a return of pre-war conditions of "hand-to-mouth" loading.

NYLONS

A sign of the times has been reported in "The Nautical Magazine", in its announcement of the fact that Clyde tugs have been trying Nylon towing ropes. A seven-inch Nylon takes the same strain as a twelve-inch Manila, it is stated. Whilst on the subject of ship fittings and gear, it is noted that cast iron propellers are being investigated by the British Cast Iron Research Association in conjunction with British Shipbuilding Research Association. And, in the new crew's quarters of the reconstructed Shaw Savill motorship "Karama," plastic veneer panelling has been used with excellent results.

U.S. PORT PILFERING

SURVEY

Some tugboat crews are regarded as being responsible for "a good share" of New York's harbour pilferage, according to a finding of Security Bureau, a maritime industry organization which recently carried out a survey on the New York waterfront. The objects of the pilfering tugboat men are not only items of cargo on piers and lighters to which they have access, but also equipment from their own boats or from tugs of their own company or in other fleets. "Transactions involving principally rope, but also hardware, hose, tools, etc., are regularly carried on" says the Security Bureau in a report published by the "New York Times," in which the dealings of tugboat men with junk dealers are described, "and judging by the number of junk dealers so engaged, it would appear that the tugs represent an excellent source for second-hand material.

With slightly more than 500 towboats operating in the harbour of New York, it can be seen that the problems of security are extensive indeed, and require the cooperation of all interests if a more theft-proof and economical operation is to be achieved."

LINERS FOR IMMIGRANTS

It was at one stage hoped that the trans-Atlantic liner "Aquitania" might be made available to carry emigrants from the United Kingdom to Australia. The old four-funneller, on paying off recently as a troop carrier, is to carry emigrants for some months—but from the United Kingdom to Canada, not to Australia. Another big mail liner which is entering the emigrant trade after paying off as a troop carrier, is the Union Castle liner "Arundel Castle." She has been taken up by the South African Government for the transport of immigrants to the Union.

News of the World's Navies

NEW BRITISH COASTAL CRAFT

Probably the first light metal alloy coastal craft to be completed in the world, M.T.B. 139 was launched from the yard of Messrs. Saunders Engineering and Shipyard Ltd., Beaumaris, North Wales, in April of this year. An experimental craft, she is 75 feet in length, with a beam of just under 20 feet. The hull, including frames and skin, is made of an aluminium alloy which weighs about one-third the weight of steel. Her machinery is of normal internal combustion type, and is sufficient to give her a high speed and good endurance.

U.S. NAVY FLIERS

To augment training while awaiting delivery of jet-propelled fighters for use on carriers, the U.S. Navy is procuring fifty Lockheed P-80 Shooting Stars for use to familiarize naval pilots and ground crews with jet fighters, according to a report in the "New York Times." A P-80 has been flown from and landed on a carrier successfully several times, but the production models need modification to improve their carrier use.

NAVAL AIRCRAFT "EMBALMED"

During the war the U.S. naval authorities developed a technique for coating aircraft with various substances applied by spraying, and the Admiralty followed their example to develop a suitable coating substance in Britain. Such a substance, known as "Halothene," was evolved, and it has been decided that all future naval aircraft shipped abroad in H.M. Aircraft Carriers shall be "embalmed" with it to ensure that they are in good preservation when they arrive at their destination. The first sizeable shipment, preserved by this method, was despatched recently in the aircraft carrier H.M.S. "Vengeance."

RUSSIAN SUBMARINE STRENGTH

In a recent speech, the United States Secretary of the Navy, Mr. John L. Sullivan, reminded the Air Policy Commission that the Russian Navy now includes over 200 convention-type submarines of Russian origin in service, says "The Christian Science Monitor." He added: "The U.S.S.R. received as reparations 10 new German submarines of which four are of the latest Type XXI German design. This submarine has the Schnorkel and has the highest underwater speed of any submarine developed to date. . . . In addition to these operating submarines, the Russians now control four large shipbuilding yards in former German territory, which built German submarines during World War II, and at which the most modern German blueprints are available. At these yards prefabricated parts for many more Type XXI submarines fell into the hands of the Russians. They have under their employ expert German submarine designers, engineers, and technicians."

OLYMPIC GAMES TORCHES

Olympic Games Torches used in the XIV Olympiad at present being held in London, were sent out from England to the Mediterranean earlier in the year in H.M.S. "Liverpool" (Captain K. Mackintosh, R.N.). The torches were sent to Athens, and one was lighted on Mount Olympus. From it, other torches, carried by Marathon runners, were lighted, and the last torch was carried into the Stadium at Wembley when the Games opened.

FIREPROOF HYDRAULIC FLUID

The U.S. Naval Research Laboratory scientists have developed the first successful hydraulic fluid for aircraft use, it was announced recently. It is expected that the

new fluid will not only eliminate one of the most fruitful causes of crash and in-flight fires, but will possibly serve as a valuable extinguishing agent for blazes starting from other causes. It is pointed out that the use of the fireproof fluid in landing gear retraction, flap control and brake assemblies on military aircraft, would increase their combat efficiency by preventing fires resulting from the rupture of high-pressure lines by enemy fire.

NEW ZEALAND FRIGATES

After consultation with the Admiralty, the New Zealand Government has decided to retain in commission one cruiser as a training unit, and six anti-submarine escort vessels fully operational, with one surveying vessel in constant employment. An additional cruiser will be held in reserve in New Zealand, together with Minesweepers and Harbour Defence Vessels. Six Loch Class frigates, obtained from the Admiralty, are being used as the anti-submarine escort vessels. They were originally named "Loch Shin," "Loch Katrine," "Loch Morlich," "Loch Achanalt," "Loch Eck" and "Loch Achray," but will be renamed after New Zealand lakes.

U.S. SUBMARINE IN BRITAIN

The first visit of a United States submarine to Britain took place earlier this year when U.S.S. "Trumpetfish" with a crew of 70 crossed the Atlantic and, after a week in Portsmouth, visited other ports in the United Kingdom, according to a report in the "New York Times."

R.N. BUILDING UP AGAIN

Within twelve months or so the Royal Navy will be back on its peace-time basis, "ready to look after the far-flung Empire and for any call," according to a statement by Captain J. L. Storey,



"Royalty," the last horse employed by the Navy in Plymouth Command was demobbed—with great ceremony at Plymouth recently. He was "piped" over the side—as he walked through the gates of H.M.S. "Drake," the Royal Naval Barracks for the last time and Royal Marine Band played "Auld Lang Syne" and "Farmer's Boy." He was then presented with a straw hat in place of his Service hat.

C.B.E., D.S.O., R.N., Chief of Staff to the Commander-in-Chief, Plymouth, during a speech at a naval dinner. Talk about the Navy being no longer up to its job, he said, was not true. The Navy of the near future would be a good deal bigger than it was in 1938-39. The run-down of men looking over their shoulders at their release groups was almost complete, and the build-up of the Navy had started again. More and more ships would be filled up and going to foreign stations and to join the Home Fleet.

U.S. COAST GUARD GETS "IRON LUNGS"

The U.S. Coast Guard, in order to improve its search and rescue organization, has distrib-

uted 10 portable mechanical "iron lungs" to units in the United States, Alaska, and Hawaii. The Coast Guard service receives several requests each year to fly "iron lungs" to ships at sea or to remote areas ashore when prolonged artificial respiration is necessary to maintain life. Before the portable "lungs" were distributed, cumbersome devices had to be borrowed from the nearest available sources and transported in aircraft larger and slower than the PBV's and PBM's regularly used in search and rescue operations.

TWISTING THE DRAGON'S TAIL

The First Sea Lord, Admiral of the Fleet Sir John. H. D. Cun-

ningham, G.C.B., M.V.O., in a speech from the steps of London's St. Paul's Cathedral on St. George's Day, referred to the uncertainty felt as to what the future might hold, and the result that "there is abroad a feeling of insecurity among us. This may hold the seeds of a future war—though God forbid that such a catastrophe should happen. So I would stress to you all the importance, just as much now as during the war, of maintaining a strong national spirit and of making it clear to all concerned that if another dragon, from whatever quarter it might arise, should attempt to menace us, we are determined and able to give its tail another 'damned good twist'."

BOOK REVIEWS

By G.M.D.

"HISTORY OF UNITED STATES NAVAL OPERATIONS IN WORLD WAR II. Volume I. THE BATTLE OF THE ATLANTIC, September, 1939, to May, 1943." By Samuel Eliot Morison. Little, Brown and Company, Boston, U.S.A.

SAMUEL Eliot Morison, Jonathan Trumbull Professor of American History in Harvard University, is a Historian of high standing. As an author of historical works he is known for his "Admiral of the Ocean Sea," a Life of Christopher Columbus

with which he won a Pulitzer Prize for biography; "The Maritime History of Massachusetts"; a two-volume "Oxford History of the United States"; and the five-volume "Tercentennial History of Harvard University."

He is thorough in all he undertakes. Before starting on his "Admiral of the Ocean Sea," he sailed, in a vessel approximating in size to that of the "Santa Maria," across the Atlantic in the track of Christopher Columbus. He has been a sailor all his life, and a historian for thirty years. As a writer of a naval history he thus brought unusual qualifications to his task, and his thoroughness was exemplified in his approach.

Much of what he has written is at first hand. He made his proposal for the writing of this history to President Roosevelt early in 1942. His proposal was accepted, and he was commissioned as a Lieutenant-Commander—later to become Captain—in the United States Naval Reserve with the sole duty of preparing this history. It was not, during the war, a full-time desk job. He got around with the Navy. He was here in Australia with the first flight of American combat seamen and troops to cross the Pacific. He took part, in U.S.S. "Brooklyn," in the North Africa Operations. He was in England. He returned to the Pacific. It was the privilege of the writer of this review to renew acquaintance with him and talk with him in Washington in 1945, when he had just returned from the Philippines, subsequent to having been present at the campaign for Okinawa.

To his own personal observation has been added that of assistants and other participants in operations, and the fruits of intensive research in documentary evidence. As he himself says: "Believing that too many histories are written from the outside looking in, I or one of my assistants have visited every theatre of naval warfare since 1941, and taken part in as many

operations as possible. In addition, an intensive research has been made in the naval archives of the United States, and to some extent in those of allied and enemy powers; and oral evidence has been obtained from many participants."

In a foreword, former Secretary of the Navy James Forrestal points out that "This work is in no sense an official history. The form, style and character of the narrative are the author's own. The opinions expressed and the conclusions reached are those of Dr. Morison, and of him alone. He has been subject to no restrictions other than those imposed by the necessity of safeguarding information which might endanger national security."

The author himself comments that "No history written during or shortly after the event it describes can pretend to be completely objective or even reasonably definitive. Facts that I know not will come to light; others that I discarded will be brought out and incorporated in new patterns of interpretation. Nevertheless, I believe that more is to be gained by writing in contact with the events, when most of the participants are alive, than by waiting until the ships are broken up and the sailors have departed to wherever brave fighting men go . . . On the other hand, if I confined myself to personal impressions and oral testimony this work would not be history. As rigorous a study of the written documents was made as if this were a war of the last century . . . In other words, a seaman's eye has been applied to the technique of a professional historian, but the seaman has also learned to discount the evidence of his eye. If the synthesis is not complete, want of time and my own lack of competence for so ambitious a task are to blame."

That is fair enough. Captain and Professor Morison have stated their case with propriety. This reviewer, at any rate, feels that the synthesis is complete; that the combination is a peculiarly happy one with most successful results. On the evidence of the first volume of this history, the reputation of its author as a Writer and a Historian can but be enhanced. He has written with fluency and charm, and made history readable and alive. There are indications of wide and deep research, but they do not obtrude. There is a tang of salty raciness about the style that suits its subject. Underlying, is a suggestion that this job has been done thoroughly, that it is, so far as it is possible to be at this stage, correct and complete, both in fact and conclusion.

The volume deals with the war at sea in the Atlantic and Arctic Oceans from September, 1939, to April, 1943. It covers a wide field, both of area and endeavour. One feels that the divisions, of phase and area, have been thoughtfully and wisely chosen. Continuity, no simple matter of attainment when filling in a broad canvas with a mass of detail, has been achieved and maintained. The reader's interest is immediately captured, and is held throughout.

The early chapters deal with the first-in-the-field naval antagonists—the British Commonwealth and Germany—and with the period of America's "Short of War" policy. "Only Roosevelt and Churchill," says Professor Morison, "of the heads of state concerned in the war, seem to have appreciated the transcendent importance of ocean communications." That appreciation on the part of the President, together with his apprehension, "considerably in advance of public opinion," of the threat to American security contained in the German seizure of the Atlantic Coast of France and the strong possibility of a German invasion of Great Britain, caused him to lead America into the "Short of War" policy, and hastened the approval of the building of America's "two-ocean Navy" in July, 1940.

Approval was one thing. But ships take a time to build, and as Admiral Stark, U.S. Chief of Naval Operations, said "dollars cannot buy yesterdays." "For two years at least the Americas would be exceedingly vulnerable in the event of a German victory in Europe. To meet this emergency, President Roosevelt adopted the political strategy of helping England and (after June, 1941) Russia to withstand Germany, and of keeping Japan quiet by diplomacy. The Atlantic phase of this policy meant violating the laws of neutrality . . . Fortunately events carried the country along with the President until the attack on Pearl Harbour made further persuasion unnecessary."

The famous destroyer-naval base deal between Britain and the United States, whereby Britain ceded sovereign rights for 99 years over sites for naval, military and air bases in the Bahamas, Jamaica, Antigua, St. Lucia, Trinidad and British Guiana, in exchange for 50 four-stack destroyers, was an early result of President Roosevelt's correct assessment of the war situation, both strategically and politically. "During the U-boat blitz off our Atlantic Coast early in 1942," records Professor Morison, "one of the high-ranking admirals in Washington wrote to Stark saying he wished we had those 50 destroyers and 10 cutters. To which the former Chief of Naval Operations replied that owing to the 'deal' those vessels had been working for us about a year longer than they otherwise would have done. Moreover, although ships were expendable, the bases received in exchange were not."

Affairs moved a stage further in January, 1941, when a series of secret staff conversations between American and British representatives opened in Washington, the purposes being "(a) to determine the best methods by which the United States and Great Britain could defeat Germany and her allies 'should the United States be compelled to resort to war'; (b) to coordinate plans for the

August, 1940.

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Captain Samuel Eliot Morison, U.S.N.R. United States Naval Historian.

employment of American and British forces in that event; (c) to reach agreements concerning major lines of military strategy, principal areas of responsibility, and determination of command arrangements, if and when the United States came in."

Agreement was reached at the end of March. Fundamental to the agreement "was the basic strategic conception of World War II, of beating Hitler first. Already agreed upon in conversations between Admiral Stark, General Marshall, the Secretaries of State, War and Navy, and the President in November, 1940, this conception is best stated in the United States Joint Army and Navy Basic War Plan, drafted in May, 1941. "Since Germany is the predominant member of the Axis Powers, the Atlantic and European war is considered to be the decisive theatre. The principal United States military effort will be exerted in that theatre, and operations of United States forces in other theatres will be conducted in such a manner as to facilitate that effort. Here then was the basic and vital decision, based on an estimate of the then global situation, and on a correct anticipation of the future."

One of the apprehensions under which the Allies laboured was that if the war in the West were unduly prolonged, German scientists would invent secret weapons that would prove irresistible. It was an apprehension that was well founded. As Secretary of War Robert P. Patterson said in a statement: "There was no time to lose in eliminating German science from the war. There was no comparable peril from Japanese science."

Professor Morison cites three events in the Atlantic in May, 1941, as considerably shortening the shortness of "short of war." They were the sinking of the neutral ship "ZamZam" by a German raider and of the American "Robin Moor" by a U-boat in the South Atlantic, while "Even

more ominous was the brief career of the great new German battleship "Bismarck" . . . The Royal Navy and Air Force hunted "Bismarck" down and sank her on 27 May; but she almost escaped. Neither the Atlantic Fleet nor the entire United States Navy at that time had a vessel capable of trading punches on anything like equal terms with the "Bismarck" or her sister ship "Tirpitz," who had not yet been heard from. Our latest battleship available, U.S.S. "West Virginia," was twenty years old; "North Carolina" and "Washington," first of the new 35,000-ton battleships with nine 16-inch guns, had not yet had their shakedown cruises."

These events caused President Roosevelt to declare, in a broadcast to the nation, that "the war is approaching the brink of the Western Hemisphere itself. It is coming very close to home." And at the end of the talk, the most important he made in the first half of 1941, he declared an Unlimited National Emergency. From then on limited partnership with the British and Canadians moved towards full partnership as fast as political events permitted.

On 4 September, 1941, U.S.S. "Greer" was unsuccessfully attacked by a German submarine. From that date "the United States was engaged in a de facto naval war with Germany on the Atlantic Ocean. It was still an anomalous situation, for each antagonist was fighting with one hand tied; ours by the neutrality legislation, theirs by Hitler's restriction of the area of U-boat operations. American merchant ships could not carry goods to Britain or even arm themselves in their own defense. It was not until 7 and 13 November, 1941, that the Senate by a vote of 50 to 37, and the House by a vote of 212 to 194, passed two amendments to the Neutrality Act that freed our hands. The one act permitted the arming of merchant vessels and the other allowed them to enter war zones. American ships

were now accorded the privilege of defending themselves against attack, and of conveying goods to and from ports in the British Empire. Thus was liquidated that noble experiment of attempting to prevent war by legislation. Freedom of the seas was restored to the American merchant marine by the American Congress which had denied it."

On 16 September, the first transatlantic convoy to be assisted by the United States Navy sailed from Halifax with a Canadian local convoy, the United States escort group taking over about 150 miles south of Argentina, Newfoundland. "Rear-Admiral Manners R.N. (Ret.), the convoy commodore, greeted his new escort with the cheery signal, 'I am very delighted to have all of you to guard this convoy for the next few days,' and throughout the voyage expressed his messages in a courtly language which was exceedingly pleasant to read when decoded, but provoked somewhat uncourtly language among our inexperienced communication personnel."

Thus began the system of co-operation between the United States, the Canadian, and the British Navies in the Battle of the Atlantic. There were difficulties, but "fortunately common sense and consideration prevailed on both sides; there was no unpleasantness between the services, only occasional misunderstanding. Escort-of-convoy duty in the year 1941-1942 did more to cement good feeling among the three Navies concerned, and their merchant marines, than years of speechmaking and good-willing."

Both the Navies and their merchant marines went through tough times together. Professor Morison gives a satisfying picture of them in this history. He tells of the U-boat campaigns in American Coastal waters which caused severe losses, the U-boats being helped by the inability of the public to realise that the war had come to America. When the dousing of waterfront lights

was proposed, "squawks went up all the way from Atlantic City to Southern Florida that the 'tourist season would be ruined.' Miami and its luxurious suburbs threw up six miles of neon light glow against which the southbound shipping that hugged the reefs to avoid the Gulf Stream was silhouetted. Ships were sunk and seamen drowned in order that the citizenry might enjoy business and pleasure as usual." It was not until April, 1942, that a darkness order was enforced.

He tells of the North Russia convoys—and the story of convoy PQ17, dispersed and badly battered "in the grimmest convoy battle of the entire war." Twenty-two out of 33 merchant ships in this convoy were lost, including 15 American and six British. He tells of the American organisation of anti-submarine warfare; of the valuable contributions of the scientists; of the way the United States Navy was caught unprepared with a lack of small craft. "We were just plugging along to find out what sort of anti-submarine craft we wanted in case we needed them, and then all of a sudden, by God, we were in the war!"

Professor Morison refers to a statement by Admiral Sir William James, which should be read in conjunction with that above: "I was on the Board of the Admiralty before the war and it was always a question of trying to do the best we could with what money was available, and the plan arrived at . . . with regard to Coastal Craft was that we should go for prototypes. There were three reasons for that. One was that the type was in the process of development: it was no good giving an order for say a hundred of a certain type when next year something very far in advance might be produced. Another was the manning problem: you cannot in peacetime keep a large number of Coastal Craft in commission: they wear out very quickly . . . and we could not

really find the personnel for them. The third reason was we felt that they were the one type of craft that could be built quickly, and that what money we had ought to be put into ships that took a long time to build—destroyers and cruisers."

He is critical of the fact that the "contest between Army and Navy for control of anti-submarine air forces never ended. The underlying issue was one of power. Although General Marshall was against it, so many newly promoted 'boy generals' of the Army Air Force were propagating the separate air force idea that the Navy feared it would lose its air arm, and the war."

The failure to reach a solution was, in Professor Morison's opinion, due more to conflicting personalities and service ambitions than to any inherent difficulty. "It seems significant that in certain areas remote from Washington, such as Trinidad and the Solomons, Army, Navy, Marine Corps, British and Australian Army aircraft cooperated very well with the Navy."

Looking backwards to the period reached at the end of this volume, April, 1943, the author sees that by then the darkest days of the Atlantic Battle were over. Much danger lay ahead, but a notable harvest of 41 U-boats was to be reaped in May, "and although Doenitz still had a number of tricks up his sleeve, he was destined never to recover the initiative."

This is a History at a high standard. Remote and judicial in the findings of its author, but close and vivid in its descriptions of action and events. Well documented, but easy-flowing and eminently readable. It is illustrated with a number of fine photographs, and the many excellent maps are clear and descriptive. Professor Morison is to be complimented on having done a good job, and the successors to this volume will be awaited with whetted interest.

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

D. H. (Malvern, Vic.) says a friend of his was born on the ship "Ben Lee" and asks if some details of this ship could be given. He also asks for information of the steamer "Hopecrest."

The "Ben Lee" was a full rigged ship, 2,341 gross tons, 2,204 nett tons, constructed of steel in 1893, by Barclay, Curle and Co., Whiteinch, Scotland. Her dimensions are 284.5 feet long, by 42.2 feet wide by 24.5 feet deep. Her first owners were Messrs. Watson Brothers, the Ben Line, Glasgow. She was sold in 1902 to T. Brownlie, Glasgow, then in 1911 she was sold to Messrs. J. Rae and Co., Liverpool. While homeward bound through the war zone on 30th. January, 1916, in heavy weather and blinding snowstorms, she came into collision with the American liner "St. Paul," off the Isle of Anglesey.

She was towed into Holyhead, where she sank. On 7th. December, 1918, she was refloated and towed to Liverpool where she was refitted as a hulk. Latest reports indicate that she is still in existence. She had a sister ship named "Lamorna."

The vessel "Hopecrest" is not a steamer but is diesel engine. She is 5,099 gross tons, and was built in 1935 by Barclay, Curle & Co., Glasgow, for the Hopemount Shipping Co. Ltd., (Messrs. Stott, Mann and Fleming Ltd., managers), Glasgow. Her dimensions are 418.0 feet long by 57.4 feet wide by 25.6 feet deep. She is flushdecked, with a raised fore-castle head 29 feet long, and has a cruiser stern. Her engines are of 688 nominal horsepower, giving her a speed of twelve knots,

though she has bettered this on many occasions. Her sister ships are "Hopemount," "Hopemount," "Hopepeak," "Hoperange," "Hoperidge," and "Hoperstar," all built, however, by Swan, Hunter and Wigham Richardson, Ltd., Newcastle on Tyne. Another sister ship, "Hopemount," was sunk on 28th. October, 1942. "Hopecrest" was, as you probably know, in Melbourne last June.

H. T. D. (Rochester) says that he recently read a book named "Skeleton Coast," which described a shipwreck on the West African coast during the war and asks what the name of the vessel was.

The vessel concerned was the twin screw motor ship "Dunedin Star," 11,168 gross tons, built in 1936 by Cammell, Laird and Co., Ltd., Birkenhead, for the Union Cold Storage Co. Ltd., (Blue Star Line, Ltd., managers) London. Her dimensions were 530.7 feet long by 70.4 feet wide by 32.3 feet deep, draught 29 feet 6½ inches.

The "Dunedin Star" struck some submerged object at 10.30 p.m. on Sunday, 29th. November, 1942, while travelling at sixteen knots. She had left Liverpool some three weeks earlier and was some ten miles from the mouth of the Cunene River, when she struck what is now believed to be the Clan Alpine Reef, the position is believed to be most doubtful. As described in the book, the passengers who were landed went through great hardships before being rescued. Those who remained aboard waited for the ships "Manchester

Division" and "Temeraire," as well as the tug "Sir Charles Elliott" (herself wrecked on her way back to Walvisch Bay) to come to their assistance. After being beached a few miles south of the Cunene River, the "Dunedin Star" became a total loss.

A. E. B. (Port Kembla) remembers three steamers named "Ulster Monarch," "Ulster Prince" and "Ulster Queen," and recently saw a reference to the "Ulster Queen" being wrecked together with a photo of her with only one funnel, although in her hey-day, she had two. Can any news be given of her?

"Ulster Queen" was stranded about two miles from Ramsey Pier, between Stack Moor and Corstack on 28th. February, 1940, all her passengers and crew being landed safely. She was refloated on 25th. March, 1940, although she had been badly impaled on a spur of rock and more than half her length of 346 feet had been unsupported. I have seen the photo that accompanied the report of her "wreck," and it is one taken in 1943, after her conversion to a Combined Operations Vessel. One funnel had been removed, considerable alterations had been made to her superstructure, pass-accommodation removed, and eight four inch dual purpose guns in four superfluous mountings fitted. She had, of course, the full "box of tricks" of radar, etc., that that type of vessel carried. Her sister ship "Ulster Prince" was sunk, but "Ulster Monarch" and "Ulster Queen" have been refitted and have returned to their peace time trades. They are motor ships, built in 1929-30, by Harland and Wolff, Ltd., Belfast, for the Belfast S.S. Co. In 1946, the motorship "Leinster," of very similar type as these two, and the survivor of two sisters, the other being the "Munster," was purchased and renamed "Ulster Prince," after the lost vessel. Two new ships, to be named "Leinster" and "Munster," are also building.

M. N. (Cottesloe) asks for information of the Japanese ships that were instrumental in sinking HMAS "Canberra" and the U.S. cruisers "Quincy," "Vincennes" and "Astoria."

The Japanese vessels concerned were "Chokai" (9,850 tons) Flagship of Admiral Mikawa; the 6th. Cruiser Division comprising "Aoba" (7,100 tons); "Kinugasa" (7,100 tons); "Kako" (7,100 tons); and "Furutaka" (7,100 tons); and the 18th. Cruiser Division comprising "Tenryu" (3,230 tons); "Tatsuta" (3,230 tons); and an unnamed destroyer. All these ships were subsequently sunk. "Chokai" sunk by torpedo in Sibuyan Sea during Battle of Leyte Gulf, 24th. October, 1944; "Aoba" sunk by U.S. naval aircraft at Kure, 28th. July, 1945; "Kinugasa" sunk by torpedoes and bombs from aircraft from U.S. aircraft carrier "Enterprise" off Savo Island during Battle of Guadalcanal, 14th. November, 1942; "Kako" sunk by U.S. submarine S44 north of New Ireland, 10th. August, 1942 (two days after "Canberra"); "Furutaka" sunk by U.S. cruisers and destroyers off Savo Island, Battle of Cape Esperance, 11th. October, 1942; "Tenryu" sunk by U.S. submarine "Albacore" off New Guinea, 18th. December, 1942; and "Tatsuta" sunk by U.S. submarine "Sand Lance" south-west of Hachijo 14th. March, 1944.



August, 1946.

NEW SOUTH WALES CHIEF STOKER'S D.S.M.
It Was Awarded For Gallantry, Fortitude And Resolution
During A Bitter Air Attack On H.M.A.S. "Parramatta."

AT 1730 on the 24th. June, 1941, H.M.A.S. "Parramatta," in company with H.M.S. "Auckland," escorting the petrol carrier "Pass of Balmaha" from Alexandria to Tobruk with petrol, saw three formations of Junkers 87 dive-bombers, each of 16 aircraft, approaching. The enemy concentrated two-thirds of their first attack on "Auckland" and "Pass of Balmaha," while all the ships fought back.

"Parramatta" reported of the matter: "Auckland" was suddenly obscured by thick brown smoke. She had been hit, the whole of the stern section above water having been blown to pieces. With the foremost gun still firing, she managed to continue at about 10 knots with the wheel jammed hard astern, yet for some unaccountable reason turning rapidly to starboard.

"Auckland" was finished. "Her back broke, and she settled down with an increased list to port, and at 1829 she rolled over and sank."

"Parramatta" and "Pass of Balmaha" remained on the scene. "As the sun began to sink towards the horizon—and how anxiously everyone watched it!—the sky became alive with aircraft. At first it was hoped that British fighters were among them and attacking the bomber formations, but it was soon discovered that all in sight were hostile. At 1955 the attack developed, and from that moment the air seemed so full of shrieking and diving planes that it was impossible to count them. There was always one formation overhead falling about like leaves and diving in succession, another formation moving forward into position, and a third splitting up and approaching at an angle of 45 degrees. For the best part of an hour and a half attacks continued, until at length, as the sun touched the horizon at 2025, the enemy drew off. Shortly after, to the great relief of everyone on "Parramatta," we sighted the destroyers "Waterhen" and "Vendetta" . . ."

On board "Parramatta" on this occasion was Chief Stoker William Owen Earl, R.A.N., who was awarded the D.S.M. "For outstanding gallantry, fortitude and resolution" during the action.

"Throughout the actions fought against enemy aircraft on 24th. June, 1941," reads the recommendation for the award, "Chief Stoker Earl was in general charge of the Boiler Rooms and of pumping, flooding and draining. He moved about the ship continuously, heartening men and particularly in the Boiler Room where at some periods the ship was being so shaken by near-by bombs that the crews had difficulty in keeping their feet. At great risk of being drawn into the ship's propellers, and with bombs beginning to fall nearby, he plunged into the water to rescue a Petty Officer from H.M.S. "Auckland" near the stern of "Parramatta" and near the point of exhaustion. This hard-working Chief Stoker has always exercised a splendid influence in the ship."

Chief Stoker Earl entered the Navy in November, 1919. He served afloat in H.M.A. Ships "Parramatta" and "Napier" during the war, receiving his discharge in July, 1946. His home is at Glebe, N.S.W.

WHAT THE NAVY IS DOING

THERE have been one or two changes in command of ships of the Royal Australian Navy since these notes were last written—in H.M.A.S. *Warrego*, where Commander G. D. Tancred, D.S.C., R.A.N., has succeeded Lieut.-Commander R. B. A. Hunt, O.B.E., R.A.N.; and in H.M.A.S. *Latrobe*, Lieut. M. G. Pechey, D.S.C., R.A.N., having assumed command there vice Lieut. D. H. D. Smyth, R.A.N.

Further changes in appointments have been announced by the Naval Board, to take effect next month or in October. Captain H. M. Burrell, R.A.N., at present Deputy Chief of the Naval Staff at Navy Office, is to become Commanding Officer of H.M.A.S. *Australis* and Chief Staff Officer to Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., Flag Officer Commanding His Majesty's Australian Squadron. The new Deputy Chief of the Naval Staff will be Captain G. G. O. Gatacre, D.S.C., R.A.N., whose promotion to Captain's rank was announced on 30th June. Captain Gatacre is at present the Commander at Flinders Naval Depot. Commander L. Gellatly, D.S.C., R.A.N., Executive Officer of H.M.A.S. *Australis* for the past 15 months, will succeed Captain Gatacre at Flinders Naval Depot. Commander N. A. Mackinnon, R.A.N., Director of Naval Communications at Navy Office since 25th May, 1946, is appointed to H.M.A.S. *Australis* as Executive Officer. He will be succeeded as Director of Naval Communications by Commander J. L. Bath, R.A.N., at present Commanding Officer of H.M.A.S. *Quiberon*.

SQUADRON DISPOSITIONS

The Cruisers

H.M.A.S. *Australis* (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, completed availability for leave and refit early last month, and is being employed in the training of junior ratings. It is anticipated that she will visit Adelaide in October and Melbourne in November, and will commence availability for leave and urgent defects early in December.

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. Har-

ington, D.S.O., R.A.N.) is at present on a visit to Norfolk and Lord Howe Islands. She is due to depart Lord Howe Island on 3rd August for Brisbane, leaving that port on the 14th, of the month for Sydney, where she is due on the 16th. *Warramunga* will then commence 45 days availability for refit and 50 days for leave preparatory to departing for Japan, where she will relieve H.M.A.S. *Bataan*, on the 5th October.

H.M.A.S. *Arunta* (Commander F. N. Cook, D.S.C., R.A.N.) having spent the month of June visiting Noumea, Vila, Suva, and Tongatabu—during which period she was wearing the Flag of Rear Admiral Farncomb—returned to Sydney on the 5th of last month, subsequently spending four days from the 25th, to the 29th, in Melbourne. She again reached Sydney on the 29th, of July and departed on the 31st, for Brisbane, where she remains until the 14th.

of this month, being due back in Sydney on the 16th. She will then have three weeks in Sydney for technical school training.

H.M.A.S. *Bataan* (Commander A. S. Storey, D.S.C. and Bar, R.A.N.) is in Japanese waters, where she arrived on the 6th. July. She will be relieved there by *Warramunga* during October, and on arrival in Sydney about 11th. November will be granted 45 days availability for refit and 50 days for leave.

H.M.A.S. *Quiberon* (Commander J. L. Bath, R.A.N.) is in Sydney, having arrived back in Australia from Japan last month after being relieved by H.M.A.S. *Bataan*. *Quiberon* has been granted 50 days availability for leave.

H.M.A.S. *Quickmatch* (Lieut.-Commander C. J. Stephenson, R.A.N.) also arrived back in Australia from Japan last month, and is at present in Sydney, where she has been granted 50 days availability for leave.

1st Frigate Flotilla

H.M.A.S. *Culgoa*, Senior Officer, (Commander J. Plunkett-Cole, R.A.N.) is in Williamstown Dockyard, where she arrived on the 14th, of last month after her return to Australia from New Guinea waters. She has been granted 45 days availability for urgent defects and 50 days for leave. It is anticipated that *Culgoa* will carry out a training cruise of about one month in late September and October.

H.M.A.S. *Condomine* (Lieut.-Commander J. H. Dowson, R.A.N.) departed Sydney on the 15th, of last month for a cruise to northern ports.

H.M.A.S. *Shoalhaven* (Lieut.-Commander Keith Tapp, R.A.N.) is in New Guinea waters. She departed Sydney on the 17th, of last month, and reached Dreger Harbour—via Cairns—on the 25th. It is anticipated that she will spend about two months in

... at Sea and Ashore

New Guinea, calling at the British Solomon Islands on her way back to Sydney, where she is due to arrive on the 30th. September.

H.M.A.S. *Murchison* (Lieut.-Commander W. F. Cook, R.A.N.) is in Sydney, engaged in carrying out Anti-Submarine and radar training, under the operational control of the Flag Officer-in-Charge, New South Wales.

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 minesweeping in New Guinea waters. Sweeping operations—for magnetic mines laid by aircraft during the war—have been carried out in the approaches to Kavieng, New Ireland. The operations are part of the programme for clearing all mines from waters surrounding the Australian mainland and island territories. With the completion of the task at Kavieng, operations will be continued at Buka Passage, in the Solomon Islands north of Bougainville.

10th L.S.T. Flotilla

L.S.T. 3017 (Lieut.-Commander H. K. Dwyer, R.A.N.R.) is employed dumping ammunition from Army and Air Force stores in Victoria, operating from Port Phillip Bay.

L.S.T. 3501 (Lieut.-Commander J. Burgess, R.A.N.R.) arrived at Darwin in mid-June from Sydney. She is engaged in carrying unused, but still efficient, explosives from the North for stores in Victoria.

Landing Ships Infantry

H.M.A.S. *Kanimbla* (Captain A. P. Cousin, D.S.O., R.A.N.R. (S)), departed Melbourne the 23rd June for the United Kingdom via Fremantle, Aden, Port Said and Gibraltar. She carried with her Naval drafts for the new aircraft carrier, H.M.A.S. *Sydney*,

which is to commission in England for the Royal Australian Navy. It is possible that on her return voyage she will carry migrants to this country. On her arrival back in Australia—anticipated for next month—*Kanimbla* will be granted 45 days availability for refit and 50 days for leave.

Australian

Minesweepers

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

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

H.M.A.S. *Latrobe* (Lieut. M. G. Pechey, D.S.C., R.A.N.)

Survey Ships

H.M.A.S. *Warrego* (Commander G. D. Tancred, D.S.C., R.A.N.) is on the north west coast of Australia, engaged on surveying duties.

H.M.A.S. *Barcoo* (Lieut.-Commander D'A. T. Gale, D.S.C., R.A.N.) is on the north west coast of Australia, engaged on survey duties.

H.M.A.S. *Lachlan* (Lieut.-Commander C. G. Little, D.S.C., R.A.N.) is in Sydney.

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.N.R. (S)) is in Sydney. Her availability for mid-winter leave expires on the 3rd, of this month.

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

H.M.A.S. *Woomera* (Lieut. A. R. Pearson, R.A.N.V.R.) is in Sydney, having been granted availability for leave.

H.M.A.S. G.P.V. 956 is in Sydney, paying off into reserve.

H.M.A.S. G.P.V. 957 is at

Cairns, engaged on R.M.S. operations.

Australian National Antarctic Research Expedition

H.M.A.S. *Wyatt Earp*. Taken in hand for survey at Williams-town Naval Dockyard.

GENERAL

R.A.N. Nursing Service Disbanded

The Royal Australian Navy Nursing Service ceased to exist on 30th. June last, when its few remaining members were demobilised. Established in April, 1942—and organised by Surgeon Rear-Admiral (then Surgeon Captain) W. J. Carr, R.A.N., at the time Director of Naval Medical Services; and Matron Ina Laidlaw, who held the rank of Matron until after hostilities had ceased—the R.A.N. Nursing Service performed excellent and valuable service during the war. Its members staffed Naval Hospitals—and replaced trained male nursing staff who went to sea-going ships—and served as far north as Milne Bay, and also at Naval medical establishments at various places on the Australian mainland.

At its full strength the service consisted of 56 nursing members, as well as three physiotherapists and a bacteriologist. In accordance with the Federal Government's policy of returning members of the women's services to civil life as speedily as possible after the war, only a small number of Naval nursing sisters were retained. On the eve of their demobilisation, Surgeon Captain D. A. Pritchard, R.A.N., the present Director of Naval Medical Services, sent them the following message: "The Director of Naval Medical Services desires to convey his appreciation and thanks for the loyal and efficient cooperation

given by all members of the R.A.N.N.S. during their service and wish them success in their future careers."

Naval Aviation Pilots for U.K.

Seven of the reserve naval pilots who were selected in December last year for entry into the Royal Australian Navy are just due to arrive in England in the P and O Liner "Strathaird." Commissioned as Lieutenants (P), they completed five months at the Officers Training School, Flinders Naval Depot, shortly before their departure from Australia at the end of June. In the United Kingdom they will receive refresher flying courses at Lee-on-Solent, the Royal Navy Air Station near Portsmouth, and will then become part of the Australian Navy's first air group and return to Australia in H.M.A.S. "Sydney," the new aircraft carrier, which is expected to leave England early in 1949.

Three L.S.T.'s for Sale

Three well-known vessels of the 10th Landing Ship (Tank) Squadron of the Royal Australian Navy are to be sold. They are L.S.T. 3008, L.S.T. 3014, and L.S.T. 3022. All of them did valuable service in the Mediterranean and other theatres during the war. They were lent to the Royal Australian Navy by the Admiralty, along with three other similar vessels, in 1946. They were used for repatriating Australian troops and stores from Pacific areas, and have since been used in various other tasks. The sale of these vessels is being conducted by the representative in Australia of the British Ministry of War Transport.

Dumping 20,350 Tons of Munitions

L.S.T. 3017 will have carried most of the Australian stocks of deteriorated ammunition by the time the total of 34,350 tons has been taken out to sea and dumped, to complete the programme, 20,350 tons remained to be disposed of at the end of June, and L.S.T. 3017 is at present engaged on the Victorian stocks, taking

her loads from Point Cook, Port Phillip Bay, to a spot about 150 miles north-east of Tasmania. The dumping ground is beyond the 200-fathom line, and was chosen because there is little shipping traffic in the vicinity to interfere with dumping operations, and because the depth of water prevents any of the ammunition from being washed ashore.

Altogether 14,500 tons of ammunition will be taken out to sea from Point Cook. L.S.T. 3017 dumped 1,200 tons of surplus ammunition which had been condemned in Tasmania before starting on her present programme, and prior to the Tasmanian task she carried out the New South Wales dumping programme of 11,300 tons. Seven thousand one hundred and fifty tons of ammunition was dumped in Western Australian waters by L.S.T. 3014, 6,670 tons from Albany, and the remaining 480 tons from Port Geelong.

Royal Netherlands Navy's Gift to R.A.N.

Rear-Admiral G. B. Salm, of the Royal Netherlands Navy, who was recently in Australia, visited Flinders Naval Depot during June and there presented a painting of H.M.A.S. "Perth" to the Royal Australian Navy on behalf of the Royal Netherlands Navy. The gift, which was made "As a material symbol of the gratitude of the Royal Netherlands Navy for the splend. cooperation and assistance afforded her during and after the war in the Australian area," was received on behalf of the Royal Australian Navy by Rear-Admiral John A. Collins, First Naval Member and Chief of the Naval Staff.

Rear-Admiral Salm is no stranger to Australia. After the fall of Java he—then a Commander—arrived in this country to establish in Melbourne a Royal Netherlands Navy Liaison with the Royal Australian Navy. He remained here for some years before proceeding to the United States as Naval At-

tache at Washington, and made—and keeps—many friendships in Australia.

Pay Increase for Cadet Midshipmen

It was announced by the Navy Department recently that the Naval Board had decided to increase payments to fourth year Cadet Midshipmen at the Naval College, to bring them approximately into line with special entry Cadet Midshipmen from secondary schools who would enter the college between the ages of 17 and 18 under the supplementary system which had recently been initiated. Fourth year Cadet Midshipmen will in future be paid five shillings and sixpence a day and one shilling a day uniform allowance, instead of pocket money at the rate of two shillings a week, as hitherto. They will, in addition, receive a living out allowance of four shillings and sixpence a day while on leave. The new arrangement has been made retrospective to the beginning of the first term of this year.

PERSONAL

Commodore Edmund Walter Anstice, R.N., returned to England in the P and O Liner "Strathaird" at the end of June after having been Fourth Naval Member of the Australian Commonwealth Naval Board since October, 1947. Commodore Anstice came to Australia in November, 1946, to assume the appointment of Director of Naval Aviation Planning of the Royal Australian Navy. His particular responsibility was to draft a programme of development following the Federal Government's decision to acquire two light fleet aircraft carriers as a main striking force of the R.A.N. Later, as Fourth Naval Member, Commodore Anstice advised the Naval Board upon all matters related to Naval Aviation, with which he had been closely associated since 1924, when he joined what was then known as the Fleet Air Arm of the Royal Navy,

with the naval rank of Lieutenant and the Royal Air Force rank of Flying Officer. He was one of the fifty officers of the Royal Navy chosen to do the first course arranged for Naval pilots.

In the early part of the recent war he was Deputy Director of the Naval Air Division at the Admiralty, and afterwards commanded the escort carrier "Fencer" on operations against the Germans in the Atlantic. Later he became Chief of Staff to the Flag Officer-in-Charge of carrier training, following which he was appointed Commodore-in-Charge of training of the Naval Flying personnel. At the end of the war he was appointed Commodore of the Naval Air Depot at Lee-on-Solent, and it was while holding that post that he was sent to Australia as Director of the Naval Aviation Branch of the R.A.N.

Mr. Frank Burgess Eldridge, M.A.

Mr. Frank Burgess Eldridge, M.A., formerly Senior Master at the Royal Australian Naval College, was the guest of the Wardroom Officers at Flinders Naval Depot at dinner on the 2nd June last, and was presented with a salver and two silver dishes by Rear-Admiral John A. Collins, C.B., on behalf of all the serving officers of the Royal Australian Navy who have graduated from the College.

Mr. Eldridge, who retired in January last, was associated with the College for 34 years on the professional staff. He joined the staff of the College at Osborne House, Geelong, in 1914, as Naval Instructor. From that time to the date of his retirement his whole life was devoted to the service of the college and to the officers of the R.A.N. who have been trained there.

In a tribute to Mr. Eldridge which appeared in the Royal Australian Naval College Magazine in December last, the author of the article wrote: "His chief



Mr. F. B. Eldridge, M.A.

work, of course, has been the teaching of his favourite subject, history, to every Cadet who has so far passed through this College. To say that he is an expert in this subject is an understatement. He is an expert in general history; but nobody, in this country at least, can hope to match his knowledge of the naval side of history, a branch of the subject to which he has devoted long years of research and intensive study. If his first book, "The Background of Eastern Sea-Power," published in 1945, gives some idea of the extent of his knowledge of the naval side of history, his forthcoming work, "A History Of The Royal Australian Naval College," shortly to be published, not only reflects the mind of the trained historian, but also reveals the characteristic which touches us most closely here, his knowledge of, and interest in, the individual Cadet Midshipmen who have come under his charge. And it is the Officers and Cadet Midshipmen of the Royal Australian Navy, and the colleagues to whom he has been so true and kind a friend, who will most keenly regret that the passing of the years must sever his connection with the College.

"The loyal and upright character, the unflinching courtesy of a

quality unfortunately too rare in these days, the cheerfulness, the eager participation in any and every College activity: games, plays, concerts and so forth, these things are not likely to be found united again in any one man. But to Frank Eldridge may be given the satisfaction of knowing that this College must, for all time, bear something of the impress of his character upon it; and that very much that is good and sound in our traditions is due to his having been so closely associated with the first thirty-four years of its history."

This is a fine tribute. And it is one that gains in that its sentiments will be wholeheartedly endorsed by all who have the privilege of knowing its subject.

NAVY LEAGUE SEA CADET CORPS (N.S.W.) "VICTORY" TRAINING DEPOT

The Navy League Training Depot "Victory" is undergoing a refit. Ex-"Victory" Sea Cadets between the ages of 14 and 16 years are invited to rejoin the Depot.

New recruits are also required, and applications should be made personally to the Commanding Officer, N.L.T.D. "Victory," Lavender Bay, at 2 p.m. on Saturdays, or in writing to the Commanding Officer, N.L.T.D. "Victory," Lavender Bay.

A percentage of boys between the ages of 12 and 14 years will be accepted.

The New Entry Course commenced on Saturday, the 17th July. Get your applications in early, therefore, and avoid missing the New Entry Classes now being held.

Commanding Officer,
N.L.T.D. "Victory."

Subscribe to
The Navy.

NAVY MIXTURE

— a Blend of Nautical Humour



DECEPTIVE

Knocker (Proudly): "You wouldn't think this was a second-hand car, would you?"
Ocker: "No, I certainly would not. I'd have thought you made it yourself."

MODERN ART

Anne: "What became of that abstract portrait of Vera?"
Betty: "When she sold up, someone bought it as a landscape."

ALL AT SEA

Artist: "Do you know any marine painters?"
Moron: "No! Only marine dealers."

AN ILL WIND

Clergyman: "It's most unfortunate, my dear, that this coal shortage should have come just when I want to take future punishment as the subject of my sermon."

Wife: "How is that?"

Clergyman: "Well, this morning, when I mentioned everlasting fire, the whole congregation looked as cheerful as could be."

NIPPED REPLY

Maud: "My word, I'm glad I'm not in your shoes."
Carol: "I'm sure you are, dear. They would pinch you rather, wouldn't they?"

ALTERNATIVE

Passenger: "And tell me, how does the Captain spend his time. What does he do when he's not on the bridge?"

Officer: "Plays it in the smoke-room."

MALE STEAMERS SAFER

Tom: "What do they mean when they speak of perils on the sea?"

Jerry: "Grass widows travelling as passengers, I suppose."

DEFINITION

Rose: "What do you understand by the term 'platonic affection'?"

Marie: "It usually means that the young man feels that he cannot afford to marry."

IN HARMONY

Steward: "The wind blew fiercer and fiercer, the waves grew higher and higher, and finally it became so rough that we had to put the fiddles on the tables."

Fair Passenger: "Really; And did the rest of the orchestra put down their instruments too?"

DANNY BUOY

Mrs. Jones: "And tell me, where is your husband now?"

Naval Wife: "Oh! He's away sweeping mines."

Mrs. Jones: "Good Heavens! Is the coal shortage as desperate as that?"

CONTRA

Romantic Passenger: "The low hung moon, the balmy caressing breeze, the seductive magic of the tropics. Ah! It must make a lot of happy marriages."

Cynical Officer: "Yes! And it breaks plenty, too."

NICELY SAID

Chloris: "She dyes her hair, is thirty-five if she's a day, and is one of the most spiteful creatures imaginable."

Doris: "How do you know?"

Chloris: "Well, I happen to be her best friend."



"Double or quits be damned, Proudheart. Very poor stuff work, if you ask me."

The Navy

EX-NAVAL MEN'S

Association



of Australia

Patron-in-Chief

His Majesty The King

Queensland

BRISBANE secretary (Mr. R. J. Herd) recently achieved an ambition in winning a three years' scholarship in naval architecture at the Glasgow University. The scholarship is sponsored by the Australian Shipbuilding Board and is open to students all over Australia.

On June 8 he was called to Sydney for an interview and a fortnight later received notification of his success. He left for the U.K. on June 25.

Mr. Herd was a second year civil engineering student at the Queensland University. He was employed at the Main Roads Board after four years' service in the R.A.N. Each year he will spend six months in shipbuilding yards and six months at Glasgow University. Mr. Herd was a keen yachtsman and took an active part in competitive sailing.

Before his departure overseas, he was given a spontaneous farewell by members of the Brisbane sub-section. He was the recipient of a very nice travelling bag. In making the presentation the State president (Mr. A. C. Nichols) said that in Mr. Herd we were losing the services of a competent secretary whose presence would be more than missed.

Incidentally Mr. Herd has indicated his intention of continuing membership of the association during his sojourn in Glasgow. His many friends look forward to renewing his acquaintance in about 1952 when it is anticipated he will again take up some official role.

An entertaining musical programme was arranged at the send-off by Mr. H. Giles, assisted by Messrs. Harry Evans and

Clarrie Hackwood and several members.

The assistant secretary (Miss S. Hope) is carrying out the secretarial duties until the appointment of a new official at the August meeting. The secretary-elect is Mr. A. A. Williams, who transferred from N.S.W. a short time ago.

A full list of State and sub-section officers will be given in the September issue of The Navy. Mr. A. Nichols has again agreed to stand as State president, while Mr. Norman Pixley has been elected unopposed as president of the Brisbane sub-section. The latter will dispense with a ballot as only the required number of nominations were lodged.

Mr. C. Brooks will retire from office as treasurer. He has rendered splendid service in that capacity during the past two years. He now finds that all his spare time must be devoted to study as he is undergoing a rehabilitation course as a school teacher.

State secretary and a party of members attended the paying-off function at H.M.A.S. "Moreton" (Colmaie) in June. There was one hundred of the best on tap.

Federal Council

THE Hon. Federal Secretary has been advised of the inauguration of the following Sub-Sections:—Parramatta, (N.S.W.) and the Southern Suburbs, (South Australia). The formation of additional Sub-Sections is being contemplated for Heidelberg and Oakleigh in Victoria, and Albany district in Western Australia.

Further information is eagerly awaited concerning proposed new Sub-Sections in both the Manly and Bondi Junction districts in

New South Wales; these two areas contain quite a large number of ex-Naval personnel who are desirous of joining up with our Association, but they prefer to hold their meetings locally.

The Hon. Secretary of the Brisbane Sub-Section, (Mr. R. J. Herd) who recently relinquished office, was one of the successful winners of a Scholarship tenable at the Glasgow University; and is now on his way to the United Kingdom in the "Strathaird." On arrival in Scotland a three years course of study in Naval Architecture will be undertaken. We hope to see you back in Australia after obtaining your degree, so all the best of luck to you Bob Herd.

The Federal Executive has been advised of the award of the British Empire Medal to Mr. J. D. C. Peterson of the South Australian State Council. Federal Council is pleased to extend its sincere congratulations to this very worthy member of our Association.

Miss Violet Gibbons, the Principal of the Osborne Ladies' College, at Blackheath, N.S.W., is always interested in ex-Naval affairs and was again present, with her "Middies," at the Annual Memorial Service recently held by the State Council and Sub-Sections in New South Wales. Each year a party of about forty leave the College at Blackheath before dawn, so that they will be present at the Cenotaph in company with the members and Ladies' Auxiliary.

Mr. H. E. Ivey, State President of Victoria, has been absent from office recently owing to illness, we trust that he is now fully recovered and able to carry on

August, 1946.

NAUTICAL QUIZ

Answers on page 58.

- What nautical association have the following women's names? (a) Grace Darling, (b) Ann Bonny, (c) Agnes Weston, (d) Helen, the wife of Menelaus
- After what is the torpedo called?
- British merchant ships have painted on their sides a circular disk 12-inches in diameter with a horizontal line 18-inches in length drawn through its centre. What is the function of this marking?
- In what operations were the following orders given? (a) "Mainsail haul!" (b) "Watch there, watch!" (c) "Turn!" (d) "Let go!" (e) "Splice the main brace!" (f) "Pull and by."
- An heir to the English throne was lost in the wreck of a ship called "La Blanche Nef." Do you know the dramatic personae, and when and where the wreck occurred?
- What, by the way, was a "nef"?
- The Australian coastal steamer "Manunda" is back in the passenger trade again. Reconditioning after war service included repairs to damage suffered as a result of enemy action. What was her wartime employment, and how and when was she damaged?
- We all know of the billboards that deface countryside with glaring advertisements. But what was a nautical billboard?
- "Yarra," "Swan," "Warrego" and "Parramatta" were Australian destroyers in World War I. Had they any namesakes in World War II?
- A well-known British shipowner, and a legendary figure, Sir Ralph the Rover, are associated in the name of a Scottish rock immortalised in a ballad by Robert Southey. Do you know the name of the rock?

with the Victorian Annual State Conference which is being held early in September. Mr. Ivey is a brother of Mr. Les Ivey the very active President of the A.C.T. Section at Canberra.

Federal Council is pleased to note that Mr. Alf. Trimming, former Hon. State Secretary in Western Australia, is now recovered from his illness, and is again taking part in the affairs of the State Council of Western Australia, but only in an advisory capacity.

Mr. Bert Oaten, Vice-President of Footscray Sub-Section, is out of hospital and back in harness again. Pleased to see you taking the Chair in the absence of Dr. Hardy who was not able to be present.

—G.W.S.



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YACHTING NOTES FROM THE

CRUISING YACHT CLUB OF AUSTRALIA

By F. M. LUXE, Vice Commodore



Another "Julnar" type yacht is being built for Mr. N. Way at George Griffin's shed at the Spit. She is being planked now and should be ready in time for next season. She will race with the Middle Harbour Yacht Club which will have almost a class of her type racing in one division. George Griffin has added a mizzen to his original Julnar and tells me the alteration is a great success. Although only 60 square feet it is most effective and she handles quite well without the mainmast.

A sister ship to Salamis was launched some months ago and Jim Perry was finishing the work on her spars when I called so we shall see yet another new craft sailing soon.

Alan Payne has completed a set of plans for Len Willsford which should be a most interesting little ship when she is built. She is somewhat like a 30 square with the overhangs cut off and a trifle heavier in displacement.

Her coachroof is carried right out to the sides making her a raised deck. The midship section has considerable tumble home but the most unusual feature is the rudder which is entirely separate from the stern post, like a model yacht. The stem head, sloop rig looks efficient and easy to handle.

I believe Jack Earl has left Panama in "Kathleen" and should arrive in the Galapagos any day now. He expects to reach Sydney about October at the present rate of progress.

Mr. Wedderspoon's 90 foot schooner "Estrilita" is at last nearing completion and is due in Sydney in about a fortnight, from Raymond Terrace where she was built. Another new yacht from Newcastle arrived recently. She is a sister ship to the Robert Clark designed "Cooroyba" and was built by Les Steele.

The flag officers and committee of the Royal Sydney Yacht

Squadron held a dinner on the 7th July to which the flag officers of the other yacht clubs were invited to discuss the future of the sport. A very pleasant evening was spent during which various speakers put forward suggestions.

A further invitation has been given by the Royal Prince Edward Yacht Club and such co-operation between the clubs should give every opportunity to further the interests of the sport.

The Bermuda Race is history now and although everyone seemed disappointed at Myth of Malhams performance it is not to be wondered at as light winds from aft would not suit her. Had there been any windward work I am sure she would have given some of the big ones a run for their money. The placings in the open class were "Baruna" first, "Ronyono" second and "Malabar" the 13th, third. Apparently John Alden is not superstitious.

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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).

Appointment.—Ronald John Herniman, Acting Commissioned Ordnance Officer, is appointed on loan from the Royal Navy, with seniority in rank of 20th October, 1945, dated 22nd March, 1948.

Promotion.—Midshipman (S) William Alexander Kemp is promoted to the rank of Acting sub-Lieutenant (S), dated 1st May, 1948.

Confirmation in Rank.—John Henry Dawson, Gunner (Provisional), is confirmed in the rank of Gunner, with seniority in rank of 22nd January, 1944, dated 5th April, 1948.

Fixing Rates of Pay.—Lieutenant-Commander (S) William David Hamilton Graham to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Commander (S) (on promotion), whilst acting in that rank, dated 1st January, 1948.

Aide-de-Camp.—Lieutenant Dacre Henry Deudraeth Smyth is appointed Aide-de-Camp to His Excellency the Governor-General. Dated 29th April, 1948.

EMERGENCY LIST.

Appointment.—The Reverend John Marshall (ex-Temporary Chaplain) is appointed Chaplain, with seniority in rank of 18th November, 1941. Dated 4th April, 1948.

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

Termination of Appointment.—The appointment of Douglas Jack Strath as Temporary Lieutenant is terminated. Dated 10th March, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—John Beresford Wills Rischbieth is appointed Lieutenant, with seniority in rank of 17th August, 1942, dated 24th November, 1945. Francis George Fielder, D.S.C., is appointed Lieutenant, with seniority in rank of 14th July, 1943, dated 12th March, 1946. Kenneth Herbert Baum is appointed Lieutenant, with seniority in rank of 2nd September, 1943, dated 11th April, 1946. Valdemar Jens Andersen is appointed Lieutenant, with seniority in rank of 21st March, 1944, dated 6th May, 1946. Gregory Kenneth Rosman is appointed Sub-Lieutenant, with seniority in rank of 1st April, 1944, dated 16th March, 1946. Graeme Lindsay Grove is appointed Acting Surgeon Lieutenant-Commander, with seniority in rank of 30th September, 1945, dated 14th June, 1946 (seniority as Surgeon Lieutenant 26th September, 1941). Thomas Nash Phillips is appointed Sub-Lieutenant (S), with seniority in rank of 5th August, 1945, dated 11th February, 1947. Robert Charles Oldreive is appointed Lieutenant (Special Branch), with seniority in rank of 2nd January, 1943, dated 25th May, 1946. Daniel Madden is appointed Lieutenant (Special Branch), with seniority in rank of 9th November, 1943, dated 16th February, 1946.

Termination of Appointments.—The appointment of Matthew Gray Robertson as Acting Lieutenant-Commander (Special Branch), is terminated, dated 30th March, 1948. The appointment of Willis John Clifford Mathews as Lieutenant (Special Branch), is terminated, dated 18th February, 1948.—(Ex. Min. No. 36—Approved 9th June, 1948.)

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

The Navy

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.—Lieutenants Robert James Bassett and Jack Robertson McMurray are appointed Lieutenant-Commanders (L), with seniority in rank of 16th September, 1947, and 6th December, 1947, respectively. Dated 1st January, 1948. Lieutenant Raymond Douglas Green is appointed Lieutenant (L), with seniority in rank of 16th May, 1942. Dated 3rd April, 1948.

The following Temporary Instructor Lieutenants are appointed to the Permanent List:—Neville Emmet Lyons, seniority in rank, 1st July, 1944; John McGeorge Barclay, seniority in rank, 1st July, 1944; Allan Squires, seniority in rank, 3rd August, 1945; Alexander McDonnell, 15th May, 1946. Dated 22nd April, 1948.

Loan to Royal Navy for Service and Training.—Lieutenant-Commanders James Maxwell Ramsay and Hugh David Stevenson, Lieutenants Bruce Hamilton Loxton and Peter Hogarth Doyle and Midshipman (S) William Alexander Kemp are loaned to the Royal Navy for service and training. Dated 16th April, 1948.

Transfer to Emergency List.—Edward Joseph Barlow, Warrant Engineer, is transferred to the Emergency List. Dated 17th April, 1948.

Termination of Appointment.—The appointment of Francis Floyd Simmons as Lieutenant is terminated. Dated 27th April, 1948.

Leave of Absence Without Pay.—Jules Merrith Mazon, Able Seaman, Official Number 28893, is granted leave of absence without pay for the period 16th January, 1948, to 15th June, 1948, inclusive.

EMERGENCY LIST.

Transfer to Retired List.—Lieutenant-Commander (L) Norman Henry Simmons, M.B.E., is transferred to the Retired List. Dated 24th May, 1948. Lieutenant-Commander (S) (Acting Commander (S)) Harold Willis Smith, M.B.E., is transferred to the Retired List and reappointed for temporary service. Dated 2nd April, 1948. George Dunlop Denham, Commissioned Mechanician, is transferred to the Retired List. Dated 7th February, 1948.

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

Retired List.

Resignation.—The resignation of George Stanley Duck of his appointment as Lieutenant-Commander is accepted. Dated 18th December, 1947.

ROYAL AUSTRALIAN NAVAL RESERVE.

Termination of Appointment.—The appointment of Harold Charles Shipway as Lieutenant is terminated. Dated 16th April, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Ronald Thomas Patterson is appointed Lieutenant, with seniority in rank of 14th January, 1942. Dated 17th January, 1946. Maxwell Albert Percy Mattingley is appointed Lieutenant, with seniority in rank of 5th March, 1946. Dated 24th May, 1946. Arthur Robert Chapman is appointed Lieutenant, with seniority in rank of 1st April, 1946. Dated 23rd August, 1946. Alan Joseph Stewart is appointed Lieutenant (Special Branch), with seniority in rank of 20th October, 1943. Dated 27th April, 1946.

COMBURGENDA.

With reference to Executive Minute No. 17—notice of which appeared on page No. 1758 of Commonwealth Gazette No. 49 of 24th March, 1948—that portion relating to the appointment of Lieutenants Robert James Bassett and Jack Robertson McMurray is cancelled.

With reference to Executive Minute No. 22—notice of which ap-

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peared on page 1991 of Commonwealth Gazette No. 65 of 22nd April, 1948—that portion relating to the promotion of Lieutenant (L) Robert James Bassett is cancelled.

With reference to Executive Minute No. 12—notice of which appeared on page 1568 of Commonwealth Gazette No. 39 of 4th March, 1948—that portion relating to the termination of appointment of Lieutenant-Commander William Gordon Mecke, M.B.E., D.S.C. and Bar, is amended in that the date should read 17th December, 1947.—(Ex. Min. No. 38—Approved 9th June, 1948.)

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

**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 on loan from the Royal Navy, dated 1st April, 1948:—Lieutenants Clifford Henry Pain, seniority in rank, 13th April, 1941; William Stuart de Burgh Griffith, seniority in rank, 16th February, 1942; David Geoffrey Townsend Lane, seniority in rank, 1st February, 1943; Brian John Hennessy, seniority in rank, 16th March, 1943; David Gordon Darroch, seniority in rank, 1st December, 1943; Frederick Michael Lucas, seniority in rank, 16th July, 1944; James William Pryer, seniority in rank, 1st August, 1944; Geoffrey Francis Hart, seniority in rank, 16th May, 1945. Instructor Lieutenant Ernest Stuart Rothery, seniority in rank, 11th August, 1945. Lieutenant (S) Robin Basil Angel, seniority in rank, 1st November, 1941. Tom Ball and William James, Acting Temporary Commissioned Gunners (T.A.S.), are appointed on loan from the Royal Navy, with seniority in rank of 18th June, 1945, and 30th April, 1946, respectively. Dated 20th March, 1948, and 15th April, 1948, respectively. William Thomas John Crozer, Warrant Air Officer (P) and Leslie Gordon John Howard, Warrant Air Officer (O) are appointed on loan from the Royal Navy, with seniority in rank of 18th August, 1946, and 4th July, 1943, respectively. Dated 1st April, 1948.

Promotions.—Acting Lieutenants (E) George Angus Bennett and Peter Terrington Edwards are promoted to the rank of Lieutenant (E), with seniority in rank of 1st December, 1946, and 16th December, 1947, respectively. Dated 12th April, 1948.

Fixing Rates of Pay.—Lieutenant-Commander (E) Ronald Thomas Farnsworth to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Commander (E) (on probation), whilst acting in that rank. Dated 23rd February, 1948. Lawrence Walter Starling, Temporary Warrant Stores Officer, to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Temporary Commissioned Stores Officer (on promotion), whilst acting in that rank. Dated 16th April, 1948.

Transfer to Retired List.—Frank Stephen Arnold, Commissioned Stores Officer, is transferred to the Retired List. Dated 4th May, 1948.

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

To be Lieutenants.—Leslie George Philip Waller, date of appointment, 8th January, 1946, seniority in rank, 20th October, 1942; Alfred Ross McColl, date of appointment, 2nd August, 1946, seniority in rank, 2nd April, 1945; Ian Fisher Borrie, date of appointment, 17th April, 1946, seniority in rank, 9th May, 1945.

To be Sub-Lieutenant.—Ernest John Laurence Tucker, date of appointment, 17th April, 1947, seniority in rank, 26th September, 1945.

To be Engineer Lieutenant.—Joseph Richard Martin, date of appointment, 21st February, 1947, seniority in rank, 3rd March, 1942.

To be Acting Surgeon Lieutenant-Commander.—Douglas Lockhart Barnes Fearon, date of appointment, 31st July, 1947, seniority in rank, 30th September, 1946. (Seniority as Surgeon Lieutenant 5th October, 1942.)

To be Lieutenants (S).—John Arthur Cutting, date of appointment, 11th May, 1946, seniority in rank, 16th December, 1943; Harry Edward Thomas Buckridge, date of appointment, 12th June, 1946, seniority in rank, 1st June, 1944.

To be Lieutenants (Special Branch).—Kenneth Burdett York Syme, date of appointment, 28th November, 1945, seniority in rank, 15th April, 1942; Ormond Victor Dimmitt, date of appointment, 16th March, 1948, seniority in rank, 14th August, 1943.

To be Sub-Lieutenant (Special Branch).—Gerald Leslie van Rompaey, date of appointment, 9th February, 1946, seniority in rank, 3rd January, 1945.

ROYAL AUSTRALIAN NAVAL NURSING SERVICE.

Termination of Appointments.—The appointment of Pauline Margaret Overheu as Sister is terminated. Dated 3rd March, 1948. The appointment of Leila Nancy Chambers as Staff Officer is terminated. Dated 23rd April, 1948.—(Ex. Min. No. 39—Approved 9th June, 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.—Douglas Reeves Hare (Lieutenant (A), Royal Navy), is appointed Lieutenant, with seniority in rank of 22nd February, 1944, dated 6th May, 1948. Bertram Charles Morgan is appointed Surgeon Lieutenant (for Short Service), dated 1st October, 1948. Instructor Lieutenant Stanley Dore is appointed on loan from the Royal Navy, with seniority in rank of 3rd June, 1942, dated 1st May, 1948. Frank Walter Bray, Temporary Warrant Shipwright, is appointed on loan from the Royal Navy, with seniority in rank of 8th December, 1944, dated 10th May, 1948.

Promotions.—Lieutenant David Charles Wells is promoted to the rank of Lieutenant-Commander, dated 16th May, 1948. Sub-Lieutenant Hugh William Clifford Dillon is promoted to the rank of Lieutenant, dated 16th May, 1948. Sub-Lieutenant (E) Frank Albert Sturgeess is promoted to the rank of Acting Lieutenant (E), dated 1st April, 1948.

Confirmation in Rank.—Acting Lieutenant Maxwell John Lee, D.S.C., is confirmed in the rank of Lieutenant, with seniority in rank of 27th January, 1943, dated 27th April, 1948. Acting Lieutenant Royston Miller Dawborn, D.S.C., is confirmed in the rank of Lieutenant, with seniority in rank of 6th October, 1943, dated 20th April, 1948. Acting Lieutenant, Anthony Alan Norris-Smith is confirmed in the rank of Lieutenant, with seniority in rank of 1st August, 1945, dated 27th April, 1948.

Loan to Royal Navy for Service and Training.—Sub-Lieutenant William Edward Dunlop is loaned to the Royal Navy for service and training, dated 9th April, 1948.

Termination of Appointments.—The appointments of Cecil Mervyn Woodley, Kenneth James Harper, Lawrence Robert Bligh and Donald Vivian Riddell as Cadet Midshipmen are terminated, dated 11th March, 1948, 12th March, 1948, 25th March, 1948, and 14th May, 1948, respectively.

Continued on next page



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EMERGENCY LIST.

Appointment.—John Charles Robert Sundercombe (ex-Acting Temporary Lieutenant-Commander (E)), is appointed Acting Lieutenant-Commander (E), with seniority in rank of 31st March, 1943, dated 24th March, 1948 (seniority as Lieutenant (E), 7th September, 1940).

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

Promotion.—Acting Lieutenant-Commander Robert George Scott is promoted to the rank of Lieutenant-Commander, dated 8th February, 1948.

Resignations.—The resignations of Colin George Hill, M.B.E., of his appointment as Lieutenant-Commander is accepted, dated 13th April, 1948. The resignation of Lawrence Oscar Gallie Tulloch of his appointment as Lieutenant is accepted, dated 10th March, 1948.

ROYAL AUSTRALIAN NAVAL RESERVE.

Promotion.—Sub-Lieutenant Peter James Hutson is promoted to the rank of Lieutenant (Provisional), dated 12th May, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Herbert Kirkman Bridge is appointed Sub-Lieutenant, with seniority in rank of 8th May, 1944, dated 5th April, 1946. Noel Lang Rutledge is appointed Sub-Lieutenant, with seniority in rank of 13th July, 1946, dated 13th August, 1947. Malcolm Hugh Wright, D.S.C., is appointed Lieutenant (Special Branch), with seniority in rank of 10th November, 1942, dated 14th November, 1945.—(Ex. Min. No. 40—Approved 17th June, 1948.)

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

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

Promotions.

His Excellency the Governor-General in Council has approved of the following promotions being made, to date 30th June, 1948:—

To be Captain.—Commander Galfrey George Ormond Gatacre, D.S.C., and Bar.

To be Commander.—Lieutenant-Commanders William Beresford Moffitt Marks and Richard Innes Peek, O.B.E., D.S.C.

To be Commander (E).—Lieutenant-Commander (E) James Kennedy Menary.—(Ex. Min. No. 43—Approved 30th June, 1948.)

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

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FICTION

THE HEAVENLY TWINS

By The Passenger.

BEAUTY is only skin deep, after all," I observed.

"So you say," answered the Saloon Deckman, "but that's all me eye an' Betty Martin. O' course, I suppose as 'ow you're entitled to your own opinion, but I like to see a bit o' meat on 'em meself. I never could abear scraggy sheilas."

Mr. Jenkins, who was supposed to be busy fitting new rope handles to the "Southern Star's" ornamental wooden fire buckets, gave a contemptuous snort. He had just delivered a scathing criticism of a young lady passenger. She was a tall, thin girl, and had offended him with her somewhat patronising manner. His remarks on her personal appearance were particularly trenchant.

"Oh! I knows 'er sort, all right," he continued with a bitter laugh. "It's all 'Saloon Deckman, do this 'ere, an' 'Saloon Deckman, do that 'ere', an' screechin' round the decks like a perishin' poll parrot doin' the 'igh an' mighty, an' then she'll go ashore at Sydney with a blomin' sailor's farewell, an' not so much as 'int that a bloke might 'ave a mouth on 'im. I know 'er sort, Mister. I've seen 'em time an' time again."

He paused for breath and picked up one of the fire buckets, eyeing it with disfavour before replacing it in its rack. "Never could abide scraggy sheilas, I couldn't," he said again. "Beauty may be only skin deep according to your way of thinking, but I like to see it a bit fat deep meself."

He gave a cracked laugh at his own brilliant wit, and, groping in the sewing bag hanging from his

bench, he produced a stick of Cornucopia plug and bit a large piece from one corner. For a few minutes his jaws moved silently as he chewed, then, wiping his ragged ginger moustache with the back of a none too clean hand, he resumed his discourse.

"You mark by word, Mister," he said. "'Arf the trouble in the world today is caused on account of people bein' too thin. O' course, some people runs to beef very rapid, as you might say, an' some is natcheral thin an' 'andsome like me wotever they eats an' drinks. It ain't them wot I'm talkin' about. The ones I mean is them wot is natcheral fat, but wot tries to get thin by starvin' themselves an' cuttin' out the beer. It's the likes of them wot causes depressions an' such, cuttin' down on tucker, an' consequent on clobber. To say nothin' of the 'arm wot they must do to pubs."

"If I 'ad my way," said the Saloon Deckman firmly, "I'd 'ave all these 'ere substitutes like lemmingade an' such stopped by law. Beer's the natcheral food of man, it stands to reason."

"I were with a skipper once, Dickson 'is name were, in the ol' 'Southern Wind,' wot were one of this 'ere sort. Vain 'e were. Vain as a peacock. An' it were 'is undoin'." 'E were very proud of 'is figger, an' always wore smart uniforms an' 'ad 'is boots shone particular, an' 'e were nick named 'Dapper Dick', wot made 'im as 'appy as a dog with two tails. But 'e 'ad two 'orors. One were gettin' fat—'im bein' one of these 'ere blokes wot would run to fat like sailors run to pubs, natcheral

like—an' the other was seein' fat people about."

"'E were always very careful of 'is tucker in consequence, an' 'e 'ad one of these 'ere cranks, wot was to drink 'ot leming juice instead of beer. 'E said it wer alimmin'. Wot with that an' exercises, 'e managed to cheat nature for a time. But if 'e let up for a minute, 'e'd be bustin' buttons off right an' left."

"O'course this 'ere dietin' an' drinkin' 'ot leming juice were a great strain on 'im. Leming juice ain't a proper drink like beer, it ain't meant to be drunk at all without 'iskey, an' many a time 'e'd say to me, almost with tears in 'is eyes, 'Jenkins, if I were as 'andsome as you an' 'ad your figure natcheral, I wouldn't call the King me Uncle, Gawd bless 'im', 'e'd say. Yes, it were a strain all right, an' it were only 'is vanity wot kep' 'im goin'."

"Well! We gets back 'ome one voyage to find our Chief Steward, wot were a long thin streak like a fathom an' a 'arf of pump water, 'ad been put on the shore staff, an' 'e gets a new bloke in 'is place wot would 'ave made the Fat Boy of Peckham look like a flamin' 'fyrin' fish. 'E were as broad in the beam as a Thames barge, an' weighed about twenty stone. 'E were a 'ummer, 'e were, an' as soon as the Ol' Man claps eyes on 'im I can see as 'ow there's goin' to be some fun."

The Saloon Deckman paused, and walking to the rail, expectorated thoughtfully into the sea. When he returned to his seat on the bench, his manner was solemn.

"I ain't been knockin' around the world for a matter of forty odd years, Mister," he said impressively. "without seein' some real 'orrible old tabbies, as you can well imagine. I seen sheilas in me time wot makes a bloke get down on 'is marrier bones an' thank 'Eaven for the sea, wot 'e can get away from them for a bit, an' wot makes that there bit in the church service about returnin' safe to enjoy the pleasures of the land nothin' but a 'oller mockery. But

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the biggest lash up I ever see in me puff were this 'ere Chief Steward's sailor's 'orror."

"Left 'er mark on 'im she 'ad, too. The look of relief on 'is face w'en we sailed I'll never forget. For she were one of these 'ere naggars. An' if there's one sort of tabby wot I can't abear, it's a scraggy nagger, an' she were as scraggy as 'e were fat. Wile we was in London, wot were 'is 'ome port, 'e looked like a 'unted 'ound. 'E were a different man w'en we got away."

"But, bless yer 'cart, Mister, 'is troubles was only startin', for the Old Man, with 'is 'orror of fat people, 'e got 'is knife into the Chief Steward right away, in a manner of speakin', an' 'e couldn't get no rest 'till 'e'd started wallopin' the fat off of 'im with dietin' an' 'ot leming juice an' such, till eventual 'e wasn't but a shadder of 'is former self, as the sayin' is."

"This 'ere Chief Steward were a bloke 'oo was by way of bein' a 'earty eater, an' was also partial like to a drop of beer every hour or so, 'im bein' special fond of stout, an' the Old Man, 'e's so perishin' enthusiastic about gettin' 'im thin, 'e makes 'im knock off beer altogether an' cuts 'is tucker down by three quarters, besides makin' 'im run round the decks, an' fillin' 'im up with 'ot leming juice an' wot 'e calls 'pip an' peel water', this 'ere bein' made of the grainin's of the galley, wot the Old Man says is full of vitamins wot silly people chucks down the sink."

"Well! Under this 'ere treatment the Chief Steward gets thinner an' thinner, an' 'aggarder an' 'aggarder, till 'e's almost down to normal. Mind you, it were 'ard on 'im an' 'ard on me too, in a manner of speakin', along of the Old Man 'avin' given me a bottle of beer every day on me swearin' not to let the Chief Steward 'ide some bottles in my locker so as 'e could 'ave one on the quiet now an' again, 'im 'avin' made that suggestion to

me an' the Old Man 'avin' come to 'ear about it some'ow."

"This 'ere's a very serious case, Jenkins," says the Old Man, an' all my good work will be wasted if 'e gets any beer. So don't let 'im use your locker, an' I'll give you a bottle of beer every day, seein' it don't 'ave no effect on you." So wot could I do?"

"The Chief Steward, 'e comes up to my locker one day w'en I'm crackin' one of these 'ere bottles, an' 'e begs me to give 'im some, but though me 'cart bled for 'im I'd signed articles to obey the Master of the ship, an' so I tells 'im very quiet an' dignified like, an' I drinks the beer up quick so as I won't be tempted to give away. 'E seemed to give up 'ope after that, an' all the fight went out of 'im, as you might say."

"But it comes back quick an' lively w'en we got 'ome, Mister, an' it were this way."

"This 'orrible monstrosity, 'is wife, were down to meet 'im, an' w'en she saw 'im, all thin, she lets out a 'owl of joy, an' 'ang me if she don't go an' fall in love with 'im all over again, an' then she tells 'im as 'ow she 'ad determined to leave 'im an' never see 'im no more on account of 'im bein' so fat, but then w'en she sees 'im all thin and 'andsome again, she'll never leave 'im till death do them part, as the sayin' is."

"The Chief Steward, 'e looks all dazed like for a moment, an' then suddenly 'e gives a awful snardin' groan, an' snatchin' up a marline spike wot were lyin' on the deck nearby, 'e 'owls out as 'ow 'e's goin' to do for the Old Man, an' off 'e runs up to the Old Man's room, with two or three of us in 'ot pursuit. But," said the Saloon Deckman sadly, "we was too late."

"Good gracious," I said. "Do you mean to say that he killed the Captain?"

"Not 'im," said the Saloon Deckman. "Npt 'im. You see, 'e 'ad to pass along the deck to get to the Old Man's room, an' 'e see a easier way out. 'E jumped into the ditch, an' were never seen again from that day."

"An, as for the Old Man," concluded my friend, "I told you as 'ow vanity were 'is undoin'. An' so it were. The very next voyage we carries the fattest woman as ever you saw, wot earned 'er living by being the fat woman in a circus. The Old Man, 'e shows off so much in front of 'er, that she falls in love with 'im, an' bein' a very strong-minded sheila, blow me if she didn't marry 'im. An' she soon knocks all this 'ere dietin' nonsense out of 'im."

"I told you as 'ow 'e'd run to fat very rapid, didn't I? She made 'im give up the sea, an' the last time I see 'im, they was doin' a double fat turn on the 'alls, starred as 'The 'Eavenly Twins', they was."

"But she were a very strong-minded tabby, she were, Mister, an' 'eavenly weren't the right word. 'Ellish, it should 'ave been, Mister, 'Ellish."

And the Saloon Deckman sighed sadly.

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Answers to

- (1) (a) Grace Darling was the daughter of the lighthouse keeper on Longstone, one of the Farne Islands. On the 7th. September, 1838, she rowed out with her father to a rock where nine survivors from the wreck of the steamer "Porfarrshire" had found refuge. (b) Ann Bonny was a woman pirate. The daughter of an Irish lawyer who settled in Carolina, she married a sailor, was deserted by him, and went to sea herself with the pirate "Calico Jack" Rackam. They were captured near Jamaica in October, 1780. Ann was sentenced to death, but her final fate is not known. (c) Agnes Weston was an English philanthropist known as "The Sailor's Friend." She started the famous series of monthly letters to seamen, popularly called the "Bluebacks," which attained a circulation of over half a million. In 1876 she opened a Sailors' Rest at Devonport, and later a branch at Portsmouth. Created G.B.E. June, 1918, she died in the following October. (d) She was Helen of Troy, whose face "launched a thousand ships, and burnt the topless towers of Ilium."
- (2) According to Sir Archibald Hurd in "The Battle of the Seas," it "is named after a fish which has organs in its head with which it can give an electric shock to its prey."
- (3) The upper edge of the horizontal line indicates the summer freeboard in salt water.
- (4) (a) When tacking ship. (b) When taking a hand cast with the deep sea lead. (c) When heaving the hand log (i.e., the order to turn

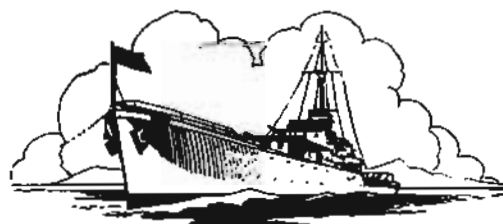
Nautical Quiz

- thesecond-class). (d) When letting go the anchor. (e) When serving out extra grog on some special occasion. (f) A steering instruction, when sailing close-hauled.
- (5) The captain of the ship was Thomas Fitz-Stephen. The heir to the throne was William, son of King Henry the First. The ship was sailing from Barfleur, in France, to England. The ship went ashore on some rocks off the French coast, known as the Raz de Catteville. Everyone on board was lost, with the exception of a man named Berthold, a butcher of Rouen, and by him the story was brought back, and eventually conveyed to Henry the First, who, it is said, never smiled again.
- (6) A "nef" was a "round ship." She was the northern evolution of the Norse longship. Clinker-built, double-ended, with a single quarter-rudder, she depended on sail rather than on the oars of the long-ship, and was broader and deeper in the hull, both to counteract leeway and to accommodate more cargo and men.
- (7) During the war "Manunda" was employed as a hospital ship. She suffered considerable damage when bombed by the Japanese in Darwin during the first raids of the 19th. February, 1942.
- (8) In the days of the old stock anchor, the bill-board was a shield, bolted in the bows of a ship, to take the bill of the anchor.
- (9) Yes! In World War II, "Yarra," "Swan," "Parramatta," and "Warrego,"

were sloops of the Royal Australian Navy. All of them saw much active service, "Parramatta" and "Yarra" unfortunately being lost, "Parramatta" in the Mediterranean in November, 1941, and "Yarra" south of Java in March, 1942.

- (10) It is the Inchcape Rock, off the mouth of the River Tay. On it, according to the story, the Abbot of Arbroath had fixed a warning bell on a float as a safeguard to mariners. Sir Ralph the Rover, to plague the Abbot, cut the bell adrift. Later, on his homeward voyage, he was himself wrecked on the Inchcape Rock. The shipping magnate referred to in the question was, of course, James Lyle Mackay who, born at Arbroath, took the title Earl of Inchcape when elevated to the peerage.

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THE FLYING ANGEL

Continued from page 17

to a large pile of boxes filled with tinned foods. "Those belong to men on the 'Strath' boat at the pier there. We have bought the stuff for them, and are holding it until they come south again after going up the coast. Many of the men spend most of their money on food for their people at Home."

We walked round the Institute together, and he told how the money for it was raised. When the question of funds for the building project first arose, it was proposed that a number of business men be approached and asked each to contribute enough to total the required amount, some forty or fifty thousand pounds. The first one to whom the suggestion was advanced replied that he was not putting any money up for something about which he knew nothing. He wanted to know that his money would be put to good use if he made any contribution.

So he was taken to the Central Institute one night, and as a result of his experience there he said that there was no need to go to any others; if he were permitted to do so he would be responsible for the full amount for the building of the Port Melbourne Institute, and he was as good as his word.

That is a point The Missions to Seamen in Australia is dependent entirely on voluntary subscriptions and donations for its existence. If more people knew, and saw for themselves, the excellent and valuable work the Missions are doing, they would be eager to subscribe.

"Do you," Padre Oliver was asked, "ever strike any trouble among the men?"

"Occasionally," was the answer. "When we do, it is always the drink that is at the bottom of it. Sometimes a man will come in here drunk. We will try and look after him, and keep him out

of harm's way until he is himself again. Sometimes he won't be looked after. He will be nasty, and will want to take charge. Then I have to take my coat off and prove to him who is running the place."

Padre Oliver is, like David Bone's James Fell, "a muscular mentor," which is just as well when the waterfront produces its occasional but inevitable tough customer.

"Had a bit of trouble the other night," said "Nobby" Clark, the Lay Reader in charge of the Williamstown Institute. "A chap was making a nuisance of himself and I had to order him out. He made a swing at me. He missed. I didn't."

But these fellows, who crop up in all walks of life, are the exceptions that prove the rule. The great majority of the seamen, whatever their colour, race or creed, are good, simple, unsophisticated chaps, thoroughly glad of the Missions, and thoroughly appreciative of them and the people who run them.

"I walked into the Central Institute the other day," said Padre Dixon, "and there was Frank Oliver with four Somali seamen off one of the ships in port. 'Oh! Hello, Dicky,' he said. 'You're the very man I wanted to see. I'm just off to Geelong.'"

"What on earth are you going there for?" I asked him.

"There's a Somali seaman lying in hospital down there, put ashore from a ship that's sailed. To one can speak his language, and the poor fellow wants to hear his own tongue again before he dies; so I'm running these chaps down to him before it's too late."

There is epitomised the work of the Missions to Seamen. To do everything possible for the material and spiritual comfort of the seaman—Merchant and Naval—irrespective of his creed, colour, or race. It is a high ideal, and one that is proved, by the

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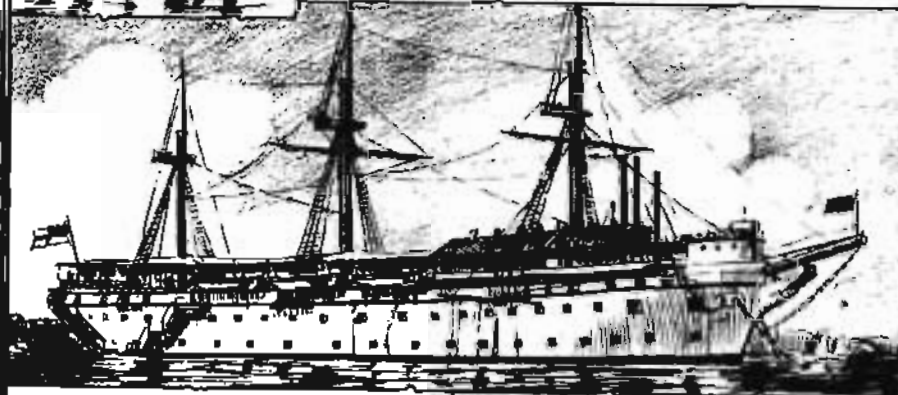
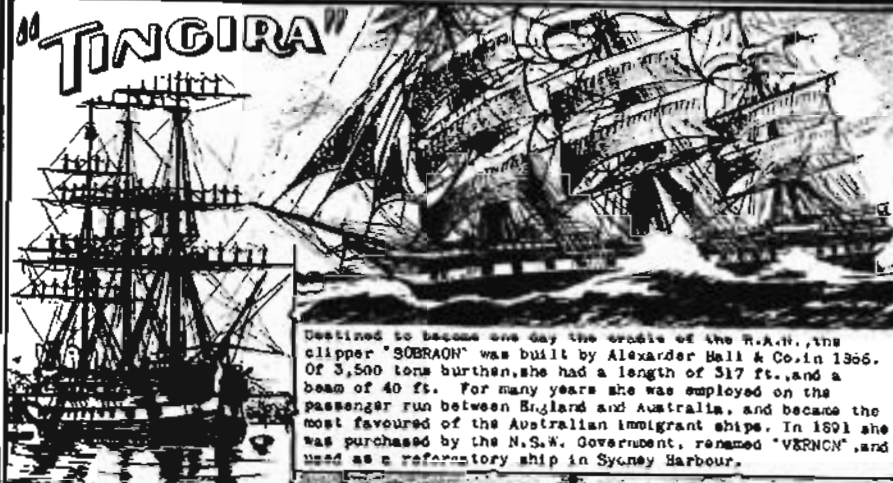
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Continued from page 28

One remembers him in those war days at Navy Office as being always on the job, by day or by night; and the phrase "Ask Head of 'N'" as being the natural one for utterance when a problem arose.

In 1944 he was appointed Assistant Secretary, Department of the Navy, and two years later, on the retirement of his old Chief and friend George Macandie, he added to this appointment that of Secretary to the Naval Board, which two positions he now holds.

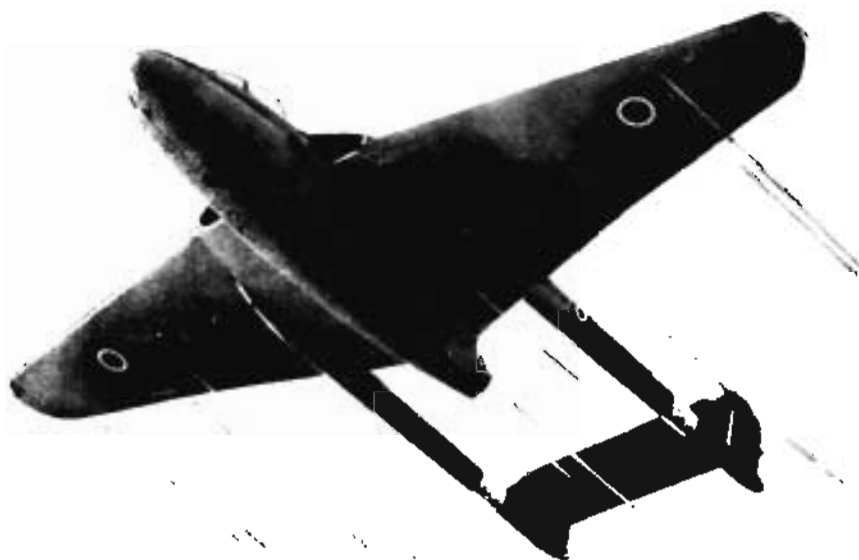
His wife, like himself, is a Bachelor of Arts. He married, in 1924, Kathleen, the daughter of the late Patrick Burke, and is the father of four boys and three girls. Modestly announcing that the statement that he plays golf would evoke critical rejoinder, he admits that he finds gardening the more enjoyable recreation. But those who know him would imagine that Navy Office is his real hobby, and there are many "hostilities only" who knew Navy Office in wartime who will feel grateful for the help they received from him in the practice of that hobby.

EDITORIAL

Continued from page 11

The Australian Government is to be commended in its attitude towards shipbuilding in the Commonwealth, and for feeding and nurturing the roots of the country's maritime power. The Australia is, from her own material and technical resources, able to launch such modern naval units as the "Anzac," is to show that her shipbuilding industry is worthy of fostering. And it is to be hoped that such wisdom will be devoted to that purpose by all concerned, not least by those of the unions—as to ensure for it a healthy future of valuable and profitable expansion.

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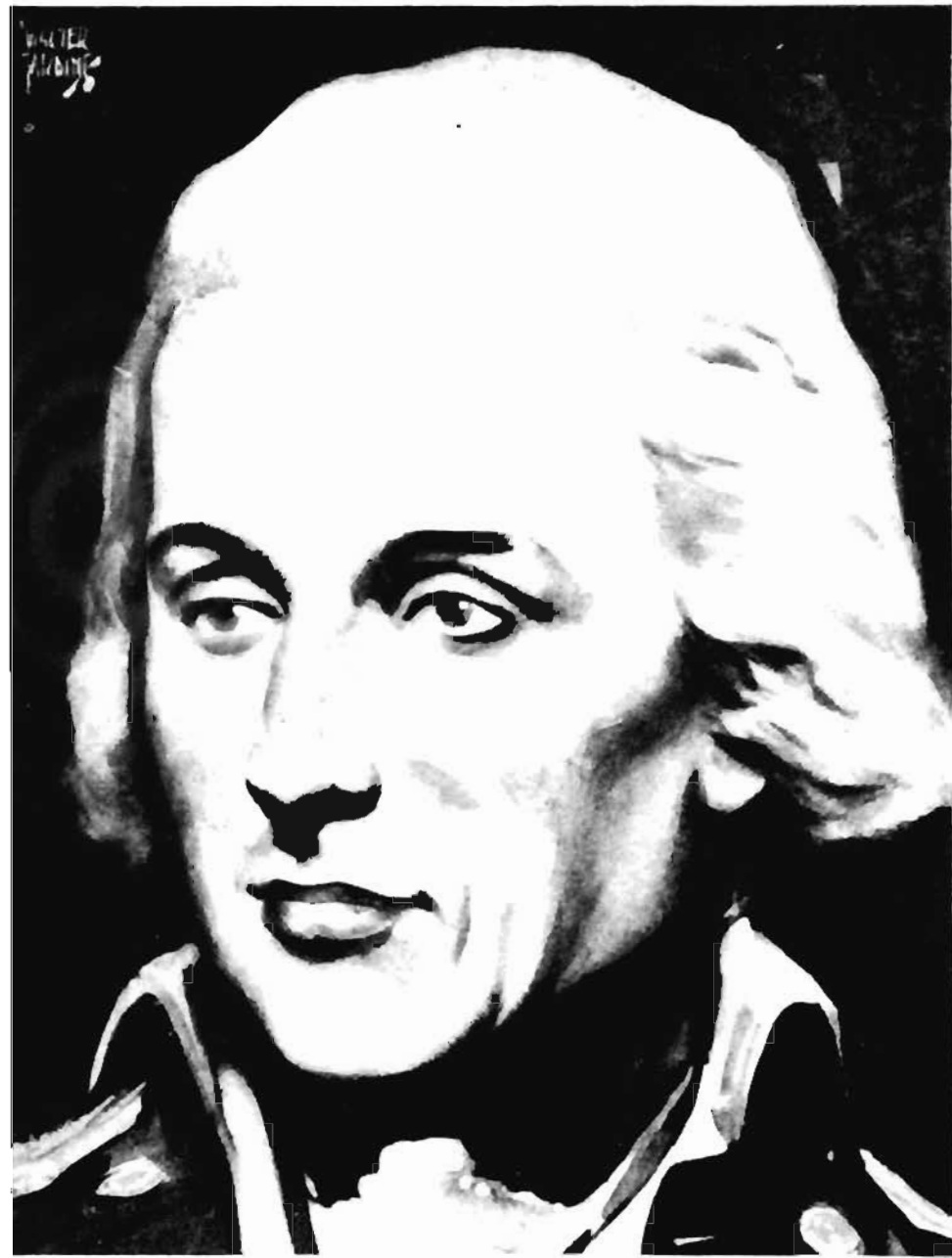
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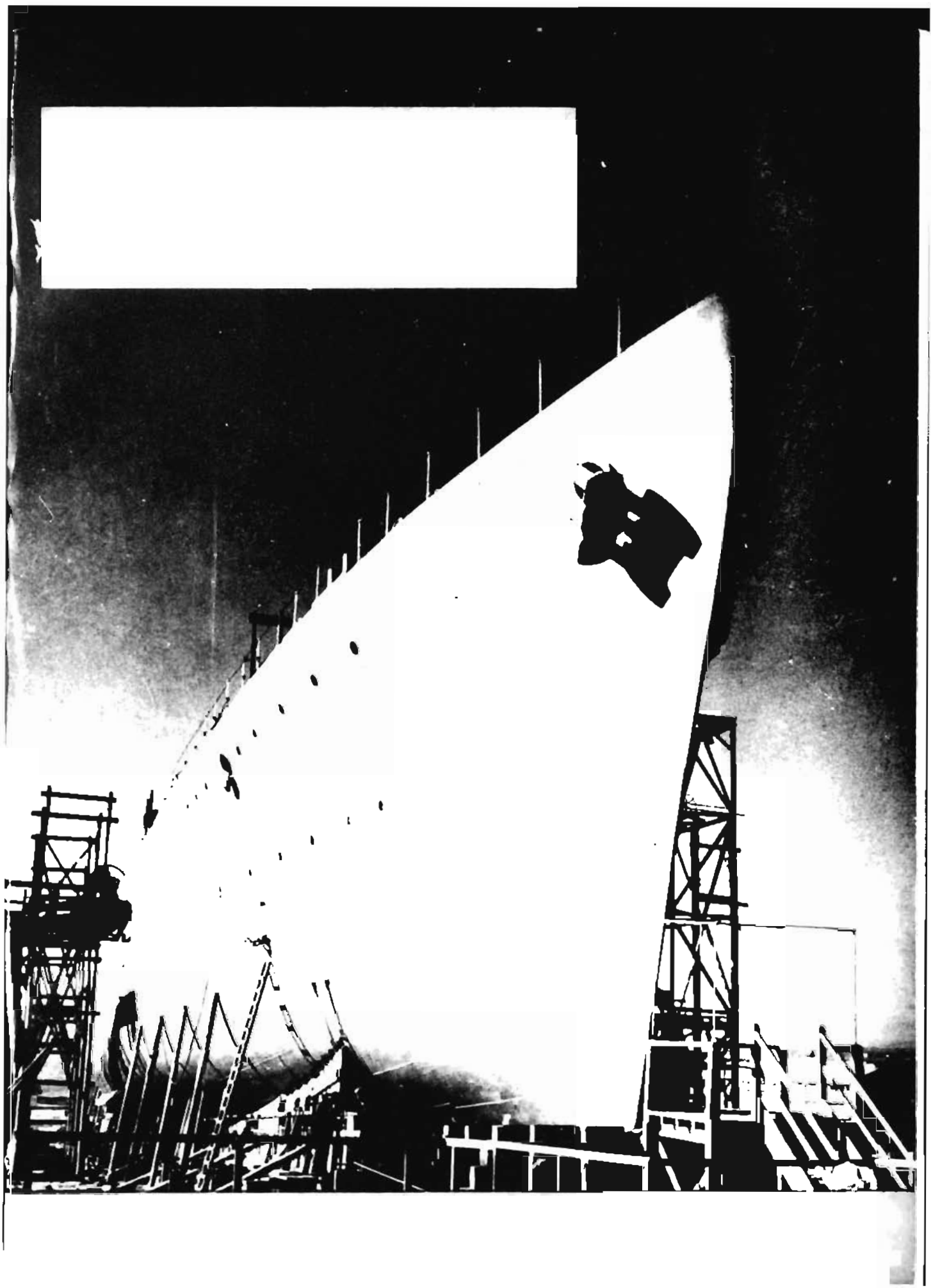
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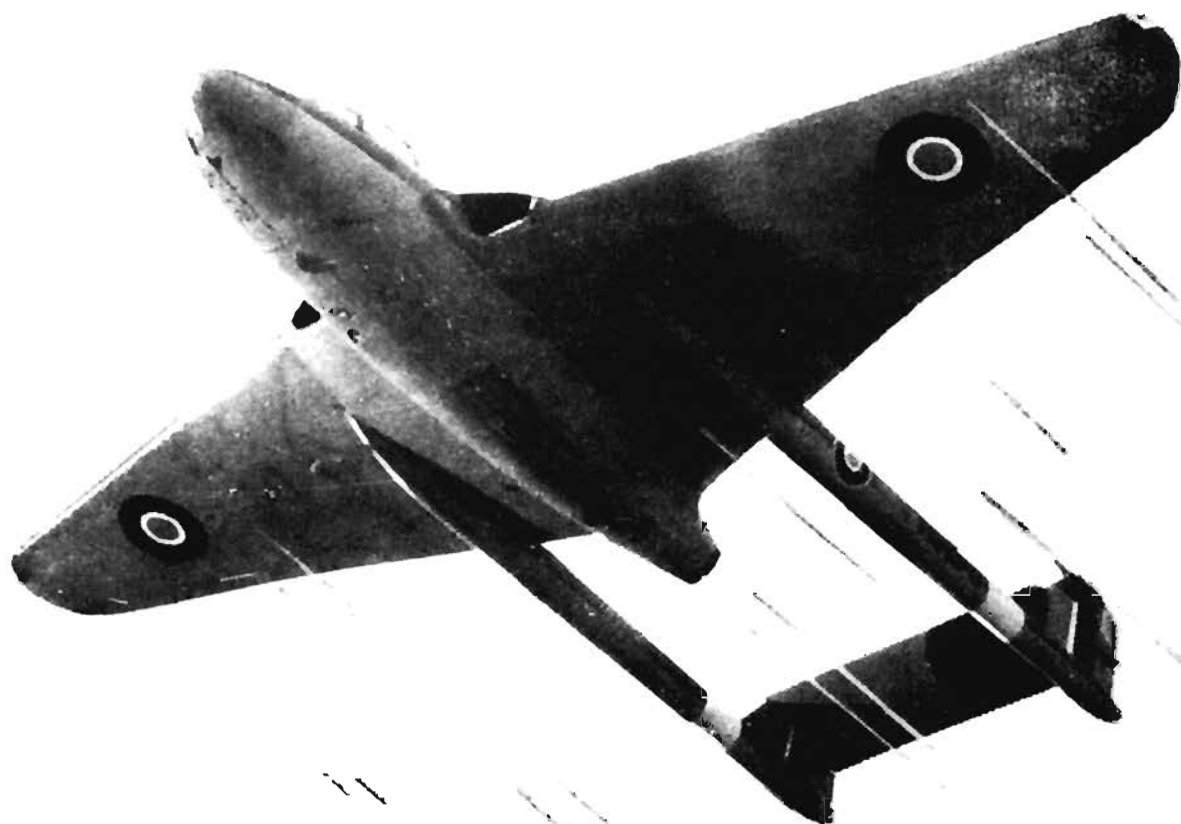
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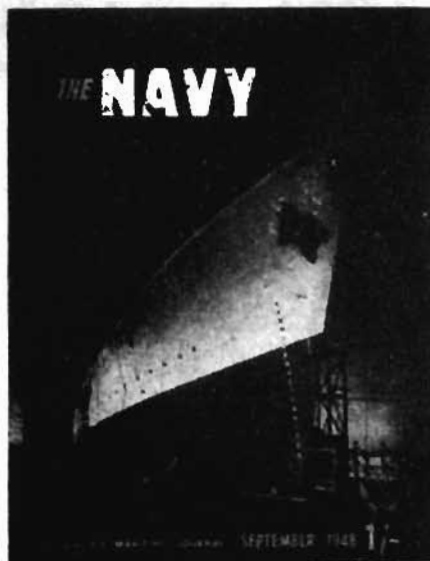
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THE NAVY FOR NEXT MONTH

There is one thing about the production of a monthly magazine, and that is that it approximates to perpetual motion. It is truly amazing how the days slip by. Before one issue is completed, another must be on the stocks. And so, as you read these words, we are busy with the material for the next month's issue. Much of it has already suffered under the editorial blue pencil, and is now being dealt with by typesetters and those other harassed gentlemen of the printer's establishment. And here is a preview of some of it:

NAVAL AVIATORS

Oh yes! We advised you last month that this article would be published in this issue. That had been our intention, but the question of space arose. When the time came, we found that we had an excess of riches. So we held this one over, and it will appear in our October issue, when we will tell you—in words and pictures—of the training of Naval Aviation pilots, at Flinders Naval Depot and on the flying fields where they receive their initial flying experience. Meanwhile, our apologies for the delay.

YALU RIVER

It was at the Battle of the Yalu River, in September, 1894, that the Japanese Navy first came to world prominence by defeating the Chinese fleet. The Battle of the Yalu was, says the writer of an interesting and informative article on the subject, "the first of a long series of stepping stones which led Japan to Pearl Harbour, Leyte Gulf, and surrender in Tokio Bay." Watch for this article in the forthcoming issue of "The Navy."

THEY WROTE OF THE SEA

A correspondent, whose letter appeared in the "Letters To The Editor" in our issue of August, referred to the article "They Wrote of the Sea" which appeared in the May issue of "The Navy," and suggested that a further article on the same subject would be welcome. We have taken his suggestion to heart, and our contributor "Reuben Ranzo" has given some thought to the matter, and will have it ready for next month.

JOURNAL OF A JOURNEY

Some notes of a journey which took the voyager by land and air over the route of the Eighth Army from El Alemcin to Tobruk, form the subject matter of another article in preparation for our October issue.

GENERAL

All the usual features will be present. What the R.A.N. is Doing, Maritime News and News of the World's Navies, the latest from the Navy League and the Ex-Naval Men's Association. Also the third instalment of the "Runic" voyage, and a further listen-in in the saloon of the "Castlecrag", per favour of Mr. Pryke.

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LETTERS TO THE EDITORS

"MARGUERITE" AND "EMDEN."

Sir,
I shall be glad if you will be good enough to advise me, either by letter or through the pages of your excellent journal, of the history of H.M.A.S. "Marguerite." If possible, will you give me the name of her builders, date launched, tonnage, armament, any battle honours and the date of her scrapping. (I think she was sunk off Sydney Harbour.) I have been a member of the R.A.N.R. for 31 years and spent many happy training periods in the old ship, and as I am the proud possessor of a souvenir of her, would like to incorporate her history in it. Could you by any chance give me a similar brief history of the German cruiser "Emden," sunk by H.M.A.S. "Sydney" off Cocos Island in World War I. What initials did the Germans use in place of our "H.M.A.S."?

Yours, etc.,
L. D. M. Roberts,
C.W.O., R.A.N.R.,
C/o Box 1943W., G.P.O.,
Brisbane,
16th. July, 1948.

H.M.A.S. "Marguerite" was built in the United Kingdom by Messrs. Dunlop Bremner. Laid down in July, 1915, she was launched on the 23rd of November of that year, and completed in January, 1916. One of the "Arabis" class of sloops, she was 235 feet in length, 33½ feet beam, with a draft of 11 feet. She was of 1250 tons displacement, and mounted one 4-inch gun and two 3-pounders. She had a speed of 16½ knots. She arrived in Australia in 1919, a gift from the British Government to the Commonwealth Government. As one of His Majesty's Australian Ships she performed valuable service, mainly as a training ship for Reserve person-

nel. She was, as you suggest, finally disposed of by being sunk off Sydney Harbour, by gunfire from H.M.A.S. "Canberra" and H.M.S. "Sussex" on the 1st. August, 1935.

The German cruiser "Emden" was a light cruiser of 3,600 tons displacement, built at Danzig, and commissioned in the autumn of 1908. With a speed of 24½ knots, she was armed with ten 4.1-inch guns, and had a complement of 361. In Chinese waters at the outbreak of war in 1914, she joined Von Spee's squadron, later being detached for independent raiding work in Malayan waters and the Indian Ocean. In this she was very successful, capturing and sinking a number of ships, besides carrying out raids on Madras and Penang, until she was finally run down and driven ashore after a gun duel with H.M.A.S. "Sydney" off Cocos Island on the morning of 9th. November, 1914.

The Germans used the initials S.M.S. in place of our H.M.A.S. Ed. "The Navy."

"CANBERRA" AND "SHROPSHIRE."

Sir,
When the R.N. light cruisers "Phaeton," "Apollo," and "Amphion" were acquired by the R.A.N. just before the Second World War, they were forthwith renamed "Sydney," "Hobart" and "Perth" respectively—names which immediately identified them as R.A.N. Ships. In 1943 H.M.S. "Shropshire" was transferred to the R.A.N. to replace "Canberra"—lost in action—and the newcomer still retains her R.N. name. Is there any special reason for this? "Shropshire" is near enough a sister ship to "Australia"—why not have a name which is more applicable to an Australian ship than that of an English county? I am aware that circumstances preclude renaming

this ship "Canberra," but suggest that "Commonwealth" would at once link this vessel with Australia. As far as I can ascertain no Navy ship has borne this name since the 16,350-ton battleship of the King Edward VII class early this century, and as the aircraft carriers are to carry on the capital cities' names it seems a pity to have one isolated exception to an all-Australian system of naming. What is your opinion?

Yours, etc.,
"NEMO,"
487 Mowbray Road,
Lane Cove,
N.S.W.

It would seem to me that there is no parallel between the circumstances governing the three six-inch cruisers and the "Shropshire" in respect of the changing of the names of the six-inch ships. "Phaeton," "Apollo" and "Amphion" were purchased by the Commonwealth Government from the Government of Great Britain, in the same way as "Canberra" and "Australia" were purchased from John Brown and Co. That they were taken over as going concerns instead of being specifically built for Australia has no bearing. Nothing more was involved in their re-christening than was involved in the christening of the two cruisers built at the Commonwealth Government's order.

The "Shropshire" was in a different category. She was a free and unconditional gift from the United Kingdom Government to the Commonwealth Government. She had warm and close associations with the people of her name county, and considerable sentiment attached to her in Great Britain. Even had there been no sentimental objection to renaming her "Canberra," my own feeling is that it would have been a pity to have changed her name. It would appear that a similar feeling was held by the "Shropshire Lads" of the R.A.N. In the ship's wartime souvenir volume "Port-hole," the Editor in his Preface

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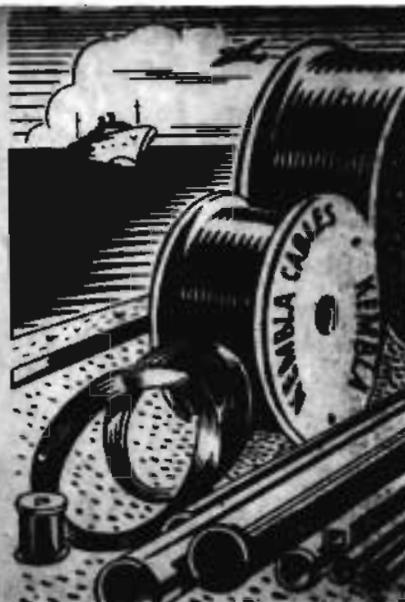
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LETTERS TO THE EDITORS

says: "Prior to commissioning by the Royal Australian Navy, it was rumoured that 'Shropshire' might be renamed. We are glad that wisdom prevailed, since this ship was 'bought' during 'Warships Week' by the County of Shropshire for the sum of £2,343,000. Coming as a gift from the British Government, retaining the county name and being manned by Australians, 'Shropshire', in a unique way, has forged another link of Empire."

On the other hand, it seems to me that to have renamed her would have been a sorry gesture. Incidentally, it might be remarked that it has been customary to retain the original names of other gift ships in the past, as witness "Geranium," "Marguerite," "Mallow," "Anzac," "Tasmania," "Tattoo," "Stalwart," "Success" and "Swordsmen." The five destroyers of the "Scrap Iron Flotilla," although to all intents and purposes "gifts," were officially on loan from Britain, but Australians generally and the R.A.N. in particular will always be jealously proud of the names "Stuart," "Voyager," "Vampire," "Vendetta," and "The Chook" as those of ships imperishably Australian. Did not the Commander-in-Chief say of the Battle of Matapan: "H.M.A.S. 'Stuart' performed distinguished service of a standard which I have come to expect from ships of the Royal Australian Navy."

Ed. "The Navy."

SOME COMMENTS.

Sir,

There are several articles in the July issue of your most interesting magazine on which, with your permission, I should like to comment:

Thank you for the excellent article on Dr. Thomas Wood. It was very interesting to me as an admirer of the author of "Cob-



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LETTERS TO THE EDITORS

bers," which I have read several times and enjoyed very much.

"The Waves of the Sea" speaks of the extra sized waves which come ashore at times. This reminds me of an incident which occurred at Portland some 25 years ago when a friend tried to take a photograph of the breakers from a flat rock at Battery Point. He was warned of the danger, but disregarded it as the seas seemed quite moderate. But presently a giant wave came and washed him off the rock, fortunately for him however the next wave was also a big fellow and washed him back to the shore—a sadder and a wiser man. But he was half drowned and lost a valuable camera.

Regarding Howard Smith's "Peregrine." This vessel was visited by me in Sydney, for on board was one of my brothers. First Officer Dick Barcham. I remember that he told me he considered the "Peregrine" to be the finest steamer of its size that ever he had sailed in.

Regarding "The Fighting Merchantmen." Again another brother of mine, Captain Sidney Barcham, R.N.R., when Master of the P. & O. R.M.S. (I think) "Rome" was chased by a German submarine. The "Rome?" at the time was passing through the Mediterranean from a trip to China, and carried a 4.7-inch gun with its R.N. crew. My brother ordered the gunner to open fire, and eventually sank the submarine. On reaching England Captain Barcham was "officially" censured, but "unofficially" the First Lord of the Admiralty presented him with a handsome gold watch, and warmly congratulated him on his action.

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

Thank you for your letter, for your kindly remarks and your most interesting comments. You are yourself in doubt as to whether Captain Barcham's ship at the time of the submarine incident was the "Rome." It would appear to be unlikely, as the "Rome" was, in 1904, renamed "Vectis," and it would seem that either "Rome" was one of his earlier ships, or that you yourself are thinking of the renamed ship in the terms of her original name.

Ed. "The Navy."

MERCHANT NAVY LIST

Sir,
It is noted by myself and my sea-going confreres, that the itemised list of merchant ships, including Master and Officers, which appeared in earlier editions of "The Navy" has now been conspicuous by its absence for many months. It is appreciated that this information is probably of interest to only a small section of your readers. However, as it is the nearest approach to the "Navy List" that the Merchant Navy had, I think the above mentioned section of readers would approve of it being re-introduced at, say, quarterly intervals. Wishing our splendid magazine every success.

Yours, etc.,
W. Mullans,
M.V. "Wanganella,"
Box 1326,
Wellington, N.Z.

Thank you for your letter. It is of considerable interest to us to know the views of Merchant Service Officers on this matter, and we shall see what we can do to make the "Merchant Navy List" a regular feature of the magazine. And, thank you for your good wishes.

Ed. "The Navy."

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Lookout
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The Navy

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THE NAVY

Australia's Maritime Journal

Vol. II, SEPTEMBER, 1948. No. 9.

THE SEA CADETS

IN these columns of "The Navy," in the issue of February last, reference was made to an important announcement which had been made shortly previously by the Minister for the Navy (Mr. Riordan). That announcement was that the Government had decided for official recognition to be given by the Naval Board to the Navy League in Australia, and to the Navy League Sea Cadets.

A further step forward has now been made. On the 2nd. August, Mr. Riordan announced that, following the official recognition of the Navy League as the Federal co-ordinating body of Sea Cadet Organisations in Australia, approval had been given for the Royal Australian Navy to provide practical assistance to this organisation, whose aim is to promote qualities of good comradeship and citizenship in boys under eighteen years of age, and to assist such of them as wish to make the sea their career, in achieving their ambition.

The assistance will follow closely that given to cadet organisations by the Army and the Royal Australian Air Force. It will include, as opportunity permits, the supply of uniforms and equipment, the issue of free travelling warrants for authorised training, and the grant of an efficiency allowance. Whenever possible, arrangements will be made for visits to H.M.A. Ships, and facilities for the training of cadets in Naval Establishments will also be provided.

This is heartening news. Hitherto, the Sea Cadet Organisations have laboured under considerable difficulties. Lack of official recognition, the inadequacy of training facilities—in part due to the war and the absence of opportunity to translate the ton of theory into the far more attractive ounce of practice, have been bars to progress. Only the enthusiasm of the Navy League, the devotion of the Sea Cadet Officers, and the keenness of the boys themselves, have made possible such achievements as the various Sea Cadet Organisations of the Commonwealth are able to record.

News of the Government's decision should, therefore, give a fine stimulus to the Sea Cadets.

Officers and boys alike are now offered something solid to bite on, and are given real encouragement to back up their own enthusiasm. Their improved status will be an inducement to others, at present outside their ranks, to join up, with results beneficial both to the Sea Cadet Organisations and the individuals themselves, to say nothing of the country at large. For it is to be remarked that the aim of the Sea Cadet Organisations—as the Government has recognised—is not alone to interest the boys in the sea, but is primarily to sow the seeds of comradeship and good citizenship among those in the Sea Cadets and, through social contact, to provide for their spiritual and educational welfare, so that they may be of a character that makes for better citizenship, whatever walk of life they may subsequently adopt.

The Government is, therefore, to be congratulated on the move it has made in this direction. Incidentally, also, the Navy League, and the various Sea Cadet Organisations such as that at Snapper Island in New South Wales, are to be congratulated also on having got together and thus been able to approach the Naval Board as one body in this matter, with the achievement of this most desirable development as a result. It is a triumph for co-operation, and has given rise to further co-operation which should be most beneficial to all concerned.

H.M.S. "VANGUARD"

When H.M.S. "Vanguard" made her historic voyage to South Africa last year carrying Their Majesties on the Royal Tour of the Union, a number of Navy League Sea Cadets from the Home Country were carried in her complement. The suggestion has been made that when H.M.S. "Vanguard" visits this country next year, bringing the King and Queen on their Australian tour, a number of Cadets from the Australian Navy League Sea Cadet Organisations should be carried coastwise in the battleship.

It is to be hoped that it will be found possible to carry this suggestion into effect. Not only would it be a magnificent and memorable experience for the boys, but they themselves, as young Australians living for some days in close proximity with those of their race from the other side of the world, would be able to give something as interpreters of their own land while coasting its shores. It is by such means that already powerful links are further strengthened.

September, 1948.

THE RESERVES

A strong and virile Naval Reserve is a very necessary part of our naval strength. That was proved in the recent War, from the moment of the declaration of hostilities when, because of the Reserves then in existence, it was possible immediately to bring ships up to war complement, to man local naval defences, and to provide gunnery personnel for Defensively Equipped Merchant Ships. The Government's decision, announced by the Minister for the Navy on the 4th. of last month, to form a new Naval Reserve from the 30,000 former Reserve and War Time Ratings, and to form also a Reserve of former Officers and Ratings of the W.R.A.N.S., is to be welcomed.

Most of these former Naval personnel, under the forcing pace of wartime conditions, acquired a practical knowledge of the Navy and of the sea which is invaluable to a maritime country, and it would have been a great pity to have allowed that knowledge to go to waste for lack of action by authority. It is recognised that various factors—not least of which is the expense that would be involved—operate against the introduction of a continuous system of Reserve training at this stage. The proposal, however, to bring former wartime personnel together, and to keep them in touch with naval events and developments by means of lectures, the showing of instructional films, and the circulation of news letters, is a step in the right direction, and should do much to build up a Reserve of interested and enthusiastic men—and their opposite numbers in the W.R.A.N.S.

'The Navy'

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WHEN the Rear-Admiral-in-Charge (Sydney) and Mrs. Moore gave a cocktail party at Naval Headquarters last month in honor of the visit of the First Naval Member, almost the entire N.O. community of the town was present, with their wives, to meet Rear-Admiral Collins.

HAPPILY greeting old friends were Captain and Mrs. Rosenthal, who were up from Melbourne.

During their three weeks stay in Sydney, they had an apartment at Marton Hall.

Mrs. John Bath was there just back that week from a six months trip to England where she visited her family. She and her daughter made the trip out in the "Orion".

Another guest who had recently returned from an overseas trip was Mrs. R. Spurgeon, widow of the late Captain Arthur Spurgeon. She wore a smartly tailored suit of American gaberdine, bought during her stay in the U.S.A.

Ex-R.A.N. Commander O. F. McMahon and his wife came in from Dundas for the party. They have recently bought a home out there.

Looking her usual charming self Mrs. (Lt.-General) F. H. Berryman was present. Her husband

returned later that week from his trip to England on Royal Tour business. She wore a slimly made black wool frock with yards of platinum foxes over both shoulders.

Among the guests were Rear-Admiral and Mrs. Farncomb, Rear-Admiral Wishart, Captain and Mrs. J. Hchir, Captain and Mrs. "Dusty" Rhodes, Lt.-Commander and Mrs. N. Kempson (the latter leaves for England next month), Mrs. Max Clark, Commander and Mrs. Mesley, Captain and Mrs. "Copper" Morrow, Commander and Mrs. E. Creal, Commander and Mrs. Farnsworth, Captain and Mrs. G. Tancred, Lt.-Commander and Mrs. Keruish, Mrs. E. B. Vallance, Lt.-Commander and Mrs. C. Reid and Mrs. M. Hancock.

One of the nicest things about this pleasant party was the fact that all the Sydney war widows of R.A.N. officers who lost their lives during the last war, were invited.

The following day Rear-Admiral Collins was guest of honor at a cocktail party reception, arranged by the members of the Tasmanian Society.

MMARGARET Vaile, ex-2/0 W.R.A.N.S., who was well known to Navy personnel in Sydney, where she was attached to Naval Headquarters is now in England. On arrival there she stayed with Blair Bowden, another ex-W.R.A.N.S. officer, who has a job in London and is studying singing there.

At present at Australia House in charge of the Photographic Section News and Information Bureau, Margaret is having a grand time seeing lots of friends and travelling about in her weekends. She attended the opening day of the Olympic Games with "Barney" Barnfield (of the W.R.N.S.) who was out here during the war, stationed with the W.R.N.S. in Sydney.

FORMER member of the W.R.A.N.S. Heather Lambert was married in Sydney at the end of

July to Hilton Woodhouse, ex-R.A.N.R., at St. Stephen's Church, Macquarie Street.

The daughter of the late T. and of Mrs. E. Lambert of Artarmon, was attended by her sister Dorothy.

Hilton is the youngest son of the late L. K. and Mrs. E. Woodhouse of Lane Cove.

CAPTAIN D. H. Harries arrived back from England by air last month and he and his wife dined with Lt.-Commander and Mrs. Charles Reid one night shortly after his return, at Glen-cagles, a popular eating place for R.A.N. people.

At Kings Cross, it was opened after the war ended by R.A.N.V.R. lieutenants Wedderspoon and Ray Penny. Ray is no longer part of the management.

TWO attractive Englishwomen, who came to Australia on the "Orion's" last trip will make their home at Nowra (N.S.W.) with their F.A.A. husbands, Commander S. J. Banks and Lieut.-Commander A. P. Boddam-Wetham of the Royal Navy.

Commander and Mrs. Banks brought their two sons Jonathan, aged five, and Desmond, aged two. Anthea, Penelope and Lalage are the three daughters of Lieut.-Commander and Mrs. Boddam-Wetham.

Both families brought nurses for their children from England.

FORMER R.A.N. Commander P. O. L. Owen and his wife Elnor, are living at Geelong Grammar School, where he is in a newly created position—that of manager of the school.

Their son David attends the school and baby Philip is often a visitor at the creche, for the children of masters when their wives want to go to town for a days shopping. This idea, instituted by the staff, is the ideal community answer to the problem of lack of domestic help.

All the wives do a certain amount of time, on a roster system in the creche.

Commander and Mrs. Owen still see a number of their Navy friends whose children are pupils at Geelong Grammar.

WHEN H.M.A.S. "Shoalhaven" arrived at Dreger Harbour last month naval officers and their wives stationed there put on a party for the visitors at one of their homes. A small outdoor dance floor was erected and the garden decorated with fairy lights.

The ship's wardroom returned hospitality with a cocktail party the night before they sailed.

Continued on page 11.

Lieut.-Commander R. Brown of H.M.A.S. "Quickmatch," with Mrs. Brown and Mr. and Mrs. King Dorrington, dining and dancing at Prince's (Sydney) last month.



Lunching at Romano's (Sydney) Lieutenant Peter Fulton and his attractive wife make a happy picture.



PRODUCT OF THE AGES

INTO THE NEW DESTROYER "ANZAC", BUILT AT WILLIAMSTOWN NAVAL DOCKYARD, HAS GONE THE EXPERIENCE OF AGES, THE GRADUAL ACCUMULATION OF KNOWLEDGE, ARTISTRY AND CRAFTSMANSHIP, WHICH HAS GROWN SINCE MAN FIRST LAUNCHED HIS FRAIL CRAFT UPON PRE-HISTORIC SEAS

By John Clark

SHIPBUILDING is an art that is older than recorded history. Evidence has come down that points to the existence of a fully developed sea life in the Eastern Mediterranean four thousand years before Christ. Dug-outs, and ancient boats built of planks, have been found at Glasgow in circumstances which lead to the belief that they were fashioned and constructed some three thousand years before the Christian era.

How and where did the art have its beginning? There are differing schools of thought. Some believe that the dug-out was the first boat. Others visualise an almost treeless Egypt as the cradle of the industry, and the boat having its genesis in a bundle of reeds, tied together in a cigar shape. "The Binding", these early reed boats were called, and from them developed a shaped boat made watertight by being covered with pitch.

Do you remember the story of Moses? The daughter of Levi bore a son, at a time when Pharaoh had charged all his people regarding the children of the Hebrews, saying "Every son that is born ye shall cast into the river." The daughter of Levi hid her son for three months. "And when she could no longer hide him, she took for him an ark of bulrushes, and daubed it with slime and with pitch, and put the child therein; and she laid it in the flags by the river's brink." The ark of bulrushes was, one might imagine, modelled on "The Binding."

Doubtless the art of shipbuilding developed along different, if parallel, lines; lines dictated by the materials available, and the conditions under which the finished ship was to operate. There were dug-outs where tree trunks were plen-

tiful. There were the reed-built, pitch-covered boats of Egypt; boats of inflated skins; the circular "gufas" of the Euphrates; the wicker-framed coracles of Wales, whose ribs were covered with skins sewn together and stretched over the frame. Perhaps it is from these early associations that we get those ship terms still in use, "the frames," "the skin," "the seams."

Be that as it may, the music of the shipyard: the rasp of the saw; the swish of the adze; the clack of the mallet; and, more recently, the dull clink of the riveting hammer developing into the present-day car-splitting stutter of the pneumatic rivetter; has for long been the background of large sections of British coastal areas.

The British—and more particularly, since the opening of the age of steel, the British of the North, of the Clyde and the Tyne—have for long been the world's greatest builders of ships. And their cunning has been passed on, by inheritance and by new arrivals of skilled men to this country, to Australia. We produce here ample, and good quality steel, the basic material in modern shipbuilding. The yards have been established. And now, in varying degrees for over more than a quarter of a century, Australia has been producing ships, both naval and mercantile, of proven efficiency.

The latest of those ships to be launched into Australian waters, the destroyer "Anzac," is a product of the Royal Australian Naval Dockyard at Williamstown, Victoria. Much yet remains to be done to her before she becomes a unit of the Royal Australian Navy. But when she does so become, she will voyage in company with other ships built in Aus-

tralia; with her sister "Tobruk," built at Cockatoo Island, Sydney; with those earlier destroyers which Cockatoo Island built, "Arunta," "Warramunga" and "Bataan"; with corvettes and frigates which slid down the launching ways at various Australian yards. And she will meet companions built many thousands of miles away, on Clydebank and in the dockyards of the South of England. "Australia," "Shropshire," "Quiberon," "Quickmatch" and "Quality," and the new aircraft carrier "Sydney," which rose from her keel plate among the scaffolding of her building berth in the naval dockyard at Devonport in England's West Country.

Let us journey to Williamstown, and have a look at her, slim and shapely, newly painted with her light grey hull and green under-water body, as she soared among her scaffolding on the eve of her launching, and see something of dockyard procedure.

At present she is only an empty hull, a steel box divided by transverse and longitudinal bulkheads into many sections. But she is a thing of beauty. As we look at her from different angles we see her fine lines; her keen stem lifting up with a steep rake from a sharply-angled forefoot to the hull ring; the wide flare of her bows; the sheer of her fore-castle; and the clean run of her body aft to the "A" brackets, which presently will support the propeller shafts and the whirling, driving screws.

They are empty now, the "A" brackets, for tailshafts and propellers will not be fitted until she drydocks again after her launch. But she carries the suggestion of speed in her shapely lines, and it

is not difficult to visualise that raked stem cutting swiftly through the seas, hurling the sprays outboard under the thrust of powerful turbines.

She is only an empty steel shell, but already much work has gone into her. Much fine calculation, much detailed planning and drawing, the essence of centuries of experience and training in the designing and building of a ship's hull.

The design of "Anzac"—as of her sister, "Tobruk"—originated with Admiralty naval architects. It is the design of the Royal Navy's "Battle" class destroyers, ships which incorporate much experience gained during the recent war. The plans, as received from Admiralty, have been slightly modified by the Australian Commonwealth Naval Board, one reason for such modification being that certain sections and steel plates made in Australia are rolled in sizes and weights differing from those of British products.

The work of the Australian builders—and, very briefly, we will follow it to her launching—commenced with the receipt of the modified plans and bill of materials. From the modified plans, many detailed drawings have been made by dockyard draftsmen. Elevations, plans, profiles, intricate webs of lines which are hopelessly confusing to the layman, but which are read like a book by the expert. In addition to the plans there is a model, a wooden profile, a longitudinal half-section mounted on a board. On this model—which is usually to a quarter-inch, or perhaps a half-inch scale—the details of frames and shell plating are marked.

Meanwhile, from the bill of materials, orders have gone out for material which will be used in building the ship. Steel! Steel plate, bar steel, steel angles. Various other metals. Boilers and engines. Rivets, bolts, nuts, paint, electrical equipment and gear, and the hundred and one other things, large and small, that go to the making up of a ship.



H.M.A.S. "Anzac" on the stocks at Williamstown Naval Dockyard.



The naming ceremony at the launching of H.M.S. "Terrible" at H.M. Dockyard, Devonport on 30th December, 1944. The ship was launched by Mrs. Duncan Seodys. The ship will be Australia's first aircraft carrier and will be renamed H.M.A.S. "Sydney."

And the foundation upon which the ship is to be built has been prepared. The ground must be solid. The weight of "Anzac" as she rested on her building blocks when the hull was completed was somewhere in the vicinity of 1,000 tons. There must be enough breadth and depth of water in which to launch the ship when she is built, and the foundation must be laid at a slope, so that she will slide down into the water when the time comes.

The keel blocks are laid, of stout hauls of timber. And in laying them care must be taken that the hull will everywhere be high enough above the ground for the men to work under the ship while she is building.

They have been busy in the drawing offices with the plans. From them, the lines of the ship have been transferred to the floor of the mould loft, expanded to full size, and "faired." That is to say, the lines and measurements of different "plans"—the body plan, the sheer plan, the half-breadth plan, have been brought into complete agreement.

From the mould loft floor the faired lines of the ship are trans-

ferred to the scribe board. This is a specially prepared smooth floor, on which the lines are "rased," or scratched into the surface, with a special tool; and it is from these lines that the patterns are made from which the various frames and parts of the steel structure of the ship are shaped.

Some of the steel castings were delivered to the shipyard already moulded. The rest of the steel was delivered in sheets, angles and bars, and these have been cut, pressed, rolled or bent as required, by the yard's own machinery.

The frames, or "ribs" of the ship, for instance, were bent to the required shape upon the bending slab. The bending slab consists of a number of square blocks of cast iron, fitted close together so as to form a solid floor, covering an area sufficient to receive the full length of any frame or angle bar in the ship. The surface of the bending slab is covered with regularly and closely spaced holes, in which pegs known as "dogs" are inserted.

When a frame is to be bent, an accurate pattern of the shape required is taken from the scribe

board and put on the bending slab, the "dogs" being inserted in the holes conforming to the curve of the pattern. The steel frame, heated almost to whiteness, is then laid on the bending slab. One end of it is secured, and then, by levering it, and by hauling on a chain attached to the free end, it is bent round against the "dogs" which follow the curve of the pattern.

This is a job calling for great experience, for it is found that, in cooling, a bent frame not only shrinks, but also loses a portion of its curvature. A greater curvature than that actually shown by the scribe board pattern must therefore be applied to it when it is hot, so that it will shrink and straighten to conform to the pattern. There is no set rule for this. It is the experience of the workmen that determines the amount of the extra curvature.

The first portion of the ship's structure to go on the building blocks was the keel—a series of flat plates extending from end to end of the vessel. From that she has gradually grown upwards, as stem, stern portions, and frames were added; and on that skeleton the shell plating was fastened.

Scaffolding grew up around her, and the stutter of pneumatic riveters shattered the air. Bulkheads, floors, the various decks, deckhouses and other structures, were built in, until finally she took form, a shapely steel box, watertight of hull, and approaching readiness for launching.

But although watertight below, she is dangerous to walk on on deck unless you know the ropes, and we must be careful as we wander round. For there are deck openings galore through which the unwary could fall. Places which will eventually be covered by gun turrets, by fittings of various kinds, or provide entrances to the below-deck spaces when the ship is completed.

Now she is painted. Grey above water, and with anti-corrosive and anti-fouling paint below the waterline. The launching ways are prepared, on to which she must be lifted from the building blocks when the time is

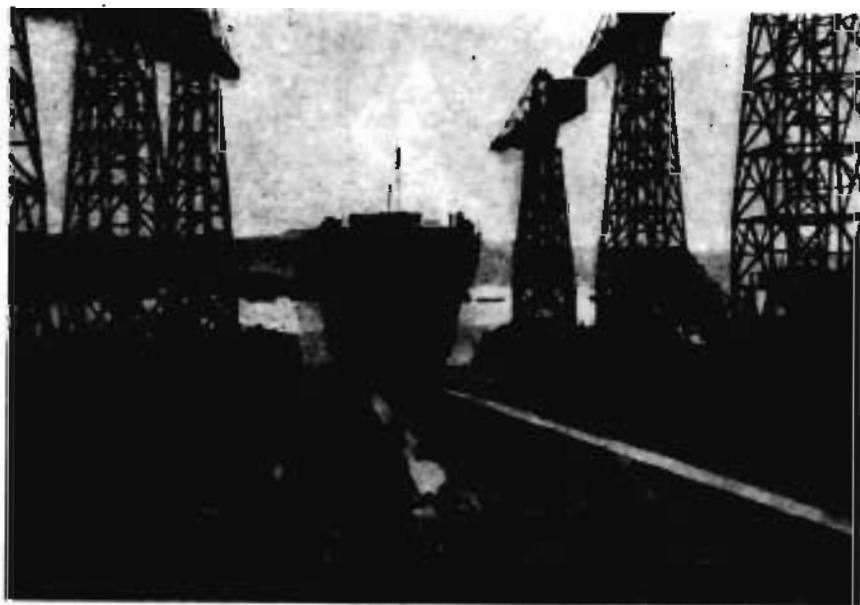
ripe. Two wooden cradles have been fastened to her hull, one forward and one aft, and it is in these she will rest as she slides down the ways eventually. They go into the water with her, and are removed later when she comes out into dry dock.

As launching day approaches, final preparations are pushed forward. As much of the scaffolding as may be dispensed with has been removed. The platform on which the ceremony will take place is erected at her bows. Long, thin, finely-tapering wedges of hardwood have been prepared, and are spaced at close intervals along her length on either side of the keel, waiting to be driven home at the last moment by gangs of men, to lift her clear of the blocks on to the launching ways. There she is held in position by a locking arrangement which is released by a trigger at the moment of launching, when she slides down the ways—which

have previously been greased with a special compound of fat—to the water.

At her christening ceremony and launching, a bottle will shatter on her stem and champagne splash on her plating. There will be a religious ceremony. How did these customs originate?

"The christening ceremony at a ship's launching," says the authors of "We Joined The Navy," a slim, entertaining volume that tells of the Navy's customs and habits, "originated with the ancient Greeks. This custom is of thoroughly heathen origin. We deck our ships out with hunting or flags on the day she is to be launched, but the Greeks used garlands. At the moment the ship was to be launched, the Priest of Neptune raised a goblet of wine to his lips, and after drinking some of it, poured the remainder out as a libation to his deity. This custom is still prevalent in modern



H.M.S. "Terrible" takes the water at her launch in England on 30th September, 1944. "Terrible" will be Australia's first aircraft carrier. She will be renamed H.M.A.S. "Sydney."

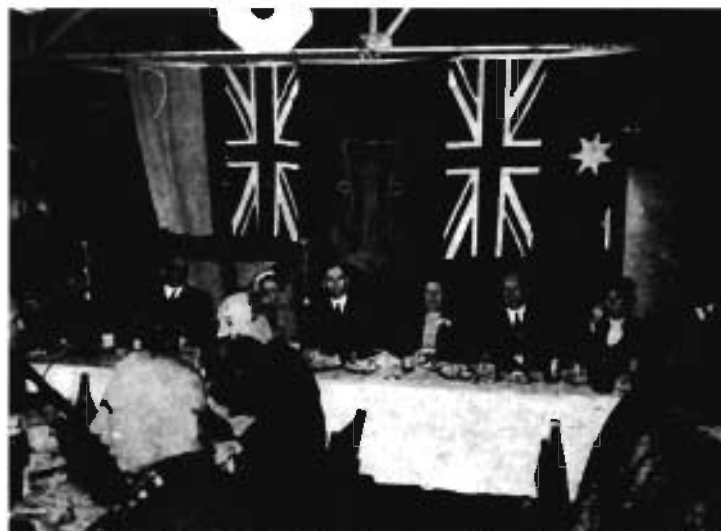
Greece, and with very little alteration. A religious service is read at the launching of a warship nowadays, and even this savours of the ancient rites once performed in ancient Greece."

There is little doubt that a ceremony of some sort has been associated with the launching of ships from the ship's earliest days, and our present-day launch-

ing customs must be as deeply rooted as are so many other customs of the sea, as deeply rooted as so much of the age-old experience that goes into the building of a modern ship, experience that reaches back to the days of "The Binding," of the frame and skin and seams of the coracle, and of the "steerboard" of the longship.

That age-old experience has

gone into "Anzac," and will stand her in good stead, for it means that she is a well-built ship, as have been other Australian ships before her. The days of fitting out lie yet before her. When those are over, and she at last takes her place with her sisters on the seas, may the blessing of her christening remain with her, and good fortune sail with her and her company.



At the Official Table at the reception. Facing the camera, left to right: Engineer Rear Admiral A. B. Doyle, C.B.E.; Mrs. J. A. Collins; Captain (E) C. C. Clark, O.B.E., D.S.C., R.A.N.; Mrs. A. B. Doyle; Rear Admiral J. A. Collins, C.B.; Mrs. T. Gaunt; Mr. W. J. F. Riordan.

Launching of H.M.A.S. "ANZAC"

H.M.A.S. "Anzac," the Royal Australian Navy's latest destroyer of the "Battle" Class, was successfully launched at Williams-town Naval Dockyard, Victoria, at 3.30 p.m. on Friday, 20th August. It was a most impressive ceremony, and the shapely hull, product of Australian workmen and Australian steel, took the water perfectly.

Altogether it was a most happy occasion. The Navy had made

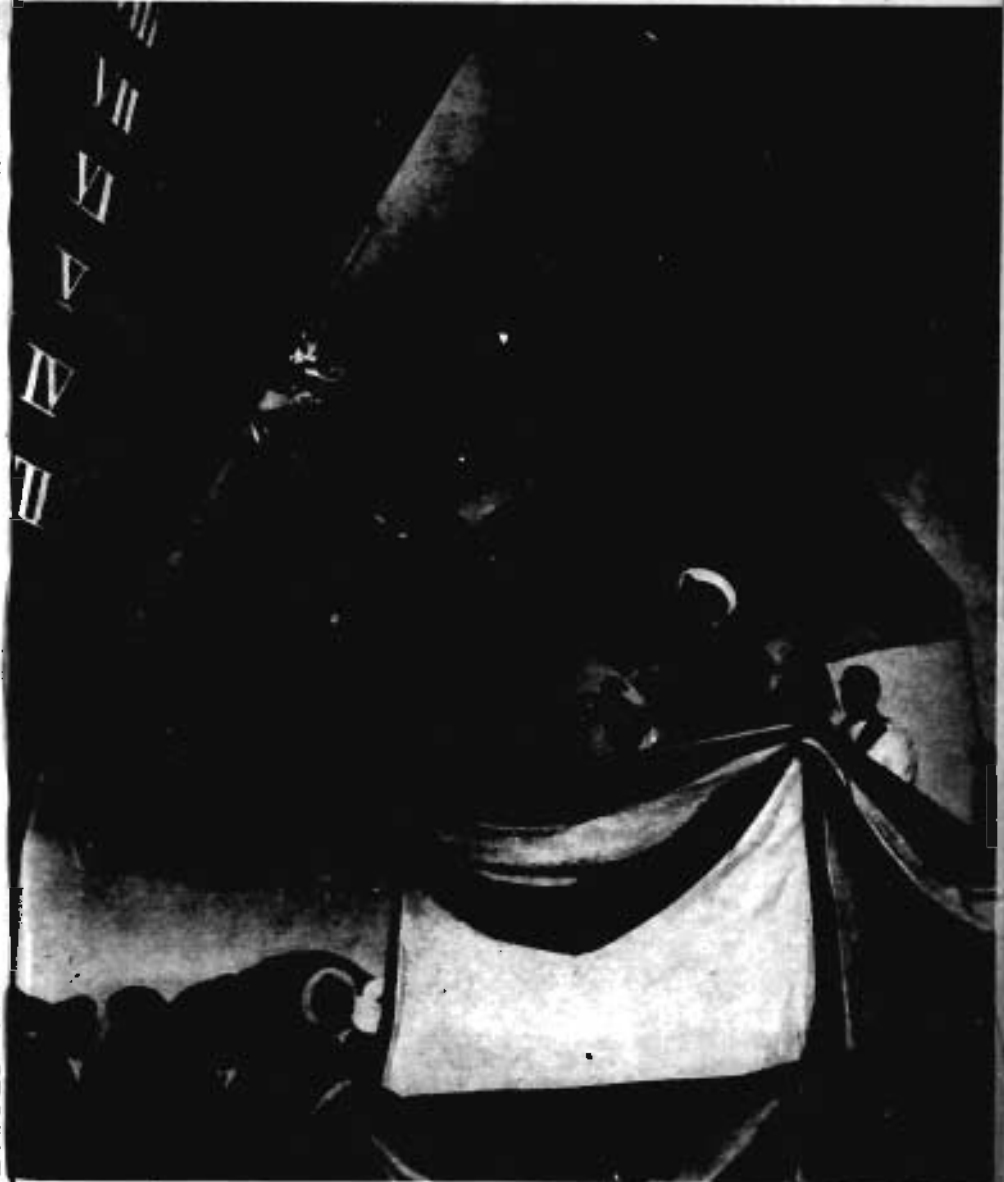
its arrangements with customary efficiency, and everything ran like clockwork to schedule. The weather was not all that could have been wished. A promising morning came under the had influence of Jupiter Pluvius, and by midday rain threatened, to materialise in the early afternoon in sharp and heavy showers. It could not, however, dampen the enthusiasm of hundreds of spectators who invaded Williamsstown

by train, bus and car, and crowded the dockyard, where arrangements had been made for their reception.

A musical programme was provided by the Flinders Naval Depot Band, which played from 2.30 P.M., by which time large numbers of guests had already arrived, the crowd being swelled by a continuous stream of arrivals right up to the time of launching. Shortly after three o'clock the of-

Continued on page 59.

The Navy



The Champagne spatters over the stem as Mrs. J. A. Collins cuts the ribbon and names the ship "Anzac."

September, 1948.

THE HUNGRY GOOSE LINE

IN THE ISSUE OF "THE NAVY" OF APRIL LAST WE PROMISED YOU AN ARTICLE ON THIS SUBJECT. HERE IT IS, WRITTEN BY ONE WHO SERVED HIS APPRENTICESHIP AND MUCH OF HIS SEA-GOING LIFE IN THIS WELL-KNOWN LINE.

By "L.B."

IN the early seventies Trinder Anderson & Co. succeeded to the ship-broking business of Oliver & Watson, who had been identified with the seaborne trade in and out of the port of Fremantle for many years. At first, barques of 400 to 700 tons register were chartered, but some of them were owned by the new firm, which was called the "West Australian Line." The house flag of the new company is a blue flag, yellow cross, with a yellow circle in the centre carrying a black swan. This device commemorates the firm's association with West Australia.

Some of the old barques were *Helen Mena* (673 tons) built in 1876; the *Charlotte Padbury* (635 tons) built in 1874; the *John C. Monro* (613 tons); the *Fitzroy*. There followed the *Minero* (478 tons); the *Chisellhurst* (353 tons) under the command of Captain F. R. Beckett, who was drowned in Condon Creek, West Australia. Captain Hendry, of the *Arefura*, was also drowned in one of the Nor'-West ports. Other of the barques included the *Lady Douglas*; the *Chalgrove*; the *Annie McDonald* (459 tons); the *Vale of Doon* (669 tons); the *Charlotte* (573 tons); *Aikshaw* (573 tons); the *Lady Louisa*; the *Atna*; the *Minado*, the *Torogo*; and *Goat-fell* (716 tons).

The *Arabella*, a barque of 640 tons, under the command of Captain Edward Richardson, who was one of the most popular and well-known skippers in the Nor'-West trade, arrived in 1895. Captain Richardson died in 1929, whilst in command of the *Minderoo*.

In 1881, the West Australian Government offered a subsidy for

an overseas service between Fremantle and Singapore. In January, 1884, the new passenger steamer *Natal*, purchased from the Union Steamship Co. by Trinder Anderson & Co. and C. Bethel & Co. (now Bethel Gwyn & Co.), was despatched from London to take up this service, which is still running.

The West Australian Government, in 1885, offered a subsidy for steamers sailing direct from London to Fremantle and Albany, making four trips each way annually. Trinder Anderson & Co. despatched the *Glenochiel* (2,424 tons) in this new service; other steamers being the *Kenmet* (1,764 tons); the *Yeoman* (2,026 tons); the *Abington* (2,053 tons); the *Bonnington*, (3,930 tons); and *Glengoil* (1,936 tons). The *Elderslie*, the first refrigerated steamer to call at Fremantle, arrived in 1885.

In the late eighties and nineties, Trinder Anderson & Co. began to expand, vessels of the "Gulf" and "Scottish Shire Lines" being chartered—the *Gulf of Venice* (1,964 tons); the *Gulf of Martaban* (1,737 tons); the *Gulf of Taranto* (2,128 tons); the *Naimshire* (2,428 tons), and *Fifeshire* (3,720 tons).

An agreement between the West Australian Government and Trinder Anderson & Co. was reached in 1886 for the carriage of emigrants to Fremantle, the barque *John C. Monro* (Captain Watson) arriving at Fremantle in April, 1886.

In 1886 Trinder Anderson & Co. changed the name "West Australian Line" to the "Australind Steam Ship Co."—the name *Australind* being adopted from the old

settlement of that name founded in 1840 near Bunbury, West Australia—and their steamers were given West Australian place names. In this year, Trinder Anderson & Co., associated with C. Bethel & Co., built their first steamer—the *Australind*—and also founded the West Australian Steam Navigation Co., the *Australind* being especially built for the Fremantle-Singapore trade. The *Australind* was sold in 1903 to American owners at Manila; she ran ashore, was refloated, caught fire, was again refitted—her end is not known.

Alfred Holt & Co. (the Blue Funnel Line) entered the Nor'-West coastal trade in 1890 with the steamer *Saladin*. The *Sultan* was built in 1894 on account of Trinder Anderson & Co. and Alfred Holt & Co., the two firms maintaining a regular fortnightly service between Fremantle and Singapore. The *Karrakatta* was added by Alfred Holt & Co. in 1896; in 1901 she ran on an uncharted rock off Swan Point and became a total loss. The *Maniliya* was purchased in 1901, the local place name *Manilya* replacing that of *Donna Amelia*, Captain Edward Richardson bringing her out from England.

In 1903 the *Paroo* was purchased from the Australian United Steam Navigation Co., in place of the *Australind*. In the same year the *Charon* took the place of the *Saladin*, which was sold. The *Maniliya* was purchased by an American company as a cable ship, on account of her clipper bow. The *Sultan* was sold in 1908 and replaced by the *Gorgon*, the *Minderoo* replacing the *Maniliya*. The *Minderoo* ran ashore off Port Hed-

land, and was sold for the salvage money. During the 1914-1918 War, the *Gorgon* went trooping and the *Paroo* was sold to Indian buyers.

In 1918, only three steamers remained to carry on the trade. The *Gascoyne* (ex *Quilpué*) was purchased in 1922; the *Charon* was sold in 1924 to Japanese ship-breakers; the *Gorgon* was sold in 1928. The *Centaur*, the first motorship owned by Trinder Anderson & Co. and Alfred Holt & Co., was built in 1928, and a new *Gorgon*, another motorship, was built in 1933—the Jubilee Year of the service.

Perhaps the years 1900-1914 saw the Mercantile Marine in its hey-day. Among the shipping companies trading to Australia were the P. & O., Orient Line, Liverpool White Star, Aberdeen White Star, Federal Steam Navigation Co., Blue Funnel, Lund's Blue Anchor, William Milburn's Port Line, Clan Line, Scottish Shire Line, Houlder Bros., Bucknalls, Hall Bros., the Nord-deutscher Lloyd (Imperial German Mail), German-Australian Steam Ship Co. (Black German), Messageries Maritimes, Swedish-Australian and Norwegian-Australian, and the *Australind* Steam Ship Co., "The Hungry Goose Line."

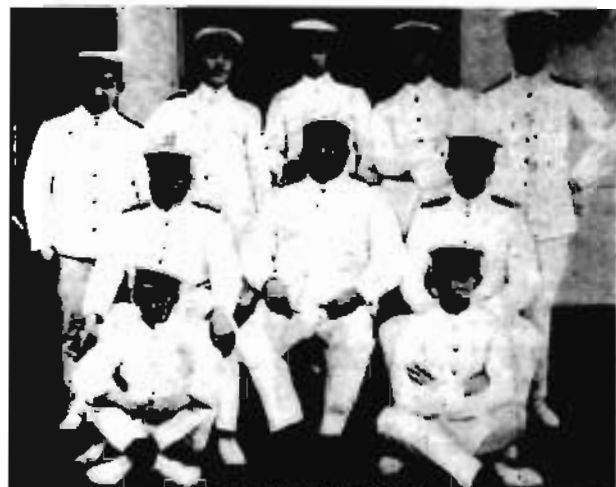
The old red Duster covered the Seven Seas from Tidal Basin to Timaru; in every port British boot-topping swung to the tide.

"Why," you might ask at this stage, "the 'Hungry Goose'?" The name arose from an association of ideas, connected with the "generous scale" of Board of Trade rations—wевilly biscuits, plum jam, salt horse out of the harness cask—and the Black Swan on the house flag.

The writer joined the *Arrino* (*Australind* Steam Ship Co.) in an Australian port in January, 1909, homeward bound via Suez, with a full cargo of wool; the Master was F. Yates, Chief Officer A. Hunter, Second Officer C. J. Mordaunt, Third Officer E. O. G. Walter, and Mr. J. G. Lindeay was chief of the Scottish engineers.



S.S. "ARRINO"—SYDNEY 1911.
[Back Row] (left to right): W. G. Forster (3rd Officer), A. Batchelor (Apprentice).
[Second Row]: C. J. Mordaunt (Chief Officer), Captain T. Young, E. O. G. Walter (2nd Officer).
[Front Row]: (An Apprentice), E. R. H. Kemp (Apprentice).



S.S. "ARRINO"—SYDNEY, 1913.
[Back Row] (left to right): I. MacMillan (2nd Engineer), A. Burrows (3rd Engineer), B. Showbridge (4th Engineer), A. T. Murrell (Apprentice), A. B. Smith (Third Officer).
[Second Row]: J. G. Lindsey (Chief Engineer), Captain F. Dent, W. Whitehead (2nd Officer).
[Front Row]: An Apprentice, P. Naving (Apprentice).

A mixed crew of British, Danes, Swedes and Germans on deck, the fireman, stewards and cooks being Chinese. A rare mixture for a British ship.

Incredibly small was the four-bunked half deck (cabin) in which the three apprentices, Edgar Harrison Reginald Kemp, of Dartford, Kent; Albert Batchelor, of Eastbourne, Sussex; and the writer; ate, slept, dined and groused. A number of critical articles have been published on the conditions of the half deck, poor food; watch and watch; apprentices doing A.B.'s work at a premium of £50, repayable on completion of indentures, plus 12/- yearly for washing. It is obvious that the wars of 1914-1918 and 1939-1945 have proved the sterling qualities of those boys, who have twice defeated the ruthless 'U' boat pirates, true to the traditions of the Old Mercantile Marine.

Snow lay deep in the old cobbled Jean Bart Square in Dunkirk, the day the *Arrino* arrived—6th February, 1909 (thirty years before the *Epic of Dunkirk*). The funny French gendarmes; the horde of smiling, soapy washerwomen; the vendors of soap, scent and French post-cards, ladies of the oldest profession. The paying off of the crew; the boarding house crimps with their lady decoys, cigars, cognac, hands across the sea to filch the hard-earned £4/10/0 a month from the motley crew. The signing on of a new crew: British, Danes, Scow-wegians and Germans. But by no means dockyard scum—most were fine seamen.

A large number of both passengers and cargo steamers of the "Soc. Anon. Chargeurs Reunis" of Paris, with their distinctive yellow funnels, white band and five red stars, were laid up in Dunkirk in that year.

The Scheldt, Antwerp. The vast Katledyck Dock, and the fussy, squat little tug. The long, low, narrow canal barges, voyaging over half of Europe. The writer made friends with some of these bargees, being often invited

on board for a cup of chocolate and bread and butter. The bargees were scrupulously clean. Although unable to converse: the sign language, with hearty slaps on the back, much good humour, and a few tins of Capstan fine cut, established friendly relations with the bargee, his wife and children.

The dreadful poverty of many Belgians was evident in the number of girls and women employed in the docks, laying out stinking salted bullock hides. They cadged daily for "Mungee" (bread).

Apprentices returning on board at night kept together for safety, being nearly shot up one night by a mad-drunk Belgian sailor who ran amok in a dock-side cafe in a row over a barmaid—the Belgian policeman, armed both with a sword and revolver, beating us to the top of a timber stack by a short helmet. The huge "Red Light" area around Skipper Street. The cafe "Palmouth for Orders." Ships from all over the world, the A.T.L. boats, Belge Maritime du Congo, the Red Star Line. Thence to Hull, Middlesboro, with wool for the mills of Bradford; arriving light ship in London on the 28th March, 1909, and berthing at the Royal Albert Docks.

The Chinese steward, cooks and fireman being paid off, disappeared to the dingy by-ways of Limehouse; the Captain, officers and two apprentices being given leave; the writer kept gangway duty in his brand new brass-bound uniform from 6 a.m. to 6 p.m. daily. "This indenture" between the trembling apprentice, His Executors, Administrators and Assigns on one hand, and the Australind Steam Ship Co. on the other, being duly signed in the *Arrino's* Saloon before the Captain, Messrs. J. W. Gwyn and Arnold Trinder.

The death occurred in London on 19th September, 1940, of Mr. Arnold Trinder, aged 61. He was prominently associated with the Australian Shipping Trade and the Baltic Mercantile and Shipping Exchange. The late Mr. Trinder was senior partner of Trinder Anderson & Co., the managing owner

ers of the Australind Steam Ship Co. Ltd. He was a director of that company, the New Zealand Shipping Co. Ltd., the Federal Steam Navigation Co. Ltd., the Associated Mutual Insurance Co. Ltd., and the Trans-Pacific Passenger Agency Ltd. His two sons, Charles and Geoffrey, have been actively associated with Trinder Anderson & Co. for some time past.

Mr. O. B. Trinder, a member of the Trinder family, became associated with an Englishman named Harvey in the Insurance Broking business, and formed the London firm of Harvey Trinder Ltd. Within a few years Mr. Trinder bought out his partner, and later secured insurance interests with the Dutch firm of Van Ommerin Ltd. In 1936, Mr. Trinder established the firm of Harvey Trinder (Aust.) Ltd., the directors being Mr. O. B. Trinder, Mr. R. F. Rushton and Mr. R. A. Forsaith, of Perth, Western Australia. Mr. Rushton retired in 1937.

In 1909, Trinder Anderson & Co. and Bethel Gwyn & Co. owned the following steamers:—

Ashburton. 4445 tons. Built 1905 by D. & W. Henderson & Co., Partick, Glasgow. 392 feet long, 50 ft. beam, 26 ft. draft. Signal letters, "HCWC." Port of Registry—London. Sunk by enemy submarines off Ushant—1st April, 1916. Master—C. Matthews.

Australind. 5563 tons. Built 1904 by C. Connell & Co., Glasgow. 384 feet long, 50 ft. beam, 26 ft. draft. Speed—10 knots. Signal letters—"HBCG". Master—C. Angel. Port of Registry, London. Sold to French owners 1927, re-named *Colbert*. Master at date of sale—C. Matthews.

Arrino. 4484 tons. Built 1906 by D. & W. Henderson & Co., Glasgow. 392 feet long, 50 ft. beam, 26 ft. draft. Speed—10 knots. Signal letters—"HGTW". Master—F. Yates. Port of Registry—London. Sunk by enemy submarine off French Atlantic coast on 1st February, 1918. Master—C. Matthews.

The death occurred in England

on 31/5/39, of Captain C. Matthews, a well-known commander in the Australian trade of vessels owned by the Federal Steam Navigation Co. He was a frequent visitor to the port of Fremantle. His last command was the motor ship *Dorset*.

Captain Matthews began his sea career in 1901. He commanded many of the Federal Line ships during the past 23 years, among the most recent being the *Hertford*, *Westmorland*, *Cornwall*, *Hororata*, *Surrey*, *Otaio*, and *Dorset*. During the Great War Captain Matthews was in command of transports carrying Australian troops. Three of his ships, *Ashburton*, *Armadale*, and *Arrino*, were torpedoed and sunk. He was in command of the transport *Armadale* in June, 1917, when the ship was attacked and sunk by enemy submarine. The submarine was beaten off twice, but on the third attack the torpedo found its mark and the *Armadale* went to the bottom. For his plucky fight Captain Matthews was awarded the Distinguished Service Cross, which he received at the investiture at Buckingham Palace, in February, 1918.

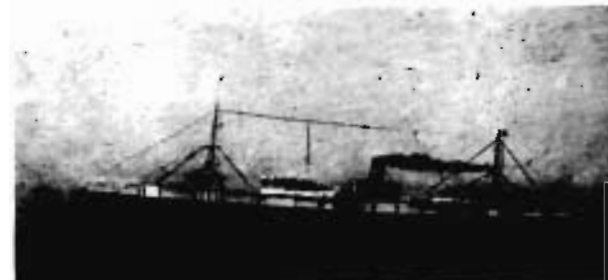
Armadale. 6153 tons. Built 1909 by C. Connell & Co., Glasgow. 395 feet long, 51 ft. beam, 26 ft. draft. Speed 12 knots. Signal letters "HPVL". 1912—Master A. Hunter. The *Armadale* was requisitioned in 1914 as A.26 by the Australian Government and was employed in conveying the first A.I.F. to Egypt, her master being then Captain A. Hunter. Control ended on 7th June, 1917, when the *Armadale* was sunk by enemy submarine.

Ajana, 4873 tons. Built 1912 by Russell & Co., Glasgow. Length 454 feet, beam 56 ft., draft 26 ft. Speed 12 knots. Signal letters "HVSF". Master T. Young.

The *Ajana* was requisitioned in 1915 as A.31, employed conveying the second A.I.F. to Egypt; the ill-fated submarine AE.2 was towed in this convey by the *Berrima* (A.35). Lieutenant-Commander H. H. G. D. Stoker, R.N., D.S.O.,



SS. "Australind," Gravesend—1912.



SS. "Arrino"—1910.

being in command of the AE.2, which was sunk at the Dardanelles in 1915. Lieutenant-Commander Stoker, who was a prisoner-of-war, is now a well-known actor on the English stage.

The *Ajana* also carried on this voyage the spare parts and gear of the lost AE.1 from Adelaide to Port Said. Control ended on 12th May, 1917. The *Ajana* was attacked by enemy submarines in the channel on 14th April, 1917; torpedo missed ship. Attacked off North-West coast of Ireland 29th July, 1917; chased by enemy submarine but saved by own speed. The *Ajana* was sold to foreign owners in 1925.

In 1910, Captain F. Yates swallowed the anchor, settling in Fremantle and engaging in Stevedoring. He died in 1935, leaving a widow, son and daughter. Captain T. Young took over command of the *Arrino*. Regular voyages were made by Trinder Anderson's steamers from London to Fremantle, Albany, Port Pirie, Adel-

aide, Melbourne, Sydney, with general cargoes; loading wool in those ports for Dunkirk, Antwerp, Middlesboro, Hull, Newcastle-on-Tyne and Immingham. Full cargoes of iron ore were also loaded at Port Pirie for Dunkirk, Antwerp, Bristol Channel ports and Glasgow.

No doubt many seafarers will remember the kindness, at Port Pirie, of Captain Medlam, of the *Nelkibee*, and of Mrs. Medlam and her daughters, who kept open house to all seafarers.

In 1911 the *Arrino* was under charter to the Federal Steam Navigation Co., loading a cargo of wheat at the Bluff, Omaru and Timaru; home via Cape Horn, bunkering at Monte Video and Las Palmas; sailing again under charter to load cotton at New Orleans, Mobile, for Liverpool.

The writer was transferred in 1912 to the *Australind*, joining that vessel in Sydney. The Master was Captain F. Dent; Chief Off-

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CAPTAIN (E) CHARLES CARR CLARK, O.B.E., D.S.C., R.A.N.

General Manager of the Williamstown Naval Dockyard.

THE subject of this month's "Naval Personality," Captain (E) Charles Carr Clark, O.B.E., D.S.C., R.A.N., General Manager of the Williamstown Naval Dockyard, is one of those who, if he did not sell a farm to go to sea, broke away from the parental following of the land to answer the call of wider ocean horizons.

The son of the late George Carr Clark of East Talgai, a grazier on the Darling Downs, Charles Carr Clark was born in the Queensland town of Warwick on the 21st. August, 1902. He received his early schooling at Toowoomba Preparatory Grammar School, and on the 16th. January, 1916, entered the Royal Australian Naval College as a Cadet Midshipman. He graduated from the College four years later as a Midshipman, and received his first sea-going appointment in H.M.A.S. "Torrens," one of the first six destroyers of the Royal Australian Navy, and one of the three of that six to have been built in an Australian yard, at Cockatoo Island. His association with Australian-built ships thus came early in his career.

His appointment in "Torrens" was not of long duration, for in 1920 H.M.S. "Renown" came to Australia bringing the Prince of Wales on his visit to this country, and when the battle-cruiser returned to the United Kingdom she carried the young Midshipman as one of her complement. With the Royal Navy he served in various units of the Home Fleet and, on his promotion to Sub-Lieutenant in January, 1923, decided to specialise in engineering. There followed Engineering Courses at Greenwich College and at Keyham Engineering College, Plymouth; and in July, 1924, Charles Clark was promoted to Lieutenant (E).

A further period at Greenwich College for the "Dagger" Course ended in 1926, after which he returned to Australia and joined the first H.M.A.S. "Sydney." "Sydney's" sister ship "Melbourne" took him back to England in 1927, when the four-funnelled cruiser carried home the ship's complement of the present "Australia," then building at John Browne's yard on the Clyde. "Australia" commissioned in 1928, and he returned in her to

Australian waters, remaining for some eighteen months in the ship, being then appointed Second Assistant to the Engineer Manager at Garden Island, a position he occupied for two-and-a-half years, during which period in 1932—he was promoted Lieutenant-Commander (E).

There followed sea-going appointments in H.M.A.S. "Albatross," in H.M.A.S. "Canberra" as Senior Engineer, and in H.M.A.S. "Stuart" as Flotilla Engineer Officer. At the end of 1936, now promoted to Commander (E), came an appointment to Garden Island as First Assistant and Deputy Engineer Manager, a position Commander Clark occupied for six years until, in October, 1943, he again received a sea-going appointment, once more in H.M.A.S. "Australia."

Commander Clark served in "Australia" throughout her service with the Seventh Fleet in the assault phases of the war against the Japanese in the South West Pacific, and was in her during the Leyte Gulf and Lingayen Gulf operations, when she was the target for Kamikaze aircraft and suffered considerable damage and casualties. For his services on these occasions he was awarded, on 27th. March, 1945, the O.B.E. "For skill and gallantry during operations in Leyte Gulf" and, on 1st. May, 1945, the D.S.C. "For gallantry, skill and devotion to duty whilst serving in H.M.A.S. 'Australia' in successful assault operations in Lingayen Gulf."

When, in mid-1945, H.M.A.S. "Australia" proceeded to the United Kingdom for repairs, Commander Clark was in the ship, but in September of that year he was flown back to this country from England to take up his present appointment as General Manager, Williamstown Naval Dockyard, with the rank of Acting-Captain (E), receiving confirmation in that rank in December, 1946.

In December, 1928, Captain Clark married Margaret, daughter of the late M. G. Haymen of Brisbane, and is the father of two boys and two girls. Tennis and the garden afford him recreation, and for relaxation he wanders along the pleasant byways of Isaac Walton, armed with a trout rod.



Captain (E) Charles Carr Clark, O.B.E., D.S.C., R.A.N.

BY "RUNCIC" TO ENGLAND FIFTY YEARS AGO

IN THIS CONTINUATION OF EXTRACTS FROM HIS INTERESTING FIFTY-YEAR-OLD STEAMER DIARY MR. J. N. BARCHAM TELLS OF EMBARKATION PASKET IN TABLE BAY AND OF THE PASSAGE THROUGH THE TROPICS TO TENERIFFE

By J. N. Barcham

On Tuesday, 22nd July, 1901, more land was in sight from the decks of the "Runic." It was a "patch of land, or rock. What it was, no one seemed able to tell me, and the officers are quite unapproachable, except by good-looking girls. You see we are only steerage passengers and as such are infinitely beneath the notice of even the umpteenth officer. The ship's captain and officers mess together in a luxuriously fitted saloon of their own, and their food is all first-class saloon fare. Once a week, however, the poor Purser has to do penance by pretending to dine with us. Once our table was honoured by his presence for ten minutes, and so I know he only pretends to dine, but no doubt makes up for his privations later on."

Our Diarist has a few words to say about the "Runic's" Captain. He was "rather an old man, who sits in a deck chair outside his cabin and smokes innumerable cigars in solitary state most of the time. Once, however, I do remember him unbending, and this is how it happened. We had at our table a very pretty girl of about 20, a Miss K—, of Sydney. One day, after we had been about a fortnight at sea, this young lady, strong and fearless in her beauty, actually climbed up the sacred heights and interviewed his serene highness, our Captain."

"She told us about it at dinner next day. She said: 'I was determined to see if the Captain could be made to open his mouth, to do something more than puff cigar smoke out of it. I really didn't know quite what to say to him, so I made up a little yarn. I said, 'Oh, good-day, Captain. I beg your pardon, but some of the people told me we are only third class

passengers. It isn't true, is it?' The Captain unbent completely, and replied: 'My dear young lady; it isn't true at all. You are first-class passengers, travelling third.'"

Good for the Old Man. He had not, you see, come down in the last shower. Nor had his cigar-smoke incense blunted his diplomacy nor dulled his sense of humour.

This 22nd of July was the eve of arrival at Cape Town, and during the evening our Diarist was invited to a "cake and wine supper" to farewell some of the departing Cape passengers. "As I am an abstainer, I went to the bar for some ginger ale, which to my surprise was given to me free. It was explained to me that a number of Cape passengers had 'bought the bar' for one hour during which time any one could go and get drinks gratis. This, as one might expect, led to trouble later on in



"Next moment she made two very hard, quick steps at his face."

the night. At first there was a lot of harmless larking going on, which, as more and more liquor was absorbed, turned to a sort of madness. About a dozen Cape men got quite unmanageable, and began heaving the deck chairs overboard. They had successfully launched over twenty when a couple of cabin stewards tried to stop them. One of these stewards was our bedroom attendant, and it was from him that I got the news of this drunken brawl."

"He said he really thought it was all over with him, as they had actually dragged him to the bulwarks, to which he clung with all the energy of despair. However, help opportunely arrived in the shape of the Third Officer who, armed with a revolver, and backed by some half-dozen seamen, quickly drove the tipsy crowd below, where they were bundled into what he called a 'rope locker' for the night."

The Cape produced some of its specialty in weather the following morning. "At 2 a.m. we ran into dense fog, and the engines were slowed down so much that it woke me. I missed the powerful vibration of the screws. Then the fog airen kept up such a terrific screaming and hooting that sleep was impossible. So I rose at 4 a.m. and went on deck. At 6 a.m. the fog lifted, and we went full steam ahead once more. But fogs at sea are extremely unpleasant, and I have often heard my sailor brothers say it was about the only thing the commander of a modern steamer dreaded."

It may perhaps be interpolated here that the Captain of the "Runic," "who sits in a deck chair outside his cabin and smokes innumerable cigars in solitary state most of the time," no doubt ex-

changed his lonely deck chair for what Conrad describes as "the loneliness of command" up on the bridge during that period of fog. That is the real loneliness, that of being the one man in command of a large ship, and answerable for many lives in a time of danger, with the sole responsibility for the making of quick and vital decisions. It is a point of which sight should not be lost.

But let us return again to our Diarist, and to the clearing fog. "Presently Table Bay came in sight, and we got an end-on view of the celebrated Table Mountain. Then the fog came down again and blotted it out altogether. As our arrival took place soon after the close of the Boer War, the bay was crowded with shipping, amongst which the 'Runic' anchored at 8 a.m."

Our Diarist did not go ashore at the Cape. But he suffered all the inconveniences of arrival at port. "A very hurried, muddled breakfast, as most passengers were scrambling to get on deck."

"All hands on deck for inspection." Cape men, port side; Londoners to starboard. Permits and tickets were now examined by the Naval Commandant, during which time (and it was an awful time, too) no one was allowed to go below."

Then the Cape passengers disembarked. "The sea was rough and choppy for small boats, and they had a bad time of it getting into the tender, over which spray was freely flying. After dinner got out my sketch book and paints, hoping to get a picture of Table Mountain, but could not manage it owing to persistent misty rain."

Our author digresses now for a few lines to record a "somewhat dramatic happening" which had occurred the previous night. It was one of those minor shipboard tragedies, containing a warning to impressionable young ladies to beware of handsome shipboard acquaintances of the opposite sex. But let him tell the story.

"The big saloon was pretty full of people farewelling, talking and



"Anyone can get two helpings of pudding if only he likes to wait long enough."

playing cards, when suddenly I heard a kind of stifled scream. It seemed to come from the far end of the saloon. Presently I saw a rather pretty young woman walking quietly down the alleyway next our table. She looked all wild and disordered, her hair flying loose, her cheeks flaming red, and her eyes (what the novelists term) blazing. She passed us, and on my looking round I saw her walk quickly up to a man who appeared to be trying to leave the saloon. Next moment she made two very hard, quick steps at his face, both of which (as the boxers say) connected. Needless to say there was a great commotion in the immediate neighbourhood of the slapper and the belapped. The lady raised her voice and denounced the man as a beast, a scoundrel and a dastardly deceiver. The man managed to get out of the door, but she followed him, and the row went on outside for a little longer, but stewards and passengers interfered and hustled the 'deceiver' up

on deck, while others led the now loudly sobbing lady to her cabin."

It was the old story. The man had been making love to the young lady. . . . They were to have been married in Cape Town. . . . And now it turned out that he already had a wife and three children in Sydney. He went off ashore with the other Cape passengers, but without the lady.

In the afternoon, the passengers embarking at the Cape for London boarded the "Runic." Embarkation was out in the bay, and the method will awaken memories in old-timers who knew the Cape. "At 3 p.m. two tenders came off full of new passengers for London. As already mentioned, the sea was rough and choppy for small vessels, but not enough to stir the big 'Runic.' Oh, the poor, poor passengers. What a time of it they had! They were drenched with spray and most of them very sea sick, and yet they had to try to climb into a kind of basket to be hauled up the steamer's side. It must have been very exciting for them. First a wave would tow their little steamer fully ten feet up, and then down it would go again into the trough of the next wave. The sick and shaky passengers had to be suddenly dumped into the basket at exactly the right moment. Both tenders were unloading their miserable human freight at one and the same time. One astern and the other amidships. It was truly wonderful that this dangerous business was got over with nothing worse than an occasional ducking. My! They did look a forlorn and miserable lot of men and women as they were led away to their respective cabins."

Mr. Barcham permits himself a slight, but conscience-stricken crow at being an old seadog. "Had an excellent tea, but very few recent arrivals appeared, as the 'Runic' was off full speed and rolling in great style. It is, of course, a silly sort of vanity, but still one cannot help feeling a sort of superior pride in being able to eat heartily and walk about comfortably, while

so many others are lying in their bunks groaning and crying for stewards to bring them cuspidors."

The weather remained fairly rough for a few days. Our Author spent an hour or so reading the "Cape Times." "It proved a disappointing paper to me, as it contained no cable news at all." Three days out there were "still fiddles on the tables. More fiddles than passengers." But things were looking up, and on Saturday, the 26th July, he went on deck and "found the sailors busy putting up a great canvas awning over the whole stern deck—a sure sign that we shall be enjoying tropic heat presently."

Later in the day he is struck by the invasion of modern gadgets in the realm of the sea. "Up on deck for a promenade. On going forward and looking over on to the lower deck, I saw the chief cook working a phonograph, with a group of modern Jack Tars around him. Just fancy, instead of a jolly old sea dog roaring some old time sea song to a few rough sailors on a wooden sailing ship, here is a cook making a metallic affair sing music hall songs in a brazen voice with a crowd of so-called sailors (really greasers and firemen) lounging round him. No sails, no wooden walls, but iron and steel everywhere, and the mighty pulsations of two great screws both heard and felt all the time."

The following day is plum duff day—Sunday—and our Diarist lets us into a secret. "Sat reading 'Hypatia' until dinner time. To get an extra helping of plum duff I had to resort to strategy. Thus: after eating my first helping I put my plate under the table, keeping the spoon in front of me, and placing plate with remains of meat, etc., a little to one side. Then when the steward comes round, he forgets and thinks I haven't had my pudding, and so I get helped twice without delay. Of course, anyone can get two helpings of pudding if only he likes to wait long enough, so very long in fact, that very few care to order a return of anything."

A few nights later, on the 29th July, we get a fine picture of a tropical evening on board. "The night is dark and hot, but the slight draft caused by the steamer's forward movement keeps us from being stifled. The water all round the ship is lit up in long lines of phosphorescent light. Single passengers, pairs and groups, pass and repass my chair. Every port hole is a gleaming circle of bright electric light. Now and again a nearby door opens, sending a shaft of light across the deck. From where I sit I can see through the open door into the smokeroom. It is foggy with smoke, and coatless men are in there with their shirt sleeves rolled up, playing cards and drinking. Looking up I can see the dense spiral of smoke pouring from our one huge funnel; at the same time, I hear the thud, thud of the screws, and feel my chair tremble with their never-ending vibration."

On Friday, 1st August, the "Crossing the Line" ceremony was held in the "Runic." The festivities were held on the foredeck, where "a large sail had been partly suspended by its four corners from a boom, and filled with sea water. A wooden platform ran along one side of the sail-tank. The upper deck was crowded with passengers, and even the bridge had a good many officers and lady friends looking on at the nautical pranks."

Father Neptune and his satellites boarded over the bows at six bells in the forenoon watch. The usual procedure of shaving, ducking, and giving the victim a large pill of soap, was followed. The proceedings, ended when: "Neptune having left with all his satellites, some half dozen of his recent victims leaped into the pond and, seizing the hoses pointed them right into the admiring crowd. I escaped, but quite a number were drenched to the skin. The Captain and officers, with their lady

friends, were thoroughly enjoying the fun, when all at once one of the more adventurous novices turned his hose full on the bridge with what results I leave the reader to imagine. Anyway, it caused the fun to cease as if by magic, for the water was instantly cut off from the hoses, the pond became dry, and the sail was taken away."

The "Runic" pursued her way northwards through the heat. And she had a warm passage through the tropics. Our Diarist records the cabin temperature as near the nineties day after day. He spent much time lying around the deck, lightly clad, reading and smoking. He tried Boer tobacco, given to him by one of the passengers who had boarded at the Cape. "Kat River" brand. "At first it seemed just like bonfire smoke, but got used to it later on and liked it fairly well." He read "Hypatia", "Peck's Bad Boy", and Scott. He did a sketch or two in autograph books for fellow passengers. He watched Bying fish, played euchre, looked at photographs of Kimberley taken during the Boer War, and talked on a variety of subjects.

The weather became cooler. "The breeze is cool and invigorating; quite different from the hot sultry winds we had while passing through the tropics." "A steamer has just passed us with two sails set. It was a most beautiful sight, and we got a fine view of it, as we were only two or three hundred yards distant." That was on the 7th August. The following day, when it was "fine, bright and sunny; wind cool and extra strong; sea choppy," "Teneriffe peak came in sight 'like a cloud.' And there we will leave the 'Runic' and our Diarist until next month.

In the October Issue of "The Navy" Mr. Barcham will take us on the final passage of the voyage, and Home to England.



"AWATEA"—GALLANT NEW ZEALAND SHIP

THE UNION COMPANY'S FINE STEAMER HAD NOTABLE WAR RECORD AND WAS ONLY MERCHANT SHIP IN BATTLE OPERATIONS WITH NEW ZEALAND CREW

By James A. Stewart

T.S.S. "Awatea," the pride of the Union Steamship Company's fleet, was a twin screw turbine steamer of 13,500 gross tons, built by Vickers Armstrong at Barrow-in-Furness. She was designed to compete with the Matson Liners "Monterey" and "Mariposa" on the run between Sydney and New Zealand, and was designed for high speed. The contract called for 22½ knots with all six boilers in use. On her acceptance trials, "Awatea" touched 23 knots with only four boilers alight.

On her maiden voyage from Greenock, Scotland, to Wellington, New Zealand, "Awatea" made the trip on three boilers at an average speed of 17.06 knots, and took 28 days, 14 hours, and 20 minutes on the voyage, breaking the record for the trip held by the Blue Star Line motor ship "Sultan Star."

"Awatea" was commanded from the start of her career by Captain A. H. Davey, who left the "Monowai" to take over the "Awatea" at Barrow. In the years that followed, the Captain became as famous as his ship. He established a reputation for punctuality and keeping to the minute of the schedule. He never needed to send lengthy messages to his owners about the time he expected to berth, his advice consisting of one word—"schedule"—which meant what it said.

Record after record was broken by this splendid ship and her fine commander. In 1937 the "Awatea" was claimed to have established a new record for miles travelled and ports visited, in 35 weeks making 61 Tasman crossings, and 10 coastal voyages each of 237 miles in New Zealand waters. In all she covered

82,440 miles, made 75 calls at ports, and carried 25,000 passengers. On only a few occasions did she require the assistance of tugs when berthing.

On the outbreak of war in 1939, "Awatea" was in dock for routine overhaul, and Captain Davey was transferred to the "Maunganui." After completing the overhaul, "Awatea" resumed in the Tasman service in her normal colors. Her first war job was to transport the advance guard of the NZEF to Sydney, to join a convoy for the Middle East.

In July, 1940, the ship was sent to Manila to evacuate women and children to Sydney. After completing this task, "Awatea" was employed on the Sydney-Auckland-Vancouver service, carrying Australian and New Zealand airmen to Canada. In December, 1940, she carried New Zealand troops to Colombo to

join a fast convoy for the Middle East. Early in 1941 she came back to the Tasman for a brief period, and Captain Davey was given the honor of commanding the ship once more before retiring owing to failing health. In September, 1941, the ship was requisitioned by the British Ministry of War Transport at Vancouver, and left that port for Scotland to begin her war service in earnest.

As she was leaving Vancouver harbor, "Awatea" collided with the U.S. tanker "Lombard," and sustained such serious damage that she was forced to return to port for repairs. While these were being effected she was stripped of her luxury furnishings in preparation for the grim duties that lay ahead. Most of these fittings were sold or otherwise disposed of, hardly anything being stored.

When repairs were finally completed, "Awatea" sailed for Hong Kong, with Canadian troops of the Winnipeg and Ontario Regiments who were to serve as reinforcements for the garrison there.

"Awatea" was now a vastly different ship from the handsome luxury liner of pre-war days. Gone were the sparkling lights on the decks, and the rich elegance of her public rooms. The entire ship was blacked out and sinister looking, the once luxurious interior barren and austere, and the gleaming paint of hull and upper works hidden beneath a coat of drab grey. The funnels were part of the grey anonymity, no hint of their gay red showed now. The whole appearance of the ship suggested purpose and determination, and hinted at the grim experiences through which she was to pass.

After leaving Hong Kong, the "Awatea" went to England, sailing via Singapore, Colombo, Mombasa, Capetown and Trinidad. Nearing the port of Liverpool she was intercepted by a prowling U-boat which made a torpedo attack. Due to her su-

perior speed, "Awatea" was able to dodge the missile, but only by a narrow margin. After taking troops from England to the Middle East, "Awatea" embarked at Bombay women and children evacuees from the Netherlands East Indies who had been taken there for safety, and who were now going on to England. On the return journey "Awatea" was attacked by a surface raider, but again due to her speed she escaped, and reached England without further incident.

Her next voyage was to South Africa. During the course of this voyage, "Awatea" collided with the ship "Empire Pride," a member of the same convoy. Luckily no serious damage was done, and both vessels proceeded under their own power. On the return journey via Bermuda and Halifax, carrying troops from Halifax to England, "Awatea" rammed and sank the U.S. destroyer "Buck," one of the convoy escort. The circumstances were similar to the now famous "Queen Mary"/"Curacao" case, the destroyer having crossed "Awatea's" bows too sharply during an alarm. The "Buck" was cut completely in two and sank very quickly, while "Awatea" suffered such serious damage to her bows that she was forced to return to Halifax for repairs.

After repairs were completed some months later, the ship sailed for Scotland, arriving in October, 1942, to be converted into an L.S.I. to take part in "Operation Torch," the invasion of North Africa. When converted, she spent some time making practice landings in quiet Scottish Lochs, and at the end of October joined the famous 500-ship armada to Africa. This armada contained her Union Company companions "Aorangi" and "Monowai," as well as the entire P. & O. passenger fleet.

Originally it was intended that "Awatea" part of the job would finish at Algiers, where her commandos captured the forts on

November 8th. But owing to one of the tragic tricks of fate so common in wartime, she was forced to go on to her doom. The "Strathnaver" developed boiler trouble and had to remain at Algiers, and "Awatea" was the only spare ship, so she took the place of the P. & O. liner, sailing for Jijelli on November 10th, where she had the hazardous task of landing further assault troops and R.A.F. commandos, who were to capture a vital aerodrome. On arriving at Jijelli it was found that the swell was too heavy to permit the launching of the landing barges, so the ship was ordered back to Bougie to disembark her troops and then return to Gibraltar.

When she arrived at Bougie in the early morning, the anchorage was under ceaseless attack by all types of bombers from bases on Sardinia. It was realised that "Awatea" would present a tempting target, so it was planned for her to leave as soon as possible. All day long the planes attacked, and at 4 p.m., when "Awatea" made a move, she became the concentrated target for hordes of planes which roared down on her from the cover of low clouds. The ship put on speed when clear of the harbor, and adopted evasive tactics to escape the merciless hail of bombs crashing down on her. But in spite of twisting and turning and firing every gun, the planes landed bombs on the forward part of the ship, starting huge fires. The gunners kept up a non-stop fire, but were unable to drive off the attackers who came over in relays. An aerial torpedo, which crashed through the engine room, finally ended the gallant but hopeless battle.

The order was given to abandon ship, since the vessel was now at a standstill, and the flames had gained a great hold, turning her into a raging inferno. As the crew made their way to the boat stations they were machine gunned by a plane which swept low over the deck, but no one was

Continued on page 42.

VOYAGE SOUTH TO MACQUARIE

L.S.T. 3501 FOUND IT. A NARROW WEDGE OF LAND UPTHRUST FROM THE BED OF THE SOUTHERN OCEAN. WIND-THRASHED, SEA-BUFFETED, ROCK-GIRT. HOME OF SEA ELEPHANTS, SEALS, AND SKUAS; AND OF THE UNFORGETTABLE STENCH OF PENGUIN ROOKERIES

By Lieutenant-Commander G. M. Dixon, D.S.C., R.A.N.V.R.

DURING December and January last, L.S.T. 3501 made a voyage into the Southern Ocean to Heard and Kerguelen Islands, to land a party of scientists on Heard, and to establish a fuel dump on Kerguelen. In February and March of this year she made another southerly voyage, on this occasion to Macquarie Island, some 800 miles or so south of Tasmania. Both voyages were made in connection with the work of the Australian National Antarctic Research Expedition, with which L.S.T. 3501, in conjunction with H.M.A.S. "Wyatt Earp," was working.

Again, on the Macquarie Island voyage, L.S.T. 3501 carried a party of scientists. They were to be landed on Macquarie Island as their colleagues had earlier been landed on Heard, and there they were to remain for some twelve months or so carrying out observations and research, largely meteorological, having a bearing on Australia's interest in the great Antarctic Continent.

The plans envisaged parties of scientists being established on the island for at least a five-year period, so some provision was made to set them up with supplies which in time might develop into "home grown." L.S.T. 3501 therefore carried various vegetable seeds for planting on the island—including those of carrots, turnips, swedes and potatoes—and some sheep and goats; in all 33 Border Leicester sheep (three rams and 30 ewes) and eight goats, these being of the Saanen breed, noted for milk production. Oaten hay and oaten chaff were carried as fodder for the animals on the voyage, it being anticipated

that they would live "off the land" when they reached Macquarie, feasting on vegetation similar to wild cabbage, which grows on the island.

Commanding Officer of L.S.T. 3501 on both voyages was Lieutenant-Commander George Manley Dixon, D.S.C., R.A.N.V.R. Lieut.-Commander Dixon is a very good descriptive writer. Readers of "The Navy" will no doubt remember his excellent article in our issue of April last, "Voyage to Heard and Kerguelen," in which he graphically described L.S.T. 3501's first jaunt to the South. Now we are fortunate in that he has picked up his pen again, and has kindly written for "The Navy" a description of the second southern voyage. So now we will hand over to him, and let him tell his story in his own words.

Some eight hundred odd miles South by East of Hobart—writes Lieut.-Commander Dixon—Macquarie Island is a narrow wedge of land upthrust from the bed of the Southern Ocean. Twenty-one miles in length by from one to three miles wide, it rises to 1400 feet at its highest point. Mostly, the green slopes of the hills descend steeply to the fore-shore. And off the fore-shore, an almost uninterrupted fringe of rocks completely circles the island.

Since it was visited by Captain Fred Hasselborough of the brig "Perseverance" in 1810, Macquarie Island has been occupied on several occasions, principally by sealers. The only scientific expedition previously to remain on the island for any length of time was that established there

by Sir Douglas Mawson, from 1911 to 1914. Now L.S.T. 3501, having refitted in Melbourne after the voyage to Heard Island on the occasion of our establishing a scientific research station there, loaded stores and equipment—including sheep and goats—to transport another expedition, this time to Macquarie Island.

The Expedition consisted of twelve scientists, and it was to carry on the work originally started on the island in 1911.

On 3rd. March, 1948, Hobart, from whence so many expeditions to the Far South have set out, faded in the distance astern as we turned our heads seawards to cross the Roaring Forties. The awe inspiring "greybeards"—as the huge seas of this region are known by sailors—were in one of their less fearsome moods, and we made a quick passage through comparatively calm seas. The fourth day out brought us in site of the Judge and Clerk Islets, two ugly rocks which lie seven and a half miles north of Macquarie. The dark outline of the island soon came in view. It was a grey land under a grey sky, set in a granite ocean. A formidable-looking, uninviting shore, shrouded in a veil of mist.

"We came to anchor in Buckles Bay, on the north eastern corner, and felt more cheerful when the clouds cleared away and bright sunshine changed the scene, and lent an air of friendliness to our surroundings. It had previously been decided that the permanent camp of our twelve scientists should be erected on the low-lying peninsula which forms a narrow neck at the northernmost extremity of the island. It was

here that the Mawson Expedition had established its camp in 1911.

We accordingly lowered a boat and set off to look for a landing place, eventually finding one in Garden Bay, an indentation between two spurs of rock in Buckles Bay. Here, as elsewhere, the fringe of rocks was covered by a dense growth of kelp, a particularly tough kind of seaweed, whose fronds grow to many feet in length. It makes small boat navigation in its vicinity difficult, as it is great stuff for fouling propellers if it gets a chance.

However we got through without mishap on this occasion, and soon found a channel which led us in to a beach of grey shingle. Here we were greeted by the fauna of the island. Large elephant seals abounded, and every where grunted their disapproval of our intrusion. Little Maori hens scuttled away into hiding among the tussock grass at our feet. Overhead the skua gulls screamed discordantly and protestingly. And penguins, their curiosity aroused by the strange apparitions of the invaders, stared at us in wonder.

There are several varieties of penguins on Macquarie Island. They nest in enormous rookeries, where thousands upon thousands of birds are so thickly packed together that there is one to every few square inches of earth. The noise of their incessant chattering is deafening. The stench they make is something that is not easily forgotten.

The only signs of past human occupation were the rotting timbers of the Mawson Expedition's hut and, further along the peninsula, some ancient rusting boilers, relics of the sealers. In these old boilers the hulk of sea elephants and fur seals had been rendered down into oil, the sealers taking heavy toll of this animal population of the island. During our explorations we disturbed two fur seals. They are majestic beasts, and, unlike the sluggish sea elephants, they showed fight at our approach, rising up with

manes abristle, and making at us. We took good care to give their dangerous fangs a wide berth.

The Leader of the scientific party, Mr. Martin, having decided upon his camp site, we commenced operations on the beach in Garden Bay, where the channel between the rocks afforded the least obstruction to our landing craft. As the result of our experience at Heard Island we had brought two DUKWs with us on this expedition. The value of these amphibious trucks had been proved in their successful use in many landing operations during the war.

Back on board L.S.T. 3501, we launched the first of our pair, and anxiously watched its course to the shore. It literally climbed over the outlying submerged rocks, pushed aside the kelp, and finally emerged on to dry land, driving triumphantly up a slope from the beach to deposit its load at the camp site.

One of the greatest hazards in the operating of boats between ship and shore in these latitudes is the recovery of craft during the sudden and violent changes of weather that occur. The great value of a DUKW lay in the fact that, if caught by sudden bad weather, it could remain safely on dry land until conditions bettered and the sea became calm enough for it to return to the ship without danger. The load that a DUKW can carry is, however, limited, so we had in addition a number of big pontoon rafts, each capable of carrying from ten to twenty tons. With these we handled and landed the heavier items of stores and equipment, including four mobile electric generators, and a bulldozer.

We put the bulldozer ashore on our second day at the island, and there were loud cheers from all hands as it lumbered up the beach to level off the camp site. Later it performed valuable work in dragging the large cases of building materials ashore from the rafts.

Day by day, as work progress-

ed, the piles of cases in the hold of the L.S.T. grew smaller. The ferrying and landing of our cargo could only be carried out during the spells of calm weather. There were frequent interruptions to this, when violent gales sprang up, and the L.S.T. had to leave her anchorage and proceed to sea for safety on whichever side of the island afforded a lee. During these gale periods, heavy surf thundered over the rocks, piling the kelp feet deep on the shore. We were thus given plenty of work clearing landing spaces of the storm's handiwork before we could resume discharging operations on each occasion.

At times it was impossible to get the shore working parties back to the ship when we were caught by sudden gales. They then put in an uncomfortable night camping in tents, sleeping in their wet clothes on damp blankets. There was one thing about this experience. Those who had it learned a new appreciation of a hot bath once we were able to recover them on board.

Gradually some order was established, one of our first jobs being, with the aid of tarpaulins, to patch up the ruins of the old Mawson Expedition hut to serve as a temporary kitchen, where some hot food could be prepared on an oil stove. It was hard, gruelling work, and in almost perpetual rain. The camp site presented a depressing scene when it became a quagmire reminiscent of the roads in Flanders during the 1914-18 war. The men were wading knee-deep in mud, and constant delays were caused when either the bulldozer or the DUKWs would become bogged and have to haul one another out, until finally the torrents of rain water washed away the subsoil, and left a firm track on the hard rock beneath.

Macquarie Island, although devoid of any kinds of trees or shrubs whatsoever, is covered with low-growing vegetation, which is quite luxuriant on the

Continued on page 63.

SEAS, SHIPS AND SAILORS - NORTON -



- CITY OF DUNEDIN -

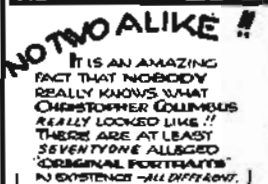
THEY DISAPPEARED "M11"

THE PADDLE STEAMER CITY OF DUNEDIN, N.Z. FROM GLASGOW IN 1865, AFTER A HECTIC PASSAGE OF 138 DAYS, EIGHTEEN MONTHS LATER, MAKING A ROUTINE TRIP FROM THE SOUTHERN PORTS TO HOKITIKA, SHE LEFT WELLINGTON IN BAD DAYLIGHT AND A CALM SEA, WITH 14 PASSENGERS, A CREW OF 75, AND A FULL CARGO. SHE WAS SEEN CIRCUING IN COOK STRAIT - AND THEN - DISAPPEARED. THEORY IS THAT SHE STRUCK FLOATING LOGS, WHICH WRECKED A PADDLE AND HOLED THE HULL.



COASTING VOYAGE

IN JULY, 1880, A "COASTING LICENSE" WAS ISSUED TO THE QUEBEC BARQUE "SARVET" TO ENGAGE IN VOYAGES BETWEEN QUEBEC AND VICTORIA, B.C. - A DISTANCE OF 16,000 MILES BY CAPE HOOD. THIS IS A WORLD'S RECORD FOR A "COASTING RUN".

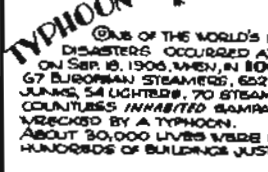


NOT TWO ALIKE !!

IT IS AN AMAZING FACT THAT NOBODY REALLY KNOWS WHAT CHRISTOPHER COLUMBUS REALLY LOOKED LIKE !! THERE ARE AT LEAST SEVENTY-ONE ALLEGED "ORIGINAL PORTRAITS" IN EXISTENCE - ALL DIFFERENT.



007 ALBATROSS CAUGHT IN THE SOUTH PACIFIC IN 1847 WAS TAGGED AND SET FREE. IT WAS CAPTURED BY ANOTHER SHIP 12 DAYS LATER, 3,600 MILES AWAY. BIRD HAD THIS FLOWN MORE THAN 280 MILES A DAY.



TYPHOON TRAGEDY!

ONE OF THE WORLD'S MAJOR SEA DISASTERS OCCURRED AT HONGKONG ON SEP. 15, 1906, WHEN, IN 800 MINUTES, 67 EUROPEAN STEAMERS, 622 CHINESE JUNKS, 54 LIGHTERS, 70 STEAM LALONGS, 20 COUNTRIES INHABITED BOATS, WERE WRECKED BY A TYPHOON. ABOUT 30,000 LIVES WERE LOST, AND HUNDREDS OF BUILDINGS JUST "FOLDED-UP".



MARITIME NEWS OF THE WORLD



From our Correspondents in LONDON and NEW YORK

CAPTAIN'S FUNNEL

"The Nautical Magazine," describing two new single-screw, geared-turbine cargo liners built in England for the Silver Line, tells of the unusual Captain's quarters in these ships. The vessels are of novel appearance, with two very large stream-lined funnels, of which the forward one is a dummy and worked into the bridge erection. "The captain's quarters are in the forward funnel, under the wheelhouse, and with its streamlining they are naturally of a curious shape which cannot add to their comfort. The day room is not unorthodox, merely a bowing of the forward bulkhead, but the bedroom at the after end is far more sharply shaped and its disadvantages are obvious."

BRITAIN'S PASSENGER-LINER LEAD

By a short head, Great Britain leads the rest of the world in pas-

senger fleets of ships of more than 10,000 tons, operating on regular trans-oceanic schedules, according to the American Merchant Marine Register. Of a world total of 1,039,000 tons, Great Britain has a lead over all the rest put together, of 10,000 tons, with 520,000 tons against 519,000. The total representing "the rest" is made up of: United States, 123,000 tons; Italy 96,000 tons; Netherlands 92,000 tons; France 75,000 tons; and all others 133,000 tons.

U.S. BUILDING TANKERS

No passenger vessels are at present being constructed in American shipbuilding yards, according to a report in the "New York Times." Of the 575,429 gross tons of shipping in hand or contracted for at the end of July in the United States, 508,180 tons were devoted to 32 tankers, and the remainder to 14 cargo ships and colliers.

BRITAIN HEADS BUILDING LIST

The combined tonnage of vessels of 1,000 gross tons or more building in the 11 principal maritime countries of the world, for the first quarter of this year, amounted to 8,480,558 gross tons. With 549 passenger ships, tankers, freighters and colliers on the stocks, Britain accounted for more than half this tonnage total. She was followed by Sweden, with 207 ships; Holland, with 78; France, with 67; Norway, with 61; Denmark, with 55; Italy, with 50; the United States, with 46; Canada, with 26; Belgium, with 21; and Spain, with 20.

NEW PASSENGER LINERS

The rehabilitation of Britain's Merchant Service after the war is getting into its stride now, as fine new passenger liners begin to take up their running on various trades. The Atlantic service has seen the Cunarders "Parthia" and "Media" recently take up their

ACTION BETWEEN SUBMARINES

A N action between submarines is a somewhat unusual affair. One does, however, take place upon occasion. Sir Henry Newbolt has written a vivid, gripping description of such an encounter which occurred during the 1914-18 war between a British submarine and a German U-Boat. There have been others. And in one of these, which took place during the last fling of the German submarine arm in the recent war, an Australian Naval Reserve officer played a leading part in the battle of tactics which led up to the destruction of the enemy.

Philip George Evatt, of Wollstonecraft, New South Wales, entered the Royal Australian Navy as an Ordinary Seaman, R.A.N.V.R., at Sydney, on the 4th. November, 1940. In February of the following year he proceeded overseas to the United Kingdom. Promoted Able Seaman in October, 1941, he entered King Alfred Officers' School in the following April, and on the 24th. July, 1942, was promoted Acting Sub-Lieutenant, R.A.N.V.R.

Sub-Lieutenant Evatt decided upon a Naval career as a Submariner, and served in various under-water vessels, including "P.42," "Talbot," "United," and "H.32," this latter appointment being his first experience as 1st. Lieutenant of a submarine. His promotion to Lieutenant, R.A.N.V.R., came in May, 1944, and in September of that year he was appointed to H.M.S. "Tapir" as 1st. Lieutenant.

It was in this submarine that he earned his Distinguished Service Cross, which was awarded on the 19th. June, 1945. "For exceptional skill, audacity and judgment whilst serving in one of His Majesty's Submarines." The citation, as is usual in such cases, leaves a great deal to the imagination. The Recommendation for the award throws a little more direct light on the matter.

"Lieut. P. G. Evatt, R.A.N.V.R.," it records, "H.M.S. 'Tapir,' for outstanding skill in trimming the submarine during a successful attack on a German U-Boat in rough and difficult weather. For efficiency of a very high order in training the crew and for a generally high standard as an officer during 13 war patrols. The U-Boat was destroyed by a salvo of torpedoes off Fejerson Fjord in April, 1945."

Well, there it is. It is a far cry from Sydney to Fejerson Fjord, and from being a young civilian unversed in the ways of the sea to being 1st. Lieutenant of one of His Majesty's Submarines, of sufficient experience to earn a high award "for efficiency of a very high order in training a crew and for a generally high standard as an officer during 13 war patrols."

But Lieutenant Evatt, in achieving this standard, ran parallel with a number of Australian Reserve Naval Officers in their differing spheres of activity, proving not only the excellence of the naval training which could produce such speedy results, but the high standard of the Australian raw material, and the aptitude of many Australians for the sea.

running, and they are shortly to be followed by the 34,000-ton "Caronia." Also on the Western Ocean run are the new "Newfoundland" and "Nova Scotia," of the Furness-Warren Line. On the Cape run, the Union Castle liner "Edinburgh Castle" will shortly follow the "Pretoria Castle" in making her maiden voyage. Soon we shall see the new Orient liner "Orcades" in Australian waters, closely to be followed by the P. & O. "Himalaya," which, with her 29,000 tons, will be the largest vessel ever to fly the P. & O. house-flag. "Oronsay," sister to the Orient Line's "Orcades," will come along shortly after, and then the P. & O. "Chusan," of 24,000 tons. It is a fine and heartening achievement.

MIGRANTS IN VIEW

The Orient liner "Orcades" has been built with migration requirements specifically in view, according to a report in the Melbourne "Herald." When she enters service in December, she will clip eight days off the pre-war Orient schedule, completing the voyage from England to Australia in 28 days, at 22½ knots. She will accommodate 780 first-class and 780 tourist-class passengers, and the margin between first and second-class fares has been reduced as far as possible in the hope of encouraging a wider section of the tourist public to travel first-class. This would release tourist-class accommodation for migrants.

CRANES V. DERRICKS

Periodically—as "The Nautical Magazine" remarks—there are waves of enthusiasm to fit gooseneck or other types of crane in place of derricks in passenger ships, the best remembered of these waves being in the case of the hydraulic cranes fitted into the P. & O. ships before the 1914-18 war. The derrick, however, still maintains its pride of place among cargo gear. The new Clan Line motorship, "Clan Macleod," illustrates this fact. Of 6020 tons gross, and with a dead-

weight capacity of 8,800 tons, she has twelve 5-ton, two 10-ton, two 15-ton, two 30-ton, and one 50-ton derricks, all served by electric winches.

CREW ACCOMMODATION

There is a growing trend to improve crew accommodation in modern ships. The new Anglo-Saxon motor tanker "Hyalina," for example, houses her ratings aft, where every man has a cabin to himself, furnished as comfortably as those for which many passengers paid first-class fare before the 1914-18 war. But suggestions made by kind-hearted people that Indian seamen should be given the same standards as white, would certainly not please the Indians, if those standards entailed each man having a cabin to himself, says "The Nautical Magazine." The Ben Line has given single-berth cabins to Chinese ratings from Hong Kong, but the Indian seaman would feel terribly lonely, when his taste is to go on with his conversations and arguments until all hours, and more than nine out of ten of them would be terrified at sleeping alone. Even the serang, who is given a room to himself by virtue of his dignified position, is provided with an extra bunk by any owner familiar with the Indian's ways, and it is very seldom left unoccupied by one of the numerous relations which the serang invariably includes in the crew that he selects.

HARD LYING

Indian seamen always want to sleep "hard." They hate spring mattresses, and when such luxuries are provided by the shipowner, the ratings will always search the ship for any light planking that can be put over them, such planking being covered only by the mat which the rating brings on board with him. Generally the only planking available is tongued and grooved, which means a harbour for vermin, so that the knowledgeable shipowner provides Indian seamen with plywood boards to put over the metal faths of the bunk.

WEST AUSTRALIAN'S COURAGE

IN July, 1941, an important convoy was fought through from the west to Malta. The convoy, which was strongly escorted, was subjected throughout a great part of its passage from Gibraltar to heavy and continued enemy attacks, by aircraft, submarines, and E-Boats. Among the vessels escorted was the Blue Star liner "Sydney Star," and among the escorting destroyers was one of H.M.A. Ships, the "N" Class destroyer "Nestor," commanded by (then) Commander A. R. Rosenthal, R.A.N., the present Director of Naval Reserves.

Among the Ship's Company of "Nestor" was a young West Australian, Leading Seaman Ronald John Anderson, R.A.N. For the part he played on the occasion of this Malta Convoy he was awarded the Distinguished Service Medal, and this tells a little of the story.

In the early hours of the 24th. July, "Nestor" observed that one of the ships of the convoy was dropping astern. Closing her, she was identified as the "Sydney Star." She had been torpedoed in No. 3 hold, in which hold she now had 30 feet of water, and appeared to be in danger of sinking. Commander Rosenthal thereupon decided to embark her troops, and took "Nestor" alongside, planks being rigged from "Sydney Star's" gunwale to the destroyer's forecabin, and Jacob's ladders being used aft. Transfer of the troops took 50 minutes, and was carried out in a particularly hot spot—within four miles of Pantellaria. The transfer of the troops completed, those in "Sydney Star" managed to get the ship under way again, and, despite her damage, she made Malta safely with "Nestor." It was a valuable save.

Now to come to Leading Seaman Anderson. He had joined the Royal Australian Navy in November, 1934. At the outbreak of war in 1939 he was in "Penguin," and after a period of 10 months in H.M.A.S. "Moresby" during 1940, he went overseas to London Depot for "Nestor," which ship he joined in February of the following year. His D.S.M. for his action during the convoy battle—awarded on the 25th. November, 1941—was "For courage and resolution in operations in Mediterranean waters."

The brief statement of the citation is amplified in the Recommendation for Award. It said: "Acting Leading Seaman Ronald John Anderson, 20556, R.A.N., H.M.A.S. "Nestor." When S.S. "Sydney Star" was torpedoed in the Mediterranean during the night of 23/24 July, 1941, this rating displayed remarkable initiative during the embarkation of troops from the vessel. Entirely on his own initiative, he jumped down into one of "Sydney Star's" boats which was between "Nestor" and "Sydney Star," and at risk to himself got it clear from between the ships at a time when any delay would have greatly increased the risk of further attacks from enemy E-Boats. This rating is an S.D. rating and his action station is in charge of "X" gun supply party, in which capacity he has displayed qualities of leadership and initiative of a high standard."

Subsequent to his service in "Nestor," Leading Seaman Anderson served in "Napier" and, returning to Australia, in "Leeuwin." He is still serving in the R.A.N.

"PORT QUEBEC": New Ship's Distinguished War Record

As H.M.S. "Port Quebec" She Did Good Service In a Minelaying Squadron, Subsequently To Become H.M.S. "Deer-Sound", an Aircraft Repair Ship With The British Pacific Fleet.

By James A. Stewart

A single screw motor vessel of 5936 tons gross register, "Port Quebec" was deprived by war of her rightful place in the fleet of the Port Line. The ship was on the point of being delivered from the builder's yard when she was taken over by the Admiralty and sent to the yard of the Furness Shipbuilding Co., and converted into a minelayer.

After conversion, the ship, now named H.M.S. "Port Quebec," joined a squadron of minelayers which included a sister ship "Port Napier," which vessel was lost in the war, and was recently replaced by a new ship of the same name. In company with the rest of the squadron, H.M.S. "Port Quebec" saw long and arduous service in the North Sea and adjacent waters.

The ship was manned on deck by a naval crew under the command of Captain V. Hammersley Heenan, R.N. The engine room was manned by "Port Quebec's" own engineers, who had transferred to the Royal Naval Reserve in order to remain with

her. She continued in this service until October, 1943, when she was withdrawn and sent to the shipyard of John Brown and Company, at Clydebank.

After spending some months in dock refitting, "Port Quebec" emerged as H.M.S. "Deer-Sound," the first aircraft repair ship to join the Royal Navy. Now under the command of Captain R. H. Johnson, R.N., she joined the British Pacific Fleet in Far Eastern waters during the closing period of the late war.

After the war ended, she spent some time in Sydney Harbor with other units of the fleet during the first half of 1946. (The illustration of the ship in battle-dress was taken while she was in Sydney Harbor in January, 1946.)

In May, 1946, H.M.S. "Deer-Sound" returned to England, where she was de-requisitioned and sent to a shipyard for refitting as a merchant vessel. This refit was a long and costly job, entailing as it did the removal of a great deal of heavy workshop machinery. In order to com-

plete for the extra weight, and to assist in keeping the ship afloat if holed, the empty spaces in the holds had been filled with empty sealed oil drums. Several thousand of these were removed before the vessel was moved to the yard of Swan, Hunter and Wiggin-Richardson, where the refit was continued.

The ship was placed in dry-dock, and the work of removing the large amount of heavy armor plating covering the sides and decks was begun. The removal of the workshop machinery had left the decks riddled with bolt holes, and over 4,000 of these holes had to be filled in during the refit. Other major tasks included the rebuilding of hatches and hatch coamings, and the rebuilding of the entire accommodation.

After spending the whole of the following year in dock, "Port Quebec"—having resumed her original name—sailed on her first post-war commercial voyage on December 27th., 1947. During the refit the accommodation, particularly in the crew's quarters, was brought up to modern standards. As a memento of the ship's war service, the Admiralty presented to her the signed portraits of Their Majesties King George VI. and Queen Elizabeth. These had formerly adorned the officers' mess during the war days.

"Port Quebec" is now under the command of Captain R. P. Fuller, and her Chief Engineer is Mr. C. F. Shields, who served in her as Lieut. Commander (E) during her Naval Service. Captain Fuller is a Canadian, and joined the Montreal-Australia-New Zealand Line... a subsidiary of the Port Line... in 1939.



H.M.S. "Deer-Sound."

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.

H.T.B. (Sydney) asks what was the name of the ship that brought T.R.H. the Duke and Duchess of Gloucester to Australia in 1944.

This vessel was the steamer "Rimutaka," 16,576 tons. The ship left Liverpool on 16th of December, 1944, escorted by H.M. cruiser "Euryalus," two destroyers, and five frigates of the Eighteenth Escort Group. On the following night, "Rimutaka" and her escort were zigzagging on a south westerly course in heavy seas to the south of Ireland, when one of the escort frigates, H.M.S. "Nyasaaland" (1318 tons) obtained a long-range submerged contact on her astern at 23.15 hours. The submarine was U400, of 517 tons, and she was fine on "Rimutaka's" port bow, an excellent position to launch an attack, particularly when the ships were about to alter course eighteen degrees to port.

"Nyasaaland" immediately gave the alarm, and the other ships turned away while the frigate made her first attack at 23.38 hours. "Nyasaaland" made her second attack at 23.58 hours, the explosions of her depth charges being followed by a violent underwater detonation which actually lifted the frigate in the water. Considerable quantities of diesel fuel oil came to the surface, and that was the end of U400. Incidentally, "Rimutaka" will be remembered as that well known P. & O. Liner, "Mongolia," built in 1922 by Armstrong Whitworth and Co., Newcastle on Tyne. With her sister ship, "Moldavia," she was in the Australian service of her owners until 1938, when "Moldavia" was sold for break-

ing up, and "Mongolia" transferred to the subsidiary firm, the New Zealand Shipping Company service.

B.P.T. (Melbourne) asks for details of the rescue of Australian and British P.O.W. from a sunken Japanese prison ship.

The Japanese steamer "Rakuyo Maru," 9419 tons, was one of several prison ships on their way from Singapore to Japan carrying a considerable number of prisoners (reputed to be 6,000) when they were sighted in position 18.42N, 114.30E by the United States submarines "Sealion," "Barb," "Queenfish," "Pampanito" and "Growler" on 12th September, 1944. In the attacks which followed "Sealion" sank "Rakuyo Maru" and "Nankai Maru," 8416 tons, whilst "Pampanito" sank "Kachidoki Maru," 10,509 tons and "Zuiho Maru," 5135 tons. In the sinking of these ships, very many prisoners of war perished. Four days later, the submarine "Barb" sank the tanker "Azusa Maru," 11,177 tons, and shortly after sighted through her periscope wreckage with men clinging to it. Surfacing to investigate, it is reported that her captain from below, asked one of his men whether they were Japs. or white men. The reply was that one of the raft-men had very red hair, so "Barb" moved over towards the wreckage, radioing her consort to come to the rescue.

Altogether 159 P.O.W. survivors of the Jap. ships were rescued by the submarines, to be cared for until taken to an American hospital on an occupied Jap. island. "Barb" also sank the Jap. destroyer "Shikanami," 1,950

tons, and the frigate "Hirado," 860 tons, which were escorting the prison ships, on 12th September.

"La Perouse" (Sydney) asks when the steamer "Malabar" was lost.

The "Malabar" was a single screw passenger motorship of 4,152 tons gross, built for Burns, Philp and Co. by Barclay, Curle and Co., Glasgow, and reached Melbourne on her maiden voyage on 23rd. December, 1925.

For a number of years, she ran as companion ship to the "Marcella," until on 2nd. February, 1931, while on a voyage from Melbourne to Singapore, she went ashore in a heavy fog at the Blow Hole on the northern point of Long Bay, some eight miles south of Sydney. There were no casualties amongst the passengers or crew, all landing safely, but the ship was a total loss. By 4th. April, the hull had broken into three parts, the after portion slipping away into deep water. Incidentally, portion of the suburb previously known as Long Bay was renamed Malabar after this ship.

S.T. (Manly) asks about the paddle steamer "Brighton."

The "Brighton" was a double-ended paddle ferry steamer, built by T. B. Seath and Co., Glasgow, in 1883, for the Port Jackson and Manly S.S. Coy. Her dimensions were 220.2 feet long by 23 feet wide by 10.7 feet deep. After many years service she was converted into a hulk for Burns, Philp and Co., in December, 1916, and was still in existence a few years ago.

J.J.S. (Tamworth) desires to know the fate of a sailing vessel named "Blythwood."

"Blythwood" was an iron full-rigged ship of 1,493 tons, built in 1875 by R. Duncan and Co., Glasgow. She was under the British flag and various house-flags until 1911 when she was sold to A. P. de Colombi of Argentine, was hulked and renamed "Pesci."

The shortage of tonnage in

1916 saw many old hulks rigged, and amongst them was "Blythwood."

She had been bought by C. H. Berg, of Copenhagen, who rigged her as a barque and renamed her "Lyaglimt." After paying for herself many times with her freights, she left Britain on 6th. March, 1921, with a cargo of coal for Delagoa Bay, but on 21st. March, her cargo was found to be on fire. A steamer arriving shortly afterwards, the crew took the opportunity to abandon her. She drifted until the following July, when she was boarded by a boat's crew from a passing steamer. As her cargo was still smouldering and she was a danger to other ships, some rivets were knocked out, allowing her to founder.

Shipping note.—The Dutch steamer "Aagtekerk," recently in

Australian ports, has had an interesting career. She was building in the United States in 1942 as the steamer "Mormacgull," when the U.S. Navy took her over and she was completed as an escort aircraft carrier. She was transferred to the Royal Navy under Lend Lease, and renamed "Chaser." Her dimensions are 496 feet long overall by 69½ feet wide by 23 feet deep, her displacement tonnage being 11,000. She carried from 15 to 20 aircraft, depending on their type, and was one of twelve escort carriers so fitted for the Royal Navy.

The difficulties of the pilots landing on such a narrow, short landing deck may be well imagined, but they managed magnificently as will be seen.

In March, 1944, she was one of the escorts of a convoy that was being shadowed by a num-

ber of U-boats awaiting their chance to attack. On three consecutive days, Swordfish aircraft from this ship sank a submarine, in each case with rockets. Details are—U472 on 4th March; U366 on 5th. March; and U973 on 6th. March. The encounters were all well north of the Arctic circle in bitter weather with the temperature at nearly zero.

Aircrews suffered severely in the open cockpit, having to be lifted out half frozen on their return to the "Chaser." Survivors were seen in the water and some were rescued by our surface craft. Flak was slight, probably due to iced-up German gun barrels and numbed fingers of the gunners. "Chaser" reverted to the U.S. Navy and was converted back to a merchant ship, being sold to the Dutch and renamed "Aagtekerk."

NAVY SPOTLIGHT.

Continued from page 12.

DR. Garnet Halloran grew the orchids worn by eighteen of the women guests at the "Manunda" second reunion dinner in August.

Over 90 members of "Manunda's" wartime personnel, during her service as a hospital ship were present at the party held at Sargent's, Sydney.

Dr. Halloran presided and the guests of honor were Mr. S. A. Boddy, of the Adelaide Steamship Company, and Mr. J. B. Prentice.

Matron Clara Shumack, Matron Mullane and Miss K. Armstrong, physiotherapist, were present.

A banner, showing all the places visited by the ship during the war was the main decoration. Sister Amy Conway, who was one of the organisers of the reunion, decorated tables with the ship's colors—green and brown on grey—and red and white hospital crosses.

THE housing shortage in Melbourne has caused Naval Officers drafted to Victoria, and their families, to live a long way from the quarter-deck gangway of "Lonadale" and Navy office.

Lt.-Cdr. Bimbo McMurray and his wife were lucky to get a house down near Werribee, from which Bimbo travels to Melbourne every day.

Lt.-Cdr. David Wells has taken his wife and small son to live at Kalorama, near the top of Mount Dandenong, from which he travels in the early morning bus and train to Melbourne—only a matter of 25 miles.

Mrs. Wells is the elder daughter of Rear-Admiral Cuthbert J. Pope—well known identity to many officers and men of the R.A.N. Rear-Admiral Pope was in charge of F.N.D. when Lt.-Cdr. Wells—now deputy Chief of Naval Signals—was Chief Cadet at the Royal Australian Naval College—F.N.D.

Noticed lunching at The Oriental recently were ex-W.R.A.N. Drivers Moya Horowitz and Agnes Carr. Moya—who is nursing at the Mercy Hospital—suddenly became a patient last month as the result of a motor accident. Ex-passengers of Moya's please note: Moya was not driving at the time of the accident.

Agnes Carr, it will be remembered—with three other Ex-W.R.A.N. drivers Nan Wymond, Gwen Hope and Joan Garrick—last year returned from a motor tour of Australia. They had two punctures over the entire journey—both when the car was parked overnight.

Friends who knew ex-Third Officer Phil Matthews in Melbourne and Townsville, will be interested to hear of her engagement to Mr. Hugh McCabe, of Brisbane. Phil has been living in Brisbane since her demobilisation, and plans to make her home there after marriage in December.

It was not surprising that Phil chose the W.R.A.N.S. when she joined the Services in 1942. She has been brought up in a nautical atmosphere. Her father, Instructor Lt.-Cdr. Matthews, and her brother, Petty Officer "Coog" Matthews, are both stationed at F.N.D.

News of the World's Navies

NORWAY'S GIFT TO HER KING.

The 1,600 ton Diesel engined yacht "Philante," was built for Mr. Tom Sopwith, founder of the Sopwith Aviation and Engineering Co. Ltd. When, in 1934 he challenged with his yacht "Endeavour" for the America Cup—to be defeated by Harold Vanderbilt with his "Rainbow"—"Philante" towed "Endeavour" across the Atlantic. During the recent war "Philante," sailing under the White Ensign, was engaged in convoy work and as an Anti-Submarine training ship. In 1945 her Commanding Officer, Captain M. J. Evans, C.B.E., D.S.C., R.N., accepted the surrender of the first two German U-Boats to give themselves up off the North Coast of Scotland. Now she has been bought by the Norwegian people as a gift to their Sovereign, and has been renamed "Norge."

ADMIRAL SIR LOUIS HAMILTON.

Admiral Sir Louis Hamilton, K.C.B., D.S.O., upon relinquishing his appointment as First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff recently, had the honour of being received by His Majesty the King.

U.S. NAVAL SECRETARY SUPPORTS CARRIERS.

Mr. John L. Sullivan, the U.S. Secretary of the Navy—says a report in the "New York Times" recently characterised the measure authorising construction of a 65,000-ton flush-deck carrier as "one of the most important bills passed by the present Congress." "The carrier," he said, "represents today's interpretation of the Navy's mission—first to bar from our shores hostile aggression from any source and, secondly, to assure for us maintenance of world leadership in sea-air power."

ADMIRAL LORD FRASER TO BE FIRST SEA LORD.

Admiral Lord Fraser of North Cape, previously Commander-in-Chief, Portsmouth, was relieved in that appointment in July, prior to assuming the office of First Sea Lord at the Admiralty. Admiral Sir Algernon U. Willis, G.C.B., K.B.E., D.S.O., who had been Commander-in-Chief, Mediterranean from April, 1946, until he was relieved there by Admiral Sir Arthur Power, G.B.E., K.C.B., C.V.O., in May, succeeds Admiral Lord Fraser as Commander-in-Chief, Portsmouth.

CHALLENGE TO AMERICA'S NAVAL MISSILEMEN.

Commenting on naval guided missiles, the American publication Washington "Pathfinder," says that the existence of missile-firing submarines, and even their possession by the United States, is no cause for optimism. "For the greatest submarine fleet in the world belongs to Russia. And while much U.S. industrial and war potential lies within easy missile-range of seacoasts, most of Russia's is far inland. . . . To America's naval missilemen this is a double and deadly challenge: First, they must continually extend the range of their missiles; second, they must work ceaselessly on defensive techniques."

VALE TO "QUEEN ELIZABETH"

The colours of the famous old battleship "Queen Elizabeth" were hauled down for the last time at Portsmouth in May, prior to her being towed to the Clyde for breaking up. Royal Marine bands from the Royal Naval Barracks and H.M.S. "Excellent" beat the retreat on the slip jetty in the dockyard. As the ensign was hauled down the bands play-

ed a musical arrangement of "Sunset," and the playing of "Auld Lang Syne" and the National Anthem ended the impressive ceremony. Close by was the ship from which "Queen Elizabeth" was launched in 1914.

U.S. CARRIER LOSSES IN WAR.

During the recent war, U.S. Secretary of the Navy John L. Sullivan announced recently, the United States Navy lost only 11 of its 110 carriers. Of the five fast carriers lost, three were sunk by Japanese carrier-based aircraft and two by submarines. Of the six escort carriers sunk, two were lost to submarines, one to naval gunfire, and three to suicidal kamikazes.

BELL OF H.M.S. NELSON TO SEA CADETS.

The Devonshire seaside town of Sidmouth had a cordial link with H.M.S. "Nelson," and the local Sea Cadet Corps—whose training ship is appropriately named "Lord Nelson"—had a very long-standing association with the battleship when she was based at nearby Portland. Recently, Captain E. B. K. Stevens, D.S.O., D.S.C., R.N., who commanded "Nelson" during her last full commission, presented the ship's bell of the battleship to the Sidmouth Sea Cadet Corps. Inscribed "Nelson 1927," the bell is 15 inches high, has a diameter of 18 inches, and weighs 128 pounds.

SUPER SONIC FLIGHT

Two types of American aircraft have successfully reached speeds in excess of that of sound. Outside the United States, according to the American magazine "Aviation Week," the Russian jet-propelled DFS-346 "has outflown its own roar."

NAVAL BLOOD GIFT

Members of the crew of the aircraft carrier H.M.S. "Victorious" recently gave about twelve gallons of blood for civilian medical use to the National Blood Transfusion Service during a five hours blood-taking session held in the ship. A mobile blood team from Bristol, consisting of a doctor and eight assistants, went on board the "Victorious" at Portland with full equipment, which they set up in the ship's sick bay. The Navy was repaying a debt, as the South Western Regional Blood Supply Depot at Bristol supplies blood to the Plymouth and Weymouth Naval hospitals.

CANADIAN NAVY IN ARCTIC EXERCISES

Ships of the Royal Canadian Navy have recently been engaging in Arctic exercises with units of the U.S. Navy, the combined ships forming "Task Force 80" for manoeuvres in Northern Canadian waters. The area of operations was northward towards Greenland, and westward through Davis Strait and Baffin Bay as far as ice conditions permitted. During the exercises, visits were paid to weather stations and observation posts manned by Canadians and Americans in Northern Canada.

NEW ZEALAND REMEMBERS GREECE AND CRETE

"On the seventh anniversary of the Greek and Crete campaigns," said a message received by Admiralty from His Excellency the Governor General of New Zealand, Lieutenant-General Sir Bernard Freyberg, "the 2nd New Zealand Expeditionary Force remember with gratitude their comrades in the Royal Navy, and they will never forget what they owe to their efficiency and magnificent courage during those difficult days." In their reply to His Excellency, the Admiralty said: "We shall not forget the fortitude and endurance of the

New Zealanders during the dark days of Greece and Crete. It was a privilege for the Royal Navy to give what help it could to such a gallant company."

NEW U.S. CRUISER

A new light cruiser embodying new features in ships of her class was recently placed in commission in the United States. She is the 17,000-ton "Worcester." Mounting twelve six-inch guns in a new armament arrangement, she is, according to her Commanding Officer (Captain T. B. Dugan, U.S.N.) "the first of her class on which all guns may be used for anti-aircraft fire." Details of hull construction intended to minimise dangers from un-

derwater damage include increased compartmentation, and the elimination of all butlets or intakes below the waterline.

NORWEGIAN GIFT TO H.M.S. "DEVONSHIRE"

During her summer cruise, H.M.S. "Devonshire" visited Norway, where King Haakon unveiled a plaque on board the cruiser to commemorate an historic voyage of 1940. "The plaque," states the inscription, "is a gift from the Royal Norwegian Navy in order to remember that this fine ship and her good men brought H.M. King Haakon VII, H.R.H. the Crown Prince, and his Government from Tromsø to Gourock and safety."

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

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

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

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

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WHAT THE NAVY IS DOING

A NUMBER of the changes in appointment of officers in the Royal Australian Navy, foreshadowed in the August issue of "The Navy", take effect during this month. Among these is the change in the appointment of the Deputy Chief of the Naval Staff. Captain G. G. O. Gatacre, D.S.C., R.A.N., commences duty at Navy Office, Melbourne, on 17th September, and takes over from the present Deputy Chief of the Naval Staff—Captain H. M. Burrell, R.A.N.—on the 22nd of the month. Commander L. Gollaty, D.S.C., R.A.N., will in the meantime have relieved Captain Gatacre in the appointment of Commander at Flinders Naval Depot. Subsequently Captain Burrell will assume command of H.M.A.S. Australia, vice Captain H. J. Buchanan, D.S.O., R.A.N.

Other changes in appointment, announced since the last issue of these notes, include that of Lieut. Commander C. J. Stephenson, R.A.N., to Navy Office for duty with the Department of Defence. His successor in command of H.M.A.S. Quickmatch is that vessel's former First Lieutenant, Lieut. Commander R. R. Brown, R.A.N. Another change is that in the appointment of Lieut. Commander William John Dovers, D.S.C., R.A.N., from being in charge of the Officers' Training School at Flinders Naval Depot to being First Lieutenant at the Royal Australian Naval College.

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, departed Sydney on a training cruise on 18th August. It is anticipated that she will visit Adelaide in October and Melbourne in November, and will commence availability for leave and urgent defects early in December.

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.) is in Sydney, having been granted 45 days availability for refit and 50 days for leave from 16th August, prior to her departure for Japan, where she will relieve H.M.A.S.

Bataan on the 5th of next month. In her recent cruise, Warramunga departed Norfolk Island on 29th July, Lord Howe Island on 3rd August, and Brisbane on the 14th of the month, after spending a little over a week at the Queensland capital.

H.M.A.S. Arunta (Commander F. N. Cook, D.S.C., R.A.N.) departed Melbourne on 29th July for Sydney, after carrying out firing exercises in Port Phillip Bay. She spent portion of August in Brisbane, and is now in Sydney, where she is taking advantage of the port's facilities for technical school training.

H.M.A.S. Batson (Commander A. S. Storey, D.S.C., R.A.N.) is in Japanese waters, where she arrived on the 6th July. She will be relieved there by Warramunga next month, and on arrival in Sydney about 11th November will be granted 45 days availability for refit and 50 days for leave.

H.M.A.S. Quiberon (Commander J. L. Bath, R.A.N.) is in Sydney. She was granted 50 days availability for leave subsequent to

her return in July from Japan.

H.M.A.S. Quickmatch (Lieut. Commander R. R. Brown, R.A.N.) is in Sydney, having been granted 50 days availability for leave on her return to Sydney from Japan on 22nd July last.

1st Frigate Flotilla

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-Cole, R.A.N.) is in Williams-town Naval Dockyard, where she arrived on the 14th July after her return to Australia from New Guinea waters. She has been granted 45 days availability for urgent repairs and 50 days for leave. It is anticipated that Culgoa will carry out a training cruise of about one month in late September and October.

H.M.A.S. Condomine (Lieut. Commander J. H. Dowson, R.A.N.) completed a cruise off North East Australia with her arrival back in Sydney on 16th of last month. The cruise started on 2nd July, and from her departure from Brisbane, her first port after leaving Sydney, on 17th July, until her return from the North to Cairns on the 3rd August, she carried His Excellency the Governor of Queensland. During that period H.M.A.S. Condomine wore the flag of His Excellency the Governor.

H.M.A.S. Shoalhaven (Lieut. Commander Keith Tapp, R.A.N.) is in New Guinea waters, where she is completing a stay of about two months. She is due back in the mainland this month, calling at the British Solomon Islands en route to Sydney, which port she is expected to reach on the 30th September.

H.M.A.S. Murchison (Lieut. Commander W. F. Cook, R.A.N.) is in Sydney, carrying out Anti-Submarine and radar training, under the operational control of the Flag Officer-in-Charge, New South Wales.

... at Sea and Ashore

20th Minesweeping Flotilla

H.M.A.S. Swan (Captain R. V. Wheatley, R.A.N.) Senior Officer, has returned to Sydney—where she arrived about the middle of August—after a period of sweeping for magnetic mines in the New Guinea and Solomons areas. Swan was accompanied by H.M.A. Ships G.P.Vs 960 and 963, and H.D.M.Ls. 1328 and 1329.

H.M.A.S. Kangaroo is in New Guinea waters.

10th L.S.T. Flotilla

L.S.T. 3017 (Lieut. Commander H. K. Dwyer, R.A.N.R.) is employed dumping ammunition from Army and Air Force stores in Victoria, operating from Port Phillip Bay.

L.S.T. 3501 (Lieut. Commander J. Burgess, R.A.N.R.), after being employed carrying ammunition, stores and freight from Darwin, Townsville, and Brisbane to Sydney and Melbourne, augmented L.S.T. 3017 on the Victorian ammunition dumping programme from Point Cook, Port Phillip Bay, until 12th August, when she was granted 50 days availability for leave and refit in Williams-town Naval Dockyard. On the completion of her refit, L.S.T. 3501 will, from the 1st of next month until the end of January, 1949, be operated on behalf of the Australian National Antarctic Research Expedition.

H.M.A.S. Kanimbla (Captain A. P. Cousin, D.S.O., R.A.N.R. (S)), arrived in the United Kingdom at Devonport on 30th July, carrying officers and ratings to man the new aircraft carrier H.M.A.S. Sydney. On her return to Australia this month, H.M.A.S. Kanimbla will be granted 45 days availability for refit and 50 days for leave.

Australian Minesweepers

These two vessels, which are based on Flinders Naval Depot,

have recently been undergoing refit in Williamstown Naval Dockyard.

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

H.M.A.S. Larrobe (Lieut. M. G. Pechey, D.S.C., R.A.N.)

Survey Ships

H.M.A.S. Warrego (Commander G. D. Tancred, D.S.C., R.A.N.) has been engaged in survey duties in southern waters, at Westernport and in Bass Straits. She was in Melbourne from 24th to 29th July.

H.M.A.S. Barcoo (Lieut. Commander D'A. T. Gale, D.S.C., R.A.N.) is engaged on surveying duties in North Western Australia. She departed Sydney on 16th July for the North West coast via Darwin, departing that port on the 27th of the month for Port Nelson. It is anticipated that Barcoo will arrive back in Sydney on 7th November to undergo a refit, during the period of which her ship's company will proceed on leave.

H.M.A.S. Lachlan (Lieut. Commander C. G. Little, D.S.C., R.A.N.) is in Sydney.

H.M.A.S. Jabiru is engaged on southern surveying duties, tender to H.M.A.S. Warrego.

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)) spent July and part of August in Sydney, where her availability granted for mid-winter leave expired on the 3rd of last month.

H.M.A.S. Karangi is at Fremantle, boom defence vessel. She completed a refit on 30th July.

H.M.A.S. Woomera, having completed availability for leave, departed Sydney for Melbourne on 30th July.

H.M.A.S. G.P.V. 956. Having

completed repairs to engines at Mackay, Queensland, is to pay off eventually into reserve.

H.M.A.S. G.P.V. 957 is based on Cairns, engaged on R.M.S. operations.

GENERAL

"Barcoo's" North Western Survey

H.M.A.S. "Barcoo," during the present North Western Coast survey season, will complete the survey of Port Nelson and its approaches. Port Nelson is 100 miles north east of Yampi Sound, and the present survey was commenced in 1944. Whilst working in this area, "Barcoo" will carry out a detailed survey of waters near the Rob Roy Reefs.

She will in addition make a detailed survey of the area between Jamieson Reef and Beagle Bank, to connect up with the survey of the northern approaches to Yampi Sound, which survey was completed in 1947. "Barcoo" will also check the accuracy of former surveys by doing a reconnaissance of the northern approaches to Yampi Sound and King Sound, and of the Buccaneer Archipelago.

Tricky Survey Work

Surveying work in these waters is no picnic. It calls for constant care to ensure the safety of the survey vessel, and for expert boatwork. Not only are these areas thick with navigational dangers in the form of rocks and reefs, but the tides run fast and make this stretch of waters as nasty as any seaman would wish to experience.

"Buccaneer Archipelago," says the "Australia Directory", "consists of numerous small islands and rocks, mostly connected by reefs, dry at low water, scattered across and fronting the entrance of King Sound from the west point of Yampi Sound to Swan Point. Most of the channels between these islands are dangerous for a sailing

vessel to navigate, from the violent rippings, whirlpools, and tidal streams which run from eight to ten knots in places; many ships have had narrow escapes.

The tidal stream runs with a velocity of seven to eight knots in the narrow channels in the entrance of King Sound "and in the very narrow portions possibly stronger. In the fairway of the sound its rate is about five knots; near the western shore from six to seven knots; and abreast Torment Point from three to four knots. Two of the boats of H.M.S. "Beagle" were nearly awamped in the entrance of Fitz Roy river by the flood rushing in as a tidal bore, several feet in height."

H.M.A.S. "Sydney"

The new carrier building for the Royal Australian Navy in Great Britain is expected to carry out her acceptance trials in November and, subsequent to their successful conclusion, to commission as H.M.A.S. "Sydney" during that month.

A modernised version of the Light Fleet Carriers of the Royal Navy—the "Theseus" and "Glory"—which visited Australia last year, she embodies some innovations so far as the R.A.N. is concerned. She will, for instance, be the first of H.M.A. Ships to be built for cafeteria type messing. Under this system, ratings will use Dining Halls for messing, thus separating the hitherto combined sleeping-messing decks. This will ensure more comfortable quarters for the ratings.

"Sydney" will be, also, the first of H.M.A. Ships to be built with a ship's laundry. All members of the ship's company will be able to get their clothes washed and pressed for a very small charge. All food will be prepared, cooked, and served in galleys fitted with modern electric ovens and machinery; while a large, well-equipped bakery will assure a plentiful supply of "soft tack." Finally, the carrier has been specially equipped and fitted for work in the tropics, particular attention having been paid to living spaces.

Courses For Ex-Reserve Officers of R.A.N.

Gunnery, communications, engineering, electrical engineering, radar, navigation, torpedo and anti-submarine, damage control and fire fighting, and divisional officers duties, are among the subjects in a series of technical courses for ex-Reserve officers of the Royal Australian Navy who have transferred to the permanent officers list since the end of the war. These courses have recently commenced at Flinders Naval Depot. Officers attending them range in rank from Sub-Lieutenant to Lieutenant-Commander.

The purposes of the courses are to give the ex-Reserve officers similar technical training to that given to other permanent officers. The courses last six months. Half of that period is spent at Flinders Naval Depot, and the balance at different Naval Establishments in the Sydney command.

Land-Air Warfare Lectures

A course of lectures on land-air warfare for officers of the three Services was held at the Royal Australian Air Force operational station at Laverton, Victoria, last month. The course, which lasted for two weeks, was attended by three senior Naval officers: Captain J. M. Armstrong, D.S.O., R.A.N.; Captain H. J. Buchanan, D.S.O., R.A.N.; and Captain G. G. O. Gatacre, D.S.C., R.A.N.

The course, which was designed to give senior officers of the Navy, the Army, and the Air Force, an appreciation of the capabilities and limitations of aircraft when they are used in support of ground troops, included demonstrations with aircraft, and lectures illustrated with moving pictures.

Dental Department Ratings

The Royal Australian Navy has established a permanent dental ratings branch to replace the system under which dental officers used the temporary services of sick-berth attendants lent to them by the medical branch. The decision to establish the new branch was reached as a result of war experience, when it was found

necessary for each dental officer to have a permanent assistant who had been trained, or whom he could train, to help in dental surgery.

Ratings in the dental branch will be classified as recruits (D.A.); dental assistants, 2nd Class; dental assistants; leading dental assistants; petty officer dental assistants; and chief petty officer dental assistants.

The new branch offers openings to those who may wish to take up dental work as a profession. It will be possible for leading dental assistants who display aptitude to become dental mechanics, and so find profitable employment, or engage in private business after they have left the Navy and returned to civil life.

Method of entry? Sick Berth attendants who are at present serving as dental attendants will be transferred to the new branch from the Medical branch without any alteration in their seniority. Youths who desire to enlist as dental assistants are not required to have had any dental experience, but they should have passed the intermediate examination. Following training courses they will go to sea in one of the cruisers or aircraft carriers of the Royal Australian Navy, possibly after a period of service in a Shore Establishment. But even those whose first appointment subsequent to training is in a Shore Establishment, will receive a sea-going appointment within two years of enlistment.

Enlistment is for twelve years. Besides those who qualify as dental mechanics, all dental ratings will be instructed in general surgery practice, the care and handling of instruments, the handling of anaesthetics, first aid, blood transfusion, radiography and other subjects.

Combined Operations Demonstration

A demonstration of combined operations which formed part of the course for Army Staff Officers was witnessed by Officers of the Royal Australian Navy, the Army,

and the Royal Australian Air Force, at the Army Staff College, Queenscliff, Victoria, on the 12th and 13th of last month. The demonstration was made, with models, of a seaborne assault against enemy positions.

R.A.N. Electrical Branch

Similar to a branch which was formed in the Royal Navy about two years ago, an Electrical Branch consisting of officers and men whose duty it will be to maintain electrical and radio equipment in H.M.A. Ships, Aircraft, and Shore Establishments, has been established in the Royal Australian Navy.

The creation of the branch was made necessary by the increasing Naval use of radar, wireless, and other modern electrical and electromagnetic inventions. The new branch was formed by the transfer to it of a number of torpedo and radio officers and ratings. In the past, electrical—as opposed to electronic—maintenance has been primarily the responsibility of the torpedo branch.

The principal advantage of the formation of the electrical branch is that gunnery, communications, radar, engineer, torpedo and anti-submarine officers will be relieved of the responsibility of maintaining their equipment and will be able to devote the whole of their time to the subjects in which they have specialised.

In connection with the new branch, a school for electrical officers and ratings has been opened at Flinders Naval Depot, where those attending are instructed in a comprehensive range of electrical work.

PERSONAL

Captain R. R. Dowling, D.S.O., R.A.N., the Commanding Officer of the first of the light fleet carriers being built for the Royal Australian Navy, and Commander O. H. Becher, D.S.C., R.A.N., the Ship's Executive Officer, have been in the United Kingdom since March last, standing by the ship. Both officers have also, during that period, attended courses at Royal Naval Establishments.

Lieut-Commander William John Dowers, D.S.C., R.A.N., whose appointment as First Lieutenant of the Royal Australian Naval College was mentioned earlier in these notes, is an outstanding athlete, and is captain of the Navy Rugby Football team. While a Cadet Midshipman at the Royal Australian Naval College he gained his colours for cricket, rugby, hockey and athletics, and was the winner of the Governor-General's Cup for the best all-round games player in the College.

Lieut-Commander C. J. Stephenson, R.A.N., who has been appointed from command of H.M.A.S. "Quickmatch" to Navy Office for duty with the Department of Defence, had been Commanding Officer of the destroyer since April, 1947. In his new appointment he will be in his home port, as he is a native of Melbourne.

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NAUTICAL QUIZ

- (1) John L. Sullivan was a famous American pugilist. Has the name any present nautical significance?
- (2) New Guinea's Owen Stanley mountains became familiar to us by name—if not by personal acquaintance—during the recent war. How did they get that name?
- (3) Who were (a) First Sea Lord and Chief of the Naval Staff at Admiralty and (b) First Naval Member of the Australian Commonwealth Naval Board and Chief of the Australian Naval Staff at the outbreak of war in 1919?
- (4) H.M.A.S. "Anzac" was launched at Williamstown Naval Dockyard last month. Had she a predecessor of that name?
- (5) Who was the originator of the Naval "Band of Brothers"?
- (6) Where, in a ship's shell plating, are (a) the Carboard Strake, (b) the Sheer Strake?
- (7) There is an association between the name of the new Orient liner "Orcades" and Scapa Flow. Do you know it?
- (8) Can you name the rivers on which the following ports stand, and give the respective seas of entrance? (a) Manaus, (b) Shanghai, (c) Rotterdam, (d) Mandalay, (e) Rosario, (f) Baton Rouge.
- (9) What type of ship was a carrack?
- (10) The Punic Wars gave one of the early examples of the potency of sea power. Why were they so named?

(Answers on page 58.)

BOOK REVIEWS

By G.H.G.

"The Royal Australian Navy" by Frances Margaret McGuire: Oxford University Press, Leighton House, Melbourne.

MARGARET and Paul McGuire need no introduction as writers of outstanding merit. Announcement of a book by either of them is a guarantee of a work of practised craftsmanship based on painstaking research and seasoned with enthusiasm and personal experience of their subject. This particularly applies when that



Margaret McGuire.

Sketch by Esther Peterson.

subject is the Navy in general and the Royal Australian Navy in particular. Their association with the Royal Australian Navy has been closely personal and of long standing. Through family ties they have, over a long period, known the ships and men of the Service. Through sound conviction they are believers in the vital importance of sea power in the destiny of the British Empire and of Australia. Paul McGuire was himself a serving officer in the Royal Australian Naval Volunteer Reserve during the recent war. Few people are as well equipped, as literary craftsmen, and as writers with a sound knowledge of their subject, as are the McGuires when it comes to writing of the Australian Navy.

They showed that in their story of H.M.A.S. "Parramatta," "The Price of Admiralty." They show it in their latest book, "The Royal Australian Navy." This book is, in the main, from the pen of Margaret McGuire. It is her book, although she says in her generous acknowledgements that Paul "read and revised the whole manuscript." He wrote, also, chapters Ten and Seventeen. Chapter Ten deals with ship organisation. Chapter Seventeen tells the story of H.M.A.S. "Australia" in the war. Paul McGuire sailed in "Australia." The delegation was, therefore, a wise one, for he was able to write at first hand in those two chapters, a fact of which wifely advantage was taken.

"The Royal Australian Navy" covers a wide canvas. It was an ambitious project. The author essayed to present a complete and satisfying picture of a very big subject within the compass of some 400 pages of a book. She was faced with an embarrassment of riches; with the need for the exercise of careful selection; with the call for doubtless heart-searing use of the pruning knife. She had to plan carefully, to economise stringently.

Mrs. McGuire has handled a difficult planning problem well. She has divided her book into five

sections. Section one covers that period of Australia's naval history antecedent to the creation of the Royal Australian Navy, with the exception of one chapter in which, in order to drive home by illustration the influence of sea power on the course of the recent war, she sketches in broad outline the Naval story from 1919 to 1945. In sections two and three she describes the organisation of the Royal Australian Navy ashore and afloat, the many-sided functions of a Naval Port, and the work of the Royal Australian Naval Survey Service. Section four—in a representative selection—tells of some actions and operations in which Australian ships have taken part. And in section five she draws some well-chosen pen portraits of Naval men who have served Australia, and provides eleven valuable appendices.

Mrs. McGuire makes her point of Australia's dependence upon sea power in her two opening chapters. And she makes it well. "Power on the seas is an essential element in Australia's economy. To sell his wool and wheat and wine abroad and to bring in repayment his imports, the Australian needs ports and ships and seamen. Unless products can be freely shipped the economic life of the country is starved or strangled. The Australian farmer may seldom see a ship or think of naval problems. But the state of his ports, his shipping, and his seamen are matters of urgent practical importance to him. They are essential parts of that economic system in which he works and lives."

"Australia is an island. She lies between three great oceans, Southern, Pacific, and Indian; her eastern and northern shores are washed by the seas of Timor, Arafura, Coral and Tasman. Her land mass is so spacious that its inhabitants are inclined to acquire an outlook deceptively continental; placed on the map in its immense context of ocean it displays its true insularity. The great arcs of sea—lines which

connect Australia with the Americas, with Asia, Europe, Africa, are lines on which her economic system largely hangs."

"Her 12,000 miles of coast-line look out across the leagues of water which must be traversed by her friends and across which may come her enemies. As long as Australia or her allies control the sea approaches to her coasts, so long is the sea her surest line of defence. But let an enemy with power at sea cut her lines of communication and she will lie open to his invasion."

These are truths. They are truths which have been uttered before, but truths which—because the horizon bounds the vision of the shore observer, who is in the majority—are in need of constant reiteration. In reiterating them, our author states them simply and clearly, and illustrates them with inescapable example. She is justified, in her conclusion to her opening chapters, in her statement that: "It has been shown that by geographic position and by historic origins Australia is a maritime nation. Australia can maintain her integrity as a nation only by maintaining her sea-lines. She is committed to a maritime destiny. For her the issues are plain. Unless Australia herself is strong enough to provide the means necessary to her liberty, she must co-operate with allies willing and able to supplement her naval needs."

Born of British sea power, Australia was nurtured in peace by it, and that in an era when British industrial genius enabled her to grow at an accelerated pace. Mrs. McGuire reminds us that "The effective settlement of Australia coincided with the changes from sail to steam, from wood to steel which spanned the period from Trafalgar to Jutland. For centuries there had been but little change in the materials of which ships were built, and no change at all in the kind of power which propelled them. Had Australia been discovered and settled at any time between the Norman In-

vasion and the Napoleonic wars she would have remained a small, isolated colony, dependent on wooden sailing ships for any communication with Europe. As it was, the victories of Nelson and St. Vincent gave her freedom and security to expand, while the industrial progress which brought steam and steel to the service of the sea enabled her to develop an enormous overseas trade. Ships which brought immigrants to her shores returned to England laden with gold, wool, wheat and wine of her mounting production. In less than a century after the arrival of Phillip and the First Fleet the annual trade (imports and exports) had risen to some sixty millions sterling. By 1906 it was £114,482,675."

She gives us some bright pictures in the sea-days of "The Colonial Period." Hornby's "Flying Squadron" of six ships entering Sydney under all plain sail in 1869. She quotes the "Sydney Morning Herald's" description of the ships "bowling along at about seven knots, maintaining their relative distances with wonderful regularity. Royals were carried until well between the Heads, where hands aloft to shorten canvas sent the topman of the 'Liverpool' to their posts, each ship reducing sail in rotation."

The only man-of-war present under steam when Hornby's Squadron entered Port Melbourne was one of the representatives of the "Colonial Navies," Her Majesty's Victorian Ship "Nelson." "She was an old battleship, built in 1806, immediately after Nelson's death and launched during the French wars as a wooden ship of the line. She had later been converted to a screw-steamship and bought by the Government of the Colony of Victoria. She was now put into active service for the day." The grand old ship did her duty and was the noblest of the fine specimens of naval architecture in the fleet."

It is in the "Colonial Period" chapter, also, that our author tells us the interesting story of the

creation of the Australian Station. It was on 18th March, 1859, that the Secretary to the Admiralty informed the Secretary of State for the Colonies that "My Lords have also had under consideration the expediency of a complete separation of the Squadron in the Australian Seas from that under the command of the Flag Officer on the East Indian Station."

A few days later an Admiralty Minute recorded the establishment of the Australian Station as a separate command, Captain Loring of H.M.S. "Iris" hoisting a Blue Pendant and assuming command as Senior Officer of Her Majesty's Ships on the Australian Station independently of the Commander-in-Chief, India.

Mrs. McGuire traces the developments leading up to the birth of the Royal Australian Navy, and gives to Admiral Creswell the credit due for his great work. "From the beginning Creswell insisted that Australia must adopt an evolutionary course in naval affairs; that she must free herself from the subservience attached to a mere money payment for services received from the Royal Navy; that she must work towards increasing independence but independence acquired gradually and earned by correct training and hard experience. The opening passages of the 1902 Report reveal a man far in advance of many of his contemporaries both in assessment of our naval requirements and in appreciation of the national and social changes which they implied."

And, later, "Creswell lived to see the birth of the Royal Australian Navy. . . . He lived to see this Navy come through the fire of war with honour, and to grow to greater self-reliance and higher efficiency. He saw many of his early ideas outmoded and much of his planning unjustified in the event. But to his unceasing and courageous advocacy of naval independence, to his faith in his country's ability to create a Navy worthy of her greatness, Australia

in large measure owes the Royal Australian Navy."

In Chapter Seven, discussing the organisation of the Royal Australian Navy, Mrs. McGuire has some very interesting things to say on the administrative system, one which has special difficulties, and which works "because the people concerned have been determined to make it work, but at a high cost of human effort, loss of time, and an inevitable slowing down of the administrative machinery."

The difficulties, she suggests, arise largely from the failure to feed the naval man's special knowledge to those who shape and pay for policy. And this failure has arisen from the fact that too many Australian Naval Ministers "have remained for the most part tragically ignorant of naval matters." Naval Members of the Board have had no voice to press their claims in Cabinet or Parliament, and no way of making public their opinions, however urgent, except by resignation.

"In Britain these difficulties are in part met, first, by the general interest in the Navy and awareness of its Problems; secondly, by the fact that a higher proportion of Naval Officers have been (until recently, at least) men of independent means who can afford if necessary to voice opinions; thirdly by the presence in both Houses of Parliament of retired Naval Officers who can speak for naval opinion."

She sees as Australia's needs: "Navy Ministers as ardent for the Service as McKenna, Churchill, Alexander, or Canada's war-time Minister, MacDonald . . . in the Commonwealth Parliament an obstreperous retired officer or two with the guts of a Roger Keyes . . . a Secretary for the Navy as ardent for the sea-going needs of the Service as Samuel Pepys . . . civil officials with years of sea-going experience like Evan Nepean . . . a Department of the Navy which will fight with every ounce of its energy to serve the Fleet, the cause and reason of its being."

She has chosen a representative selection for her descriptions of actions and operations in which Australian ships have taken part. "Sydney," "Emden" of the 1914-18 War; Calabria and Matapan; the wartime record of "Australia"; the early 1942 Malayan actions; the North West of Australia; North Africa; North Eastern Australia; and the Indian Ocean. She rightly remarks that "The British Eastern Fleet's role in the war against Japan has been curiously neglected, perhaps because it lacked high drama. But it achieved no less successfully than the Fleets in the Pacific the proper end of sea power. It held the seas for its own shipping; and denied to the enemy the use of the sea approaches to India, the Middle East, East Africa and Western Australia."

Particularly valuable among the very useful appendices is "An Australian Naval Chronology," which chronicles events of naval interest from Dampier's landing at Cygnet Bay in 1688 to the entry of "Shropshire," "Hobart," "Bataan" and "Warramunga" into Tokyo Bay on 1st September, 1945. The care and interest that have gone into the compilation of this Chronology are symbolic of the care and interest that its author has put into this book as a whole. There are numerous happily chosen reproductions of photographs.

If one might, like Oliver Twist, ask for more in this book, it would be that future editions might include a few maps and charts to augment descriptions in the text, particularly in the "Actions and Operations" section. That is a suggestion, not a criticism. The book as it stands is well-conceived, soundly constructed, and excellently written, and this reviewer would like to congratulate Mrs. McGuire on her achievement, and the publishers on a handsome production; and would whole-heartedly commend it to all interested in the sea in general and the Royal Australian Navy in particular.

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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.—George Vernon Dunk (Lieutenant (Special Branch) Royal Australian Naval Volunteer Reserve) is appointed Lieutenant-Commander (L) (on probation) with seniority in rank of 24th May, 1946, dated 24th May, 1948. Peter Ronald D'Abbs, Leo Claud Dixon and Kevin Thomas Foley are appointed Instructor Sub-Lieutenants (on probation), dated 22nd May, 1948. Francis James Garvie Porter, Acting Temporary Commissioned Communication Officer, is appointed on loan from the Royal Navy with seniority in rank of 18th June, 1945, dated 26th April, 1948.

Promotions.—Sub-Lieutenant John Dixon Stevens is promoted to the rank of Lieutenant, dated 1st June, 1948. Cadet Midshipmen (S) Thomas John Brooker, John Lyndon Corry Clifford, Allan Thomas Cotic, Geoffrey James Gillespie and Robert Edgar Hinch are promoted to the rank of Midshipman (S) with seniority in rank of 1st January, 1948, dated 1st May, 1948.

Transfer to Retired List. Commander Laurance Ernest Tozer is transferred to the Retired List, dated 27th May, 1948.

Termination of Appointment.—The appointment of William Munn as Temporary Warrant Engineer is terminated, dated 20th May, 1948.

EMERGENCY LIST.
Termination of Appointment.—The appointment of Lieutenant-Commander Sydney Ford Bolton, D.S.C., for temporary service is terminated, dated 26th May, 1948.

Transfer to Retired List.—En-

gineer Captain Trevor Wilson Ross, O.B.E., is transferred to the Retired List and re-appointed for temporary service, dated 24th April, 1948.

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

Appointments.—Alfred John Perry is appointed Lieutenant with seniority in rank of 20th November, 1939, dated 11th October, 1945. John William Folk is appointed Lieutenant with seniority in rank of 1st June, 1943, dated 6th February, 1946. William Alfred Burgess is appointed Lieutenant with seniority in rank of 25th April, 1944, dated 10th January, 1946. Ian Thorburn MacGowan is appointed Surgeon Lieutenant with seniority in rank of 5th July, 1943, dated 30th April, 1947. George Henry Parkes is appointed Sub-Lieutenant (Special Branch) with seniority in rank of 10th July, 1944, dated 31st January, 1946.—(Ex. Min. No. 47—Approved 21st July, 1948.)

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

NAVAL FORCES OF THE COMMONWEALTH. NAVAL BOARD OF ADMINISTRATION. Appointment.

His Excellency the Governor-General in Council has approved of Captain Guy Willoughby being appointed Fourth Naval Member of the Commonwealth Naval Board of Administration with the rank of Commodore Second Class, dated 28th June, 1948.—(Ex. Min. No. 48—Approved 21st July, 1948.)

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

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

Appointments.—Captain Guy Willoughby is appointed on loan from the Royal Navy with sen-

iority in rank of 31st December, 1943, dated 25th April, 1948. Lieutenant-Commander David William Early Chubb is appointed on loan from the Royal Navy with seniority in rank of 16th May, 1945, dated 1st May, 1948. Lieutenant Ian Stewart McInosh, D.S.O., M.B.E., D.S.C., is appointed on loan from the Royal Navy with seniority in rank of 1st April, 1941, dated 1st May, 1948. Lieutenant Charles Gerald Walker is appointed on loan from the Royal Navy with seniority in rank of 16th April, 1944, dated 1st April, 1948. Instructor Lieutenant-Commander Thomas Wilkinson Smith is appointed on loan from the Royal Navy with seniority in rank of 28th September, 1944, dated 1st May, 1948. Lieutenants (S) Victor Drake Colville and James David Charter are appointed on loan from the Royal Navy with seniority in rank of 1st May, 1941, and 1st July, 1943, respectively, dated 1st May, 1948. Frederick John Bayliss, Acting Temporary Commissioned Gunner is appointed on loan from the Royal Navy with seniority in rank of 18th June, 1945, dated 3rd March, 1948. Jesse Stanley Wood, Temporary Gunner (T.A.S.) is appointed on loan from the Royal Navy with seniority in rank of 7th April, 1945, dated 1st May, 1948.

Transfer to Retired List.—Edward Walley, Acting Commissioned Mechanician is transferred to the Retired List, dated 15th May, 1948.

Termination of Appointment.—The appointment of Mervyn Harries Jones as Temporary Instructor Lieutenant is terminated, dated 20th May, 1948.

EMERGENCY LIST.
Transfer to Retired List.—Harold Wallace Walker, Warrant Shipwright is transferred to the Retired List, dated 12th June, 1948.

**CITIZEN NAVAL FORCES
OF THE COMMONWEALTH.
ROYAL AUSTRALIAN NAVAL
VOLUNTEER RESERVE.**
Appointments.—The Reverend Alfred William Redvers Milligan is appointed Chaplain, dated 21st April, 1948.

Termination of Appointments.—The appointment of Surgeon Commander Clive Henry Reynolds James as Port Division Naval Medical Officer, Geelong, is terminated, dated 31st May, 1948. The appointment of the Reverend Robert Gordon Arthur as Chaplain is terminated, dated 20th April, 1948.

**ROYAL AUSTRALIAN NAVAL
VOLUNTEER RESERVE.**
Appointments.—Clive Ian Hadlow is appointed Lieutenant with seniority in rank of 23rd June, 1941, dated 6th April, 1946. Kenneth William Hancock is appointed Lieutenant (S) with seniority in rank of 4th November, 1942, dated 6th April, 1946. Lionel Arthur Walker is appointed Lieutenant (Special Branch) with seniority in rank of 16th January, 1944, dated 11th December, 1945.

Promotions.—Surgeon Lieutenant Keith Campbell Bradley is promoted to the rank of Surgeon Lieutenant-Commander, dated 27th January, 1948. Sub-Lieutenants (Acting Lieutenant) (Special Branch) Basil Yaldwin Hall is promoted to the rank of Lieutenant (Special Branch), dated 21st December, 1947.

Resignation.—The resignation of Herbert Stanley Middleton of his appointment as Lieutenant is accepted, dated 18th May, 1948.

Termination of Appointment.—The appointment of Thomas Frederick McGrath as Lieutenant (Special Branch) is terminated, dated 6th May, 1948.—(Ex. Min. No. 49—Approved 21st July, 1948.)

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

Appointments.—Lieutenant (E) Leonard Ralph Blackett is appointed Lieutenant (L), with seniority in rank of 15th July, 1945, dated 1st January, 1948 (amending Executive Minute No. 17 of 24th March, 1948). Lieutenant (E) Philip Leslie Luby is appointed on loan from the Royal Navy with seniority in rank of 1st October, 1940, dated 1st June, 1948. Lieutenant-Commander (S) Jack Trevor Grist is

appointed on loan from the Royal Navy with seniority in rank of 1st September, 1947, dated 25th May, 1948. Lieutenants (S) Robert Nigel Forbes Glennie and John Douglas-Hiley are appointed on loan from the Royal Navy with seniority in rank of 1st June, 1941, and 1st November, 1941 respectively dated 1st June, 1948. Instructor Lieutenants Edgar Allan Trist, Joseph Payne and Neil MacGregor are appointed on loan from the Royal Navy with seniority in rank of 3rd January, 1943, 14th February, 1943, and 9th July, 1947, respectively, dated 1st June, 1948. Frederick Charles Randall, Warrant Electrical Officer (L), is appointed on loan from the Royal Navy with seniority in rank of 15th September, 1944, dated 1st June, 1948.

Promotions.—Sub-Lieutenants Ewen McIntyre McBride and John Leslie Lavett are promoted to the rank of Lieutenant, dated 15th June, 1948, and 18th June, 1948, respectively. Cecil Adrian Logan, Chief Engine Room Artificer, Official Number 17714, is promoted to the rank of Warrant Engineer (Acting) (provisional), dated 25th May, 1948. Owen Edward Williams, Chief Petty Officer Writer, Official Number 20762, and Thomas Lea, Chief Petty Officer Writer, Official Number 22237, are promoted to the rank of Warrant Writer Officer (Acting), dated 5th May, 1948. Chadwick John Robert Langdon, Stores Chief Petty Officer, Official Number 20203, Albert Henry Brown, Stores Chief Petty Officer, Official Number 21023, and George Jamieson Cox, Stores Chief Petty Officer, Official Number 19618, are promoted to the rank of Warrant Stores Officer (Acting), dated 5th May, 1948.

Antedating Seniority.—The seniority of Lieutenant (E) Leonard Ralph Blackett is antedated to 15th July, 1945, dated 12th December, 1947.

Termination of Appointment.—The appointment of Admiral Sir Louis Henry Keppel Hamill

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ton, K.C.B., D.S.O., and Bar, is terminated on reversion to the Royal Navy, dated 16th June, 1948.

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

Appointment.—Bruce Thomas Simmonds is appointed Acting Sub-Lieutenant (on probation), dated 1st June, 1948.

Termination of Appointment.—The appointment of Francis Charles Snow as Temporary Commissioned Officer from Warrant Rank is terminated, dated 13th May, 1948.

ROYAL AUSTRALIAN NAVAL RESERVE.

Termination of Appointment.—The appointment of Peter Donald Graeme Fox as Surgeon Lieutenant is terminated, dated 22nd April, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—George Charles Sangster is appointed Lieutenant with seniority in rank of 14th August, 1941, dated 14th February, 1946; Geoffrey Hamlet Taylor is appointed Sub-Lieutenant with seniority in rank of 7th July, 1944, dated 26th June, 1946; Robert Henry Ware is appointed Sub-Lieutenant with seniority in rank of 17th January, 1945, dated 16th May, 1946.

Promotions.—Acting Surgeon Lieutenant-Commanders Graeme Lindsay Grove and James Stuart Guest, O.B.E., are promoted to the rank of Surgeon Lieutenant Commander, dated 26th September, 1947, and 27th January, 1948, respectively; Surgeon Lieutenants Ewen Garth McQueen and Graeme Alvin Robson are promoted to the rank of Surgeon Lieutenant Commander, dated 31st March, 1947, and 12th August, 1947, respectively.

Termination of Appointment.—The appointment of Justin Herbert Miller as Lieutenant (A) is terminated, dated 29th February, 1948.—(Ex. Min. No. 51—Approved 21st July, 1948.)

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

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

Appointment.—Thomas Francis Rowland Payne (Lieutenant (A) Royal Navy) is appointed Acting Lieutenant with seniority in rank of 12th June, 1944, dated 1st July, 1948.

Promotions.—Sub-Lieutenants John Edward Harrington and Peter Goldrick are promoted to the rank of Lieutenant, dated 25th June, 1948, and 1st July, 1948, respectively. Sub-Lieutenant Brian Henry Francis Wall is promoted to the rank of Acting Lieutenant, dated 30th June, 1948. Lieutenant (E) (Acting Lieutenant-Commander (E)) Stanley William Glasson Heithersay, D.S.C., is promoted to the rank of Lieutenant-Commander (E), dated 27th June, 1948. Sub-Lieutenant (S) Lawrence John McInerney is promoted to the rank of Lieutenant (S), dated 1st July, 1948.

Termination of Appointment.—The appointment of Robert Colin Campbell as Cadet Midshipman is terminated, dated 27th May, 1948.

Transfer to Emergency List.—Acting Lieutenant David John Richardson is transferred to the Emergency List, dated 17th February, 1948.

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

Appointment.—The Reverend Alfred Powell Hutchison is appointed Chaplain, dated 12th May, 1948.

Promotions.—Lieutenants Frederick McCordell, William Morrell Nodrum, Walter Haddon Burke and George Horace Beseler are promoted to the rank of Lieutenant-Commander, dated 30th June, 1948. Sub-Lieutenant Raymond Albert Pioch is promoted to the rank of Lieutenant (Provisional), dated 10th June, 1948. Surgeon Lieutenant Donald Kerr Grant is promoted to the rank of Surgeon Lieutenant-Commander, dated 8th April, 1948. Lieutenant (S) (Acting Lieutenant-Commander (S)) Edward John Herbert Colvin is promoted to the rank of

Lieutenant-Commander (S), dated 30th June, 1948.

Termination of Appointment.—The appointment of the Reverend William George Murliss as Chaplain is terminated, dated 11th May, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—James Bernard Campbell is appointed Acting Lieutenant-Commander with seniority in rank of 31st March, 1945, dated 18th July, 1946 (seniority as Lieutenant 20th October, 1941). John Griffiths Cameron is appointed Lieutenant with seniority in rank of 22nd September, 1941, dated 8th August, 1945. Anthony Eric Gray is appointed Lieutenant with seniority in rank of 15th October, 1944, dated 13th March, 1946. Robert John Dowcy is appointed Sub-Lieutenant with seniority in rank of 1st April, 1944, dated 21st February, 1946. Alexander Myhill Pike is appointed Acting Engineer Lieutenant-Commander with seniority in rank of 31st March, 1946, dated 9th August, 1946 (seniority as Engineer Lieutenant, 16th August, 1941). Thomas Newnham Saunders Porter is appointed Engineer Lieutenant with seniority in rank of 29th April, 1942, dated 3rd July, 1946. Peter Donald Graeme Fox is appointed Surgeon Lieutenant with seniority in rank of 2nd August, 1943, dated 23rd April, 1948.

Promotions.—Lieutenants (Acting Lieutenant-Commanders) Dickson Harley Antill, Ernest Thomas Lees, D.S.O., Thomas William Church Prentice, Colin Peter Gilder and Christopher Mervyn Callow are promoted to the rank of Lieutenant-Commander, dated 30th June, 1948. Lieutenants William Edward Howard, Oliver Morrogh Moriarty, Richard Harwin Nossiter, D.S.C., and Fred Baylan are promoted to the rank of Lieutenant-Commander, dated 30th June, 1948. Lieutenant (S) (Acting Lieutenant-Commander (S)) Roy Hamlyn Collins is promoted to the rank of Lieutenant-Commander (S), dated 30th June, 1948. Lieutenants (S) Leonard Thomas Ewens and

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Maurice Burnell Carter are promoted to the rank of Lieutenant-Commander (S), dated 30th June, 1948.

Termination of Appointment.—The appointment of Alan Wilkinson as Lieutenant is terminated, dated 24th May, 1948.

CORRIGENDUM.

With reference to Executive Minute No. 23—notice of which appeared on page 1992 of "Commonwealth Gazette" No. 65 of 22nd April, 1948—that portion relating to the termination of the appointment of Acting Lieutenant David John Richardson is cancelled.—(Ex. Min. No. 52—Approved 21st July, 1948.)

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

Appointments.—Aeneas William Salisbury (Temporary Lieutenant, Royal Australian Naval Reserve (Sea-going)), is appointed Lieutenant in the Permanent Naval Forces, with seniority in rank of 28th May, 1940, dated 11th February, 1948. Lieutenant (for temporary service) Donald Morgan Wogan-Browne is appointed to the Permanent List, with seniority in rank of 23rd February, 1946, dated 7th July, 1948. Harold Edwin Bailey is appointed Acting Lieutenant (on probation), with seniority in rank of 30th September, 1945, dated 6th January, 1948 (amending Executive Minute No. 23 of 22nd April, 1948). Colin Richard Fletcher is appointed Lieutenant (E) (on probation), dated 21st June, 1948. Mansfield Gibson Laws, Radio Electrician (R), Official Number 26818, is appointed Instructor Sub-Lieutenant (on probation), dated 10th June, 1948.

Promotions.—Lieutenant Aeneas William Salisbury is promoted to the rank of Lieutenant-Commander, dated 28th May, 1948. Edward Robert Sangwell, Engine Room Artificer 3rd Class, official number 23860, is promoted to the rank of Warrant Engineer (Acting), with seniority in rank of 23rd February, 1948. Dated 21st June, 1948 (amending Exec-

utive Minute No. 21 of 1st April, 1948).

Confirmation in Rank.—The following Acting Lieutenants (on probation) are confirmed in the rank of Acting Lieutenant with seniority in rank as indicated:—Daniel Buchanan, 30th April, 1943; Walter George Bowles, 7th September, 1943; Fred Theophilus Sherborne, 20th September, 1943; Kenneth Douglas Gray, D.F.C., 29th April, 1944; Albert Leslie Oakley, D.F.C., 29th November, 1944; Reginald Albert Wild, D.F.C., 16th December, 1944; Robert Young Uirich, D.F.C., 21st December, 1944; Ian Charles Hutchinson, 10th April, 1945; Mansfield Barrymore Allan Brown, 23rd July, 1945; Digby Charles Jones, 15th August, 1945; Harry Lewis Mortlock, 27th August, 1945; Harold Edwin Bailey, 30th September, 1945; Bruce Collett Sellick, 9th February, 1946; Henry Samuel Calhoun Young, 26th March, 1946; John Frederick Todman, 29th May, 1946; John Paul Howden, 22nd July, 1946; Gordon McPhee, 17th September, 1946; George McCallum Jude, 19th December, 1946; William Richard Jackson, 8th January, 1947; Peter William Seed, 6th April, 1947; John Macquarie Wade Brown, 7th April, 1947; Robert Evans Smith, 9th June, 1947 dated 12th June, 1948. Horace Mercer Durrant and Tom Stanley Braithwaite, Warrant Engineers (Acting) (Provisional), are confirmed in the rank of Warrant Engineer (Acting), with seniority in rank of 23rd February, 1948, dated 12th April, 1948.

Transfer to Emergency Lists.—Commander Alfred Edgar Buchanan, D.S.O., is transferred to the Emergency List, dated 28th June, 1948.

Honorary Aides-de-Camp.—Captain Willfred Hastings Harrington, D.S.O., Acting Captain Franklyn Bryce Morris and Commander John Anthony Walsh are appointed Honorary Aides-de-

Camp to His Excellency the Governor-General for a period of three years from 1st July, 1948. The appointments of Captain Roy Russell Dowling, D.S.O., Acting Captain Ross Valdar Wheatley and Acting Captain Alfred Edgar Buchanan, D.S.O., as Honorary Aides-de-Camp to His Excellency the Governor-General are terminated, dated 1st March, 1948.

RETIRED LIST.

Promotion.—Captain Charles Farquhar-Smith is promoted to the rank of Rear-Admiral, dated 29th January, 1948.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE
(SEA-GOING).

Promotions.—Acting Lieutenant-Commander Alan Farquhar-Smith is promoted to the rank of Lieutenant-Commander, dated 19th June, 1948.

Termination of Appointment.—The appointment of Henry Joseph Osborne, D.S.C., as Temporary Acting Lieutenant-Commander is terminated, dated 1st June, 1948.

ROYAL AUSTRALIAN NAVAL RESERVE

Honorary Aides-de-Camp.—Commander Ronald Ashman Nettlefold, D.S.C., is permitted to accept the appointment of Honorary Aide-de-Camp to His Excellency the Governor of Victoria until 30th June, 1949.

ROYAL AUSTRALIAN NAVAL
VOLUNTEER RESERVE.

Appointments. George War drop Goodnew is appointed Lieutenant (Special Branch), with seniority in rank of 14th July, 1944, dated 13th February, 1946. David Henry Case is appointed Lieutenant (Special Branch), with seniority in rank of 8th August, 1947, dated 4th March, 1948. (Ex. Min. No. 53—Approved 4th August, 1948.)

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

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Federal Council

COPIES of the R.N.B. Trusts first post-war quarterly journal have been received from the General Secretary. It is pleasing to note the rapid growth of ex Royal Naval and Royal Marine Associations throughout the Empire: New Zealand having an organisation in each of the principal cities of the Dominion. We appreciate receipt of the knowledge of the many activities of the R.N.B.T. in the United Kingdom and overseas.

Amongst the recent arrivals in Australia are a few ex W.R.N.S. officers and ratings: we bid welcome to our membership of the following:—Misses Sheila Hope, who served on the South African Station, now residing in Brisbane; Doreen Orr and Marjorie Lane, both served in Australia, the former is now employed on the clerical staff of the Bank of New South Wales, these two girls are living in Sydney; Eily C. North is now residing in Melbourne, and Val Inches has returned to Tasmania after her service in the Fleet-mail office. Federal Council has noted the creation of a Reserve Force to embrace women members of the Naval Services.

Hon. State Secretary of Victoria (Mr. W. H. Sullivan) is carrying out his duties in an admirable capacity: the large amount of detail work incurred by the formation of so many Sub-Sections does not seem to deter him from readily completing his returns and reports to the Federal Council. Officers of the Victorian State Council are indeed fortunate in having the services of Mr. Sullivan to guide them, and to watch over the interests

and welfare of Victorian members. Sub-Sections in this State are equipping their meeting rooms with sets of indoor Bowls, this indicates that challenge matches will soon be the order of social gatherings in and around Melbourne.

Western Australian Sub-Sections are competing against each other in Dart tournaments for the "Dunkerton" Cup which was presented by a local member. A.C.T. members are busy arranging a Navy Ball in Canberra, this will take place at the Albert Hall on Friday, 24th September.

Proceeds of some of the recent A.C.T. functions will go towards providing entertainment of visiting Delegates to the forthcoming Federal Conference.

A series of lectures have been arranged for members of the Sydney Sub-Section: guest speakers have delivered three lectures already this year.

Parramatta Sub-Section is now fully established with several new members and a number of transferred members from Sydney: newly elected officers and Committee are taking a keen interest in the welfare of members.

Association members who are seeking employment are urgently requested to contact their own Sub-Section Hon. Secretary regarding the many vacant positions that have been notified to us by various employers.

British migrants are arriving in Australia in ever-increasing numbers now, and they need our assistance: as a means of helping them and our own members to obtain accommodation, it is requested that Hon. Secretaries be advised, as soon as possible, of any vacant houses, flats and

rooms, or they may even notify us of any prospective vacancies.

Federal Council has been advised of the death of Mr. Alfred R. J. Trimming, who, until recently, was Hon. State Secretary of Western Australia. The late Mr. Trimming was one of the party that comprised the attacking force at Zeebrugge. Another early member of Western Australia Section (Mr. C. A. Davies) who later came back to New South Wales on transfer, died last month in the new Repatriation Hospital at Concord.

G.W.S.

A.C.T.

AT the time of the preparation of these notes the main interests in the Section's activities centres around the Annual General Meeting to be held on Friday, 20th August. The Section's popular President, Mr. L. J. Ivey, has been nominated unopposed for the main office whilst there will be many changes in the other office bearers. Four nominations were received for offices of Vice-President, whilst the Treasurer and Secretary intimated their desire not to stand for office. For these offices, Mr. Nev. Murray and Mr. Wm. Gellatly have been nominated. Drastic changes in the nominations for Committee men are also noticed and it is of decided interest to note that not less than five nominations were in respect of ex Royal Navy comrades residing in Canberra.

Besides the Annual General Meeting keen preparation for the Annual Ball to be held on September 24th, is now in progress. The function will be under the patronage of Their Excellencies the Governor-General and Mr. McKell and Mr. Riordan, the

Minister for the Navy has signified his intentions of being present if in Canberra at the time. The evening promises to be one of the most lavish ever presented in Canberra and as an added attraction an orchestra has been engaged from Sydney.

The Section has recently taken up the subject of payment of Death Duties on War Gratitudes of deceased ex-servicemen and keen interest is being displayed in the outcome of the Federal Executive's enquiries and representations to the Commonwealth Government. Further matters affecting local ex-servicemen have recently been the subject of representations by the Section through the High Council of Ex-Servicemen in the A.C.T. and here again, members are watching the progress with interest.

The Section recently lost the services of our keen worker on the Regional Canteens Services Trust, Mr. Kevin Kelly, the Section's representative on this body has been transferred overseas on relieving consular duty for the Commonwealth. In submitting the name of Mr. Frank Spellacy, the Section considers that the keen work performed by Mr. Kelly will be ably continued.

A drive to enroll ex-members of the W.R.A.N.S. and W.R.E.N.S. is at present in progress throughout Canberra. It is known that there are at least a dozen girls who served in the Naval Forces of the R.A.N. and R.N. but apparently all have suffered to some extent from "stage fright."

J. DEAN,

Honorary State Secretary.
15th August, 1948.

Queensland

There was a very gratifying attendance of service and ex-service personnel, also members of the public at the first Annual Memorial Service for Navy and Merchant Navy personnel who gave their lives on active service in two world wars. This took place at the Shrine of Remembrance,

Anzac Square, on August 8. Arrangements functioned smoothly and full merit for this is extended to the organising committee comprising Archdeacon Birch, Capt. E. P. Thomas, Messrs. A. C. Nichols, N. Pixley (representing our association) and Messrs. A. J. Osborne and W. H. Patterson (president and secretary respectively of the Naval and Mercantile Marine Sub-branch of the R.S.L.). Mr. R. J. Leisegang was marshal.

At 10.15 a.m. 70 officers and ratings from the visiting ships H.M.A.S. "Warramunga," "Arunta," "Condamine" and H.M.A.S. "Moreton" assembled at King George Square. They were joined by a similar number of ex-navy and merchant navy men and marched to the Shrine, headed by the Excelsior Band which provided the musical programme.

The laying of official wreaths was scheduled for 10.45 a.m. Wreaths were placed at the Shrine by Lt. John Tucker, A.D.C. (on behalf of the State Governor), Lt. J. J. Boock, and Mr. D. Kelliher (representing the U.S. Consul), Major General R. H. Nimmo (A.M.F., Northern Command), Group-Capt. J. Alexander (R.A.A.F. Station, Amberley), Mr. R. D. Huish (State President, R.S.L.), Capt. J. W. Herd (Deputy Master of Parent Body of Company of Master Mariners in Australia and representing Merchant Navy), on behalf of the Mayor, Aldermen and citizens of Brisbane, Mr. A. J. Osborne (Ex-naval and Mercantile Sub-branch R.S.L.) and Mr. A. C. Nichols (State Council, Ex-Naval Men's Association of Aust.), and a joint wreath from H.M.A.S. "Warramunga," "Arunta," "Condamine" and "Moreton."

The half-hour service then commenced at 11 a.m. An opening address was delivered by Mr. N. Pixley after which the service was conducted by Archdeacon Birch, assisted by the Rev. H. H.

Trigge, Master of Kings College. It is a matter of interest that the latter served on the first H.M.A.S. "Sydney" in World War I.

The lesson was read by Capt. W. H. Harrington (Capt., H.M.A.S. "Warramunga") and the address was given by Archdeacon Birch whose subject was "Remembrance." The Last Post and Reveille was sounded by Mr. T. Roach.

Wreaths were laid by relatives and the public at the conclusion of the National Anthem.

Amongst those who attended the service were Capt. and Mrs. E. P. Thomas, Cdr. and Mrs. S. Chesterman, Cdr. F. N. Cook (H.M.A.S. "Arunta"), Lt. Cdr. J. H. Dowson (H.M.A.S. "Condamine"), and Mr. F. Gillespie (president, Toowoomba sub-section Ex-Naval Men's Assn.).

Brisbane sub-section re-elected Mr. Norman Pixley as president at the annual meeting on August 2. Mr. A. A. Williams was appointed hon. secretary, while Mr. C. Brooks consented to carry on in his role as treasurer.

The new secretary's address is: Hadfield St., Windsor. Other officers elected were—Vice-Presidents, Messrs. P. J. Barnett and J. Nixon; asst. secretary, Miss M. Mann; committee, Messrs. A. Simmonds, J. Walker, R. J. Leisegang and Misses G. Lachlan, M. Pollock, S. Hayward, and H. le Marchand; social committee, Misses S. Hope, S. Hayward, H. le Marchand, G. Lachlan, M. Eather, Messrs. J. Walker, R. J. Leisegang, H. Giles, D. Grieve, C. Lawrie, and G. Simmonds; auditors, Mr. A. Annabel and Miss D. Foxlee; hon. solicitors, John A. Scott and Crawford.

Mr. Ron McKaige, one of our North Queensland members, was in town recently. He intimated that nearly sixty ex-sailors were resident in Cairns and proposed to shortly hold a reunion. He believes the prospects of forming a sub-section are bright. State council now has the matter in hand.

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Answers to Nautical Quiz

- (1) John L. Sullivan is the present Secretary of the Navy in the United States of America.
- (2) The Owen Stanley mountains were named after Captain Owen Stanley, R.N., whose survey work in New Guinea waters in H.M.S. "Rattlesnake" in 1848 added much to the sum of Australia's hydrographic knowledge of her north-eastern seaboard.
- (3) The First Sea Lord and Chief of the Naval Staff at Admiralty when war broke out in 1939 was Sir Dudley Pound. He died in harness during the war. First Naval Member of the Australian Commonwealth Naval Board and Chief of the Naval Staff was Sir Ragnar Colvin, who remained in the appointment until succeeded by Sir Guy Royle in 1941.
- (4) Yes. H.M.A.S. "Anzac," Flotilla Leader, was one of the six destroyers presented to the Commonwealth Government by the United Kingdom Government in 1919. The others were "Tasmania," "Swordsman," "Success," "Stalwart," and "Tattoo."
- (5) Samuel, 1st Viscount Hood.
- (6) The garboard strake is that next to the keel. The sheer strake is the uppermost strake of the shell plating.
- (7) The "Orcaes" was the name by which, in early times, the Orkney Islands were known. Scapa Flow is in the Orkneys, between the islands of Pomona and Hoy.
- (8) (a) Manaus is on the Amazon, which flows into the Atlantic. (b) Shanghai is on the Yang-tse-Kiang, emptying into the Yellow Sea. (c) Rotterdam stands on the Rhine, entered from the North Sea. (d) Mandalay is on the Irrawaddy, which meets the sea in the Bay of Bengal. (e) Rosario is on the Parana River, entering the South Atlantic Ocean by the River Plate. (f) Baton Rouge is a port on the Mississippi, which flows into the Gulf of Mexico.
- (9) The carrack was the prototype of the full-rigged ship. She came into existence about the middle of the fifteenth century. She had three or four masts: the fore and mainmast, square rigged; the mizzen and bonaventure mizzen with fore-and-aft sails.
- (10) The Punic Wars were fought between Rome and Carthage, and were so called of Carthage because the city was a Phoenician colony, and "Punic" is derived from the Greek word for Phoenician.



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The Navy

LAUNCHING OF H.M.A.S. "ANZAC."

Continued from page 18.

Official party arrived and proceeded to the enclosure, Mrs. J. A. Collins, the wife of the First Naval Member (Rear-Admiral) J. A. Collins, C.B., being presented with a bouquet by Miss S. Petts, the senior feminine member of the Dockyard staff.

At 3.15 P.M., Mrs. Collins, the General Manager of the Dockyard (Captain (E) C. C. Clark, O.B.E., D.S.C., R.A.N.) and Chaplain Henderson, the Senior Chaplain of the R.A.N., entered the dais under the keen, raked stem of "Anzac," as the band started to play the National Anthem, opening the religious service. The Chaplain then read Psalm CVII. "They that go down to the sea in ships." There followed prayers, and then, to the accompaniment of the band, the gathering sang that noble and moving hymn, "Eternal Father, strong to save." The religious ceremony ended with the Benediction.

At 3.26 P.M., Mrs. Collins named the ship and cut the ribbon. "I name this ship 'Anzac'. I congratulate all those who have so faithfully and skilfully constructed her. May she prove a valuable addition to the Royal Australian Navy, and may God's protecting care be over all who voyage in her."

There was a crash, and an exclamation from the crowd as the bottle of champagne smashed on the keen stem when Mrs. Collins cut the ribbon. A short silence, pregnant with pent up feeling. Then, from beneath the hull, the dull clack and clatter as the triggers were released. Then the ship started to move. Slowly at first, but with quickening speed she glided down the ways, and smoke arose from the friction of her passage. Faster and faster, and then, within a few moments, her bow dipped, and she was water-borne, to a spontaneous hand-clapping from

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their assemblage. It was a perfect launch.

Afterwards, while the "Anzac" was taken in tow and hauled into the Alfred Graving Dock, the official party went to a reception in the Canten, where toasts were celebrated. "The King," proposed by the Chairman: "H.M.A.S. 'Anzac' and Mrs. J. A. Collins," by Engineer Rear-Admiral A. B. Doyle, C.B.E.; the response, by Rear Admiral J. A. Collins, C.B.; "The Builders," by the Minister for the Navy (Mr. W. J. P. Riordan), and the response by the General Manager of the Dockyard, (Captain (E) C. C. Clark, O.B.E., D.S.C., R.A.N.).

And so home, and to the Dockyard gates past the Graving Dock, where "Anzac" floated at rest, shapely and still in that element which will mirror her destiny. It was a memorable occasion. May "The Navy" offer its felicitations and congratulations? To all those concerned with this successful undertaking, and especially "to those who have so faithfully and skilfully constructed 'Anzac'," and to Williamstown Naval Dockyard through the personality of Captain Clark. "Anzac" was his first ship, and his great personal responsibility, which made the unqualified success of the launch an even happier event to the whole Dockyard.

THE HUNGRY GOOSE LINE.

Continued from page 23.

cer C. Matthews; Second Officer W. Whitehead; Third Officer A. B. Smith; Apprentices P. Newing, T. Newing, of Newhaven, A. T. Burnell, of North London, and P. Hopkins, of Wimbledon, London. In this year, Trinder Anderson & Co., in addition to carrying general cargoes to Australia, re-entered the emigrant trade, the whole of the shelter deck being fitted up with movable cabins; additional deck houses, lifeboats, etc., being fitted; extra cooks and stewards were signed on.

The whole of the corticene shelter deck was scrubbed by an army of old Cockney ladies noted for

their Rabelaisian outlook, laughter and stories. Shore carpenters fitted up the cabins, etc. The emigrants embarked at Tilbury, voyaging to Fremantle, Melbourne and Sydney, via Cape Town for bunkers and water. The return voyage was under charter with wool from Sydney and Melbourne, bunkering at Fremantle; home via Durban, St. Helena, Grand Canary Islands, Bristol Channel ports and Glasgow.

Whilst in Cape Town on the return voyage the writer contracted Typhoid Fever, and was landed in an Australian Hospital. He rejoined the Arrino at Fremantle in 1913: the Master was Captain F. Dent (Captain Young having been transferred to the Armadale); Chief Officer C. J. Moradant (later Master of the Winton, Avenue Steam Ship Co.—the Winton was wrecked on the Queensland Coast); Second Officer E. O. G. Walters (died in Bunbury in 1928); W. G. Foster (swallowed the anchor 1914); Apprentices E. Crickmar, of Brightlingsea (now Master of Arden-oht), H. Morgan (served in "Q" boats 1914-1918).

It was particularly noticeable in this year, that the German merchant service officers had no illusion regarding "Der Tag," many nasty fights occurring on British ships which carried Germans amongst the crew. The Apprentices usually managed to sneak ashore before sailing to indulge in a good feed. Whilst doing so in a Melbourne cafe on one voyage a lady with a little baby girl about a year old asked the apprentices to mind her baby whilst she ran over to the Katoombo, on the point of sailing for West Australia. They held the baby until suspicion grew, and called a policeman who found that the lady had vanished. Needless to say, the mate did not believe the lady-baby yarn.

President Huerta, in 1913, liquidated President Madero of Mexico. Huerta assumed dictatorship, causing U.S.A. to declare war. The Arrino was chartered by the U.S. Navy to convey coal,

naval and military stores, from Baltimore and Newport News to San Diego, the U.S. Navy base in Lower California. The voyage began in mid-winter through the Straits of Magellan, Smyth Channel, and Gulf of Penas, coaling at Lota Island en route. In Smyth Channel, a Tierra del Fuegian man, woman and little boy in a crude dug-out canoe visited the ship. They were nearly naked, had a small fire built on stones in the canoe; accepted numerous presents of food, clothes, and a couple of stiff tots of neat whisky without turning a hair. The weather was freezing, snow covering the whole land; and numerous lovely glaciers glistened blue in the still air.

On arrival at San Diego, war stores and coal were transferred to U.S.S. battleships, Cincinnati, Mississippi, Delaware, etc. Curtis Bros. flew aeroplanes from Coronado Beach; some fighting was seen at Ti Juana, and a visit paid to Los Angeles and Hollywood. Proceeding from San Diego to dry dock in San Francisco, the Arrino loaded lumber at Eureka, Humboldt Bay, Crescent City, Tacoma, Hoquiam and Greys Harbour. Leaving Greys Harbour fully laden, the Arrino ran ashore, but was floated off with the assistance of the tug Punter, of Hoquiam, proceeding to "Frisco under her own steam with the pumps going.

The "Frisco newspaper, in true Yankee style, ran flaring headlines and photographs, "British Shipmaster—Captain F. Dent's Magnificent Seamanship," etc. The lumber partly unloaded, the vessel docked, some buckled plates under her fore foot were repaired; then, the lumber reloaded, the Arrino sailed for Sydney and Melbourne, bunkering at Honolulu en route.

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The following new steamers were built by Trinder Anderson & Co.:—

Ashburton, 5057 tons. Built 1926 by W. Denny & Co., of Dumbarton. Length 400 feet, beam 52 feet, draft 28 feet. Master C. Matthews (who died in 1939). She was sold to Norwegian owners in 1937 and renamed *Tropic Star*.

Armada, 5066 tons. Built 1929 by W. Denny & Co., of Dumbarton. Length 410 feet, beam 54 feet, draft 25 feet. Master A. P. Bach.

Australind, 5020 tons. Built 1929 by W. Denny & Co., of Dumbarton. Length 410 feet, beam 54 feet, draft 25 feet. Master P. D. Kemp.

Steaming at 14 knots, the New Zealand Shipping Company's 10,890 ton liner *Rotorua* ploughed her way under the waves of an icy sea after she had been hit by a torpedo off the English coast on 3rd March, 1941. She took with her valuable cargo. Just before the *Rotorua* disappeared, the submarine surfaced, and one of the crew took cinematograph snaps of the doomed liner, it being fortunate indeed that the Hun did not machine-gun the helpless men and women fighting for their lives in the icy water. The Hun carefully photographed the nameplate, boats, and struggling figures in the water. The *Rotorua's* gunners were unable to fire a shot, but gallantly lost their lives through their courageous desire to sink the submarine. They went down with the ship, with the gallant Captain Edgar Reginald Harrison Kemp and all his officers except the Fourth. The third gunner owed his life to the fact that he was a strong swimmer. Altogether, 19 lives were lost.

One survivor said:—"I rowed with a stewardess, Mollie Cook, an English girl. We called her Cookiz. She was wonderful. She rowed stroke for stroke with me for

about seven hours until we were picked up. (The reader might call her a heroine and not be far out.) She sang and never complained once. She had only a thin blue uniform and no shoes, and I got a ship's blanket, cut holes in it for her head and arms, and put it over her. About dusk we saw a Sunderland flying boat. It signalled us to hang on as help was coming, and signalled trawlers 40 miles away. They had picked up our S.O.S. and were already on the way. They took us aboard."

In conveying the news of Captain Kemp's death to his parents in New Zealand, the New Zealand Shipping Company wrote:—"He was last seen making his way from the gun platform forward just before the ship sank. A steward said he spoke to Captain Kemp when it was certain that the ship was doomed. He was perfectly calm, and was on duty on the bridge doing all possible to get the crew to the lifeboats. By doing so he enabled a large percentage to gain safety, but sacrificed his own life. We deeply regret the loss of a gallant and very popular commander."

No more fitting tribute could be paid to those apprentices of 40 years ago, who have manned the British Mercantile Marine through two wars, than the epic gallantry of Captain E. R. H. Kemp, who gave his life for His Country, and who commenced his seafaring career in the "Hungry Goose Line"—one of the pioneers of the seaborne trade of Britain's far-flung Empire.

"AWATEA"
Continued from page 30.

injured, and the boats got away safely. When morning dawned, the "Awatea" had disappeared beneath the sea. Born into a blaze of glory, she died in the holocaust of war.

The ship was gone, but her record lives on. "Awatea" was the only merchant ship engaged in battle operations manned by a New Zealand crew. Of that crew, Captain Morgan said in his re-

port on the loss of his ship: "the crew were splendid throughout, they stood up magnificently to terrific punishment and the guns' crews continued to serve and fire their guns in the spirit of veterans." Sir Harold Burroughs, K.B.E., C.B., D.S.O., R.N., the Naval officer commanding the operation, declared: "The 'Awatea' fought the battle of a battleship."

Official recognition of "Awatea's" services was made in the form of many awards for bravery to members of the crew. Captain Morgan, D.S.C., was awarded the D.S.O. (He was awarded the earlier decoration during world war I, when an officer in the Royal Naval Reserve) and also Lloyd's war medal for distinguished service.

During her war service, "Awatea" transported 3,600 Australian and New Zealand airmen to Canada; 17,500 troops to various war theatres, including North Africa; and repatriated 900 civilians.

VOYAGE TO MACQUARIE.

Continued from page 32.

lower slopes. Our sheep, however, did not take kindly to their new home, or did not, at any rate, appear very excited about it. They fossicked dejectedly amongst the tussock grass in the lee of the hills what time, possibly, they thought longingly of a sunnier home away to the north of this inhospitable land.

The goats, on the other hand, dispensed with a shakedown cruise and entered wholeheartedly into the social life of the place without loss of time. With an eye to creature comfort, they sought the warmth of the kitchen, a proceeding not received with any degree of enthusiasm by the cook. Within ten days, however, the settlement was taking some shape, and with the erection by then of some of the huts, those working ashore found life a little more rosy.

We did not get off without

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some loss of equipment owing to the weather. A number of our pontoon rafts were holed and sunk, and one of our boats, caught by a sudden and violent squall, was driven on to the rocks and wrecked. Later the hull broke in two, but not before we were able to salvage the engine. On several occasions our precious DUKWs nearly came to grief, but fortunately we were able to haul them ashore in time, and there effect repairs.

Saturday, the 20th. March, was a red letter day for the ship's company of "Wyatt Earp." On that day, homeward bound from the buffeting of her voyage to the edge of the Antarctic Continent, she joined L.S.T. 3501 in Buckles Bay. Her crew, weary after the trials and tribulations of their stormy passage, boarded us and had their first hot baths for weeks. Later, we passed a hose a board, and filled her tanks with much needed fresh water.

This then, in brief, was our voyage to Macquarie. It was arduous but interesting. The outstanding realization arising from the experience is that, in a job such as ours in such a climate, one is engaged in a perpetual race

with the elements. Constant vigil is necessary to try to foretell what the Clerk of the Weather is going to produce from his box of tricks. And the job must be pressed ahead with at the highest possible speed while he is in gentle mood. An hour lost during fine weather may mean days of waiting for the next fine spell to come along to enable the resumption of work.

Yes, it is an arduous voyage to make. But it is packed with valuable experience and absorbing interest, and it leaves one with a legacy arising from those two, a legacy of great value.

And, after all, we of the ship's company of L.S.T. 3501 had the better end of the stick. We, after all, could turn our bows northwards again, and within a few days be back home in Australia. The twelve scientists, on the other hand, our passengers on the way out, were to spend many months amid the rain, the squalls, the skirling gales, thundering seas, and wraith-like mists of Macquarie; with the elephant seals, maori hens and skuas for company and, last but by no means least, the unforgettable stench of the island's penguins.

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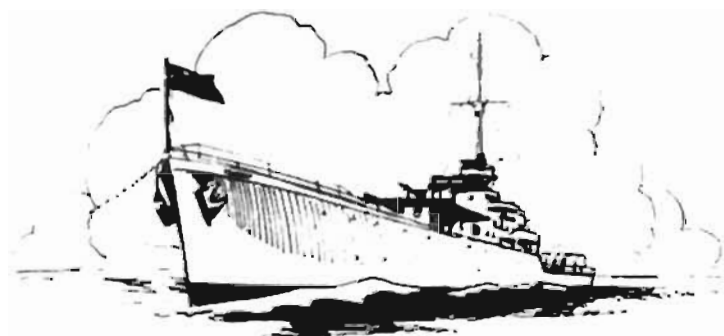
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