

# THE NAVY



AUSTRALIA'S MARITIME JOURNAL OCTOBER, 1948

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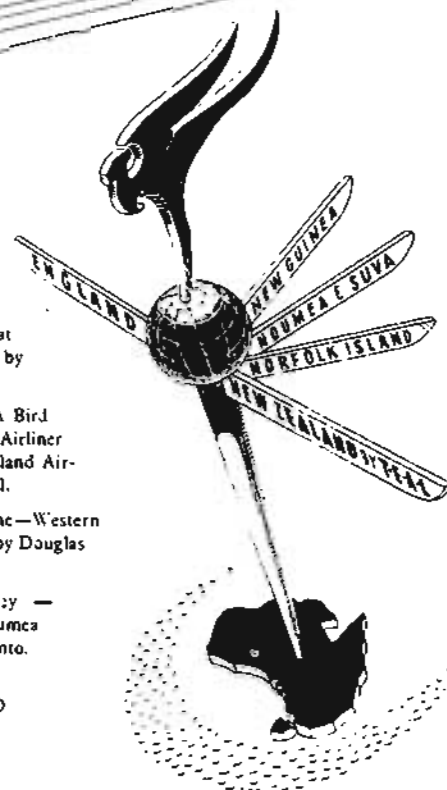
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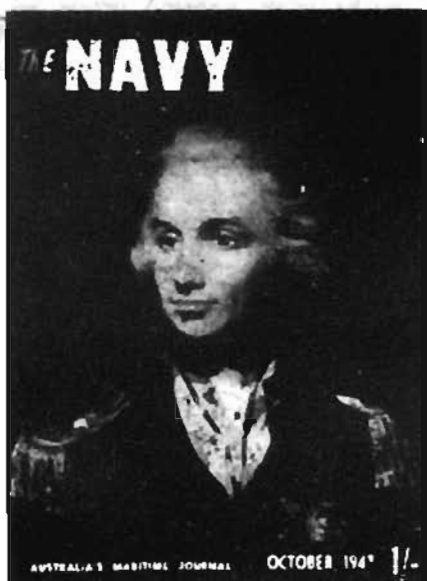
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## THE NAVY FOR NEXT MONTH

### H.M.A.S. "SYDNEY."

In November, H.M.A.S. "Sydney," third of her name in the Royal Australian Navy, is being christened in England. In the forthcoming issue of "The Navy" will be an article telling you something of the two previous ships to carry the name "Sydney" in Australia's fleet, and of the stories they have contributed to the Naval annals of this country. Something will also be told of this new "Sydney," and of the contribution that she, an aircraft carrier, will be able to make to the efficiency of Australia's naval forces.

### SEA PIE

In the June issue of "The Navy," Reuben Ranzo gave us an article - "Eat, Drink and be Merry" - in which he touched on the tougher side of sea food, the hard tack, the salmagundy, crackerhash and dandysfunk, and the weevils, skillygolee and dog's body of the honest Jack Tar of the past. But, as he concluded, it was not all hard tack and salt junk. And he promised, or hinted, that in a future issue he might tell us something of the better fare of those that go down to the sea in ships. Well! He has gone to work, and the results of his labours will appear in our November issue, under the title "Sea Pie."

### HOW THE NAVY WORKS

The Navy does not consist only of ships and the men who man them. Quite a large organisation lies in the background. A little on this, enough, we hope, to give you an idea of how the Navy works and how it is administered, will form the subject matter of an article to appear in our forthcoming issue.

### THEY WROTE OF THE SEA

We slipped you up in this present issue of our magazine. Last month we said that Reuben Ranzo had an article for us on the subject of "They Wrote of the Sea." So he had. But we overestimated the space available, so the appearance of that article has been postponed until our November issue, but we think that you will find it worth waiting for.

### GENERAL

In addition, all the usual features . . . What the R.A.N. is Doing, Maritime News from Home and Abroad, News of the World's Navies, latest reports from the Ex-Naval Men and the Navy League, and the outstanding maritime news of the month. Order your copy of the November issue of "The Navy" now.



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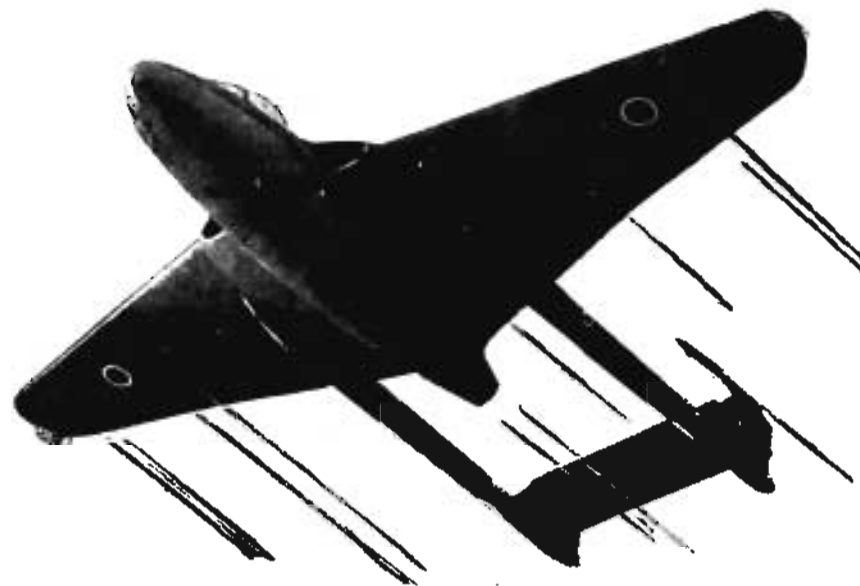
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## LETTERS TO THE EDITORS

### SALE OF SURPLUS SHIPS

Sir,  
With reference to your May number, page 35, you remark on the sale of various surplus naval craft. It would be of great interest if you could give a list of the ships sold with their descriptions, in one of the subsequent issues. What happens to disposal of ships is very difficult very often to trace.

Yours, etc.,  
R. Guillaume,  
Weybourne,  
Portmore Park Road,  
Weybridge,  
England.

We will see what can be done to gather the information and, if space permits, publish the list in a later issue of "The Navy."  
Ed. "The Navy."

### SUBMARINES FOR R.A.N.

Sir,  
Is it not about time that the Department of the Navy, and the Royal Australian Navy became a little more "submarine conscious"? Personally, I think it is, considering the prominent, and highly successful part played by British and United States submarines in the recent Pacific campaign. Australia, with her small population and vast area would, I think, find submarines very economical, particularly as far as man-power is concerned. A big point these days. To my mind, the strategical position of Australia is ideal for the employment of the submarine. Any potential aggressor must move his main forces over long sea-routes, and consequently would be very vulnerable to the hampering activities of the submarine. Of course the submarine has many other commendable qualities, which I do not think I need mention here. As a constant reader of "The Navy," and a member of

the Navy League, I would very much like to see a campaign for the addition of submarines to the R.A.N. A flotilla, or even half a flotilla, would be welcome as a start. My congratulations to "The Navy," a fine magazine, doing a fine job.

P. E. Burke,  
"Conder,"  
3 Henley Street,  
Mascot,  
N.S.W.

Thank you for your letter, and for your cheering pat on the back in the final sentence. Your views on the subject of submarines for the R.A.N. are of interest and will, no doubt, engage the attention of many other readers of "The Navy." As you of course know, the R.A.N. has on three occasions in the past included submarines in its fleet. On the first occasion the AE1 and AE2 of the original Squadron. On the second the six "J" Class vessels which were presented to Australia by the United Kingdom Government after the war of 1914-1918. On the third occasion, the purchase as part of the 1924 expansion programme of the submarines "Otway" and "Oxley." It would seem, perhaps, that the Government reply in the House of Representatives on the 17th. April, 1931, to a question concerning the disposal of these two last-named vessels, might give at least a partial answer to your question. "Otway" and "Oxley," which had then been for only two years in Australia, were transferred to the Royal Navy, and the question asked was under what conditions was the transfer arranged, and was it temporary or permanent. In his reply, Mr. Chifley—then Minister for Defence in the Scullin Government—said: "These two submarines form part of the Empire quota under the London Naval Treaty,

and it is important that they should be maintained in the highest state of efficiency. The Naval Board reported that this was very difficult in Australia, where they were a small specialised unit. The British Government was consulted and agreed to take over the submarines as a free gift, and maintain them at their expense. The transfer is permanent." It is suggested that, because of our population and therefore financial limitations, it is impossible for this country to maintain a Navy capable, by itself, of securing our naval defence in all circumstances. It is necessary that the R.A.N. should be considered in relation to a much larger Navy, and as an integral part of that Navy. In our case, that Navy is the Royal Navy and its Allies. The composition of our Naval force should be considered accordingly, and doubtless is so considered by the Government and its Naval advisers in determining the composition of the force.

Ed. "The Navy."

### THE "HUNGRY GOOSE" LINE

Sir,  
I was very interested to read the article "The Hungry Goose Line" in the current issue of "The Navy," by I.B. I enclose a cutting from a West Australian paper, which was found among my father's papers after his death. I thought that I.B. might be interested to read it if you would be so good as to pass it on. I would appreciate its return. The possible date of this article has puzzled me for some time, but after reading I.B.'s article, with the date of the building of the "Sultan," it appears to have been published in about 1894. You might think it worth while to reprint it in "The Navy." Besides being Chief in the "Natal" and the first "Australind," my father brought out the "Sultan" as Chief, and was in the "Karrakatta" when she was wrecked. I remember him telling me of an incident of this

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ANCHOR BRAND

## LETTERS TO THE EDITORS

wreck. A native sabotaged several articles and appeared on shore wearing a woman's hat and father's Masonic apron—in the right spot! My father's eldest brother, Andrew Wyles, was in the London office of Trinder Anderson until his retirement in 1904.

Yours, etc.,  
Duncan Wyles,  
19 Miller Grove,  
Kew, E.4.  
Vic.

Thank you for your letter, and for the cutting from the West Australian paper which you enclosed, both of which I am sure will be of interest to I.B., to whom they are being forwarded. As it is considered that the newspaper cutting will be of general interest to our readers, it is being reproduced on page 55 of this issue of "The Navy," under the title "From Fenchurch Street to Fremantle."

Ed. "The Navy."

### PHOTOGRAPHS WANTED

Sir,  
A little over one year ago a friend of mine told me about a magazine, which he used to buy. It was called "The Navy," and he gave me a copy to have a look at. Having done so, I went straight up to the newsagent and got my copy of "The Navy." Since then I have made sure of getting my copy every month. I think your magazine is the best on the market, and sincerely hope that it reaches more and more people. I want you to try and get me a few photographs, suitable for framing. Please let me know how much they will be if you can secure them. They are: The Danish sailing ship "Danmark," a picture of which appeared on the inside back cover of the July issue, 1948; and "Kanimbla," "Manoora," and "Wes-

## LETTERS TO THE EDITORS

tralia," which appeared in the September issue, 1947. Also, could you get me a copy of the photograph of the start of the 1947-48 Sydney-Hobart Yacht Race. This was reproduced in "The Navy" on page 31 of the February issue of this year.

Yours, etc.,  
A. H. Higham,  
Church Street,  
Wyong,  
N.S.W.

Thank you for your letter. It is good to know that you find the magazine calling for such complimentary remarks. We will try and get the photographs you are asking for, and will communicate with you direct on this matter.

Ed. "The Navy."

### UNSINKABLE SHIPS

Sir,  
Over 50 years ago I made my first voyage to sea, on what was then considered a very large freighter, S.S. "America," 5,500 tons, owned by the old National Line. The trip from London to New York in those days took 16 days. The ship at the time was engaged in the live cattle trade. It was on that voyage that there occurred to me an idea that it would be possible to construct an unsinkable ship. After several voyages, I came to Australia, and worked at my trade on every class of tonnage in all the shipyards and companies on the Sydney waterfront. Today I am nearly 75, and an old age pensioner. But far from my ideas on the question of an unsinkable ship diminishing they have, owing to further observations, been strengthened, and I believe the unsinkable ship is a certainty. One idea that I know is used in salvage work has in a measure

strengthened my views, as it has something of my idea in its application. It would be necessary for me to go on to a ship and explain my idea if anyone would care to go into the matter. In conclusion, let me say that I get a great deal of pleasure in reading "The Navy."

Yours, etc.,  
"Fore and Aft,"  
Brisbane,  
Q.

Thank you for your letter. It is pleasant to know that you find "The Navy" interesting. Have you submitted your ideas on the unsinkable ship to expert ship construction opinion? If not, it would be advisable to do so, as so many factors are involved with which only the expert is equipped to deal.

Ed. "The Navy."

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# THE NAVY

Australia's Maritime Journal

Vol. II.

OCTOBER, 1948.

No. 18.

## RESURGENCE OF R.N.

SOME nine months ago considerable concern was felt throughout the nations of the British Commonwealth at the announcements of severe cuts in the strength of the Royal Navy, and especially of the British Home Fleet. The situation was largely brought about by the shortage of manpower in industry. Faced with the necessity of increasing exports as much as possible in order to adjust the trade balance in so far as that could be done, the British Government accelerated the demobilisation of Hostilities Only personnel from the Armed Forces, in order that they might be available to industry.

The effect, so far as the Royal Navy was concerned, was particularly marked in the Home Fleet. Large numbers of those whose demobilisation was accelerated were serving in ships on overseas stations, and in order to provide reliefs for them the ships of the Home Fleet had to be denuded of key personnel, so that a number of ships were temporarily immobilised. At the time, however, the British Minister for Defence (Mr. A. V. Alexander) said in the House of Commons that the Home Fleet would not go out of commission. It would be immobilised in part, but the ships would be sent back to service as soon as the exigencies had been met, and as soon as a particular ship could be manned.

It is pleasant to see this forecast of the resurgence of the Home Fleet realised in fact. In this issue of "The Navy", in the section "News of the World's Navies," some details—recently released from the Department of the Chief of Naval Information, Admiralty—are given of the present composition and movements of the Home Fleet.

The 35,000-ton battleship, "Duke of York," is in full commission as the Flagship of Vice-Admiral Sir Rhoderick R. McGrigor, K.C.B., D.S.O., and other ships of the Fleet include three cruisers, two aircraft carriers, and a number of destroyers. That is a considerable advance on the position in the early months of the present year. Moreover, according to newspaper reports, British naval authorities stated—in regard to some expression of concern that at the existing state of tension in Europe these ships should be on a cruise far removed from Home Waters—that the strength of the Home Fleet could be doubled immediately if necessary with ships available in Home ports.

## NAVAL MOBILITY

At present the Home Fleet is divided into two parts. One, comprising the "Duke of York," the cruisers, and destroyers, is in the West Indies. The other, consisting of the two aircraft carriers "Theseus" (wearing the Flag of Rear-Admiral M. J. Mansergh, C.B., C.B.E.), and "Vengeance" and attendant destroyers, is in South African waters. It is anticipated that the Fleet will be away for at least two months, returning to Home ports early in December. This present cruise is a further illustration of that mobility which is so important a quality of a Naval force, and which is an even more potent factor in these days of high speeds. The ships of the Home Fleet are dispersed over a wide area of sea. But their concentration anywhere within the Atlantic Ocean, and their movement as a force to any part of that ocean, could be effected more rapidly today than, a hundred years ago, a similar concentration could have been effected of ships no more widely dispersed than the limits of the English Channel would permit.

## LESSON FROM JAVA SEA BATTLE

When, in 1909, the United Kingdom and Australian authorities were discussing the ways and means of creating a Royal Australian Navy, the Admiralty proposed the creation of an "Eastern" or "Pacific" Fleet of the Empire, to which the Dominions concerned should contribute "units." "A Dominion Government," it was suggested, "desirous of creating a navy should aim at forming a distinct Fleet unit; and the smallest unit is one which, while manageable in time of peace, is capable of being used in its component parts in time of war . . . The Fleet unit should consist at least of the following: One armoured cruiser, three unarmoured cruisers; six destroyers; and three submarines."

The composition of one of these "units" was eventually that of the first Australian Fleet. In settling details of this Admiralty proposal, great

stress was laid on three points, one of which was that: "While in time of peace the unit would be under the exclusive control of the Commonwealth Government, its regulations must resemble the King's Regulations, and the standard of training, discipline, and general efficiency, in ships and officers and men, must be maintained on an equality with that of the Royal Navy. As interchange of officers and men between the two services was in contemplation, this provision was obviously of the first importance."

The importance of this provision was recognised, and ever since the creation of the Royal Australian Navy, the conditions thus laid down have been observed. The training, discipline, and general efficiency of the Royal Australian Navy have always been maintained, in line with as to detail, and on an equality with, that of the Royal Navy. The importance of this was demonstrated during the recent war, when ships and men of the two Navies could work together, or interchange one with the other, without any difficulty or loss of efficiency. They immediately became units of the one Navy for immediate service in any circumstances against the enemy.

On the other hand, the difficulties that could have arisen had this policy not been followed right from the beginning, were illustrated at the Battle of the Java Sea. In his Report on the loss of the "Exeter" in that action—published elsewhere in this issue of "The Navy"—Captain O. L. Gordon, C.B., M.V.O., R.N., the "Exeter's" Commanding Officer, referring to the first action in the Battle, said it demonstrated in a very marked manner the difficulty of working with a heterogeneous squadron composed of ships of different nationalities, all of whose methods, but in particular those of signalling and fire distribution, differed from our own, and with whom there had been no opportunity of even the briefest discussion on such matters.

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by Reuben Russe

NAVAL Aviation has come into its own in the Royal Australian Navy in a big way. Experience in the recent war made this inevitable. Events showed that naval warfare of the present and foreseeable future was to develop vertically—both downwards in undersea warfare, and upwards in the air above the surface of the sea. And this upward development more particularly in seas of wide area, such as those which fringe Australia.

It was, then, essential that the post-war swing of the Royal Australian Navy should be towards Naval Aviation, the Carrier Task Force and its aircraft with highly mobile, far-reaching striking power. So we see lengthy advances since the conclusion of hostilities and the formation of Australia's post-war Navy. Next month H.M.A.S. "Sydney," the Royal Australian Navy's first aircraft carrier, will be christened and commissioned in England. A little more than a month ago the

Navy's first Navy Air Station—H.M.A.S. "Albatross," fittingly named after that great pelagic bird which inhabits our southern seas, and also after the Royal Australian Navy's first venture in an aircraft carrying vessel, the seaplane carrier of the 1924 expansion programme—was commissioned at Nowra, New South Wales. At about the same time the Minister for the Navy, Mr. Riordan, announced the formation in England of the first air group for service in H.M.A.S. "Sydney," a group of two squadrons, one fighter and one strike.

We can, then, fairly say that Naval Aviation is well under way in the R.A.N. It is a recent development. But it had its genesis nearly forty years ago, before the Royal Australian Navy itself had come into being.

That was away back in 1911, when a few Naval and Marine officers were appointed to a flying course at Eastchurch, in Kent. It was at Eastchurch, says Arthur

Mee in his book "Kent" in the King's England series of the English Counties, that "were housed the first planes in which the British Navy learned to fly. They flew over Leysdown, at private risk and private cost in the days when the Admiralty had no faith in flying, and when pioneers would lie on the ground to see if the planes did rise."

They rose, and so did Admiralty faith, and the Royal Flying Corps, formed the following year, had Naval and Military wings. During 1911 and 1912, the Admiralty were experimenting with the use of aircraft at sea, and flying Short seaplanes off, from trackways on temporary platforms on the foredeck of the battleships "Hibernia," "Africa" and "London."

On the 1st. of July, 1914, the Navy had its own air service, when the Naval wing of the Royal Flying Corps was disbanded and the Royal Naval Air Service was formed instead. By 1918 it

had grown to 5,500 officers and men, with 2,500 aircraft and 100 shore stations.

Investigations were going forward to find some suitable means of using aircraft from the deck of a ship at sea, both for flying off and landing on. Early activities in this direction were limited to the operation of seaplanes from converted merchant ships. One of these, from the seaplane carrier "Engadine," was used at Jutland, "the first time that seaplanes had been used for reconnaissance work with a fleet in an action." This aircraft, piloted by Flight-Lieutenant F. J. Rutland, R.N., sighted the German Fleet and sent in reports "and both Flight-Lieutenant Rutland and Assistant-Paymaster G. S. Trewin, R.N."—the Observer—are to be congratulated on their achievement, which indicates that seaplanes under such circumstan-

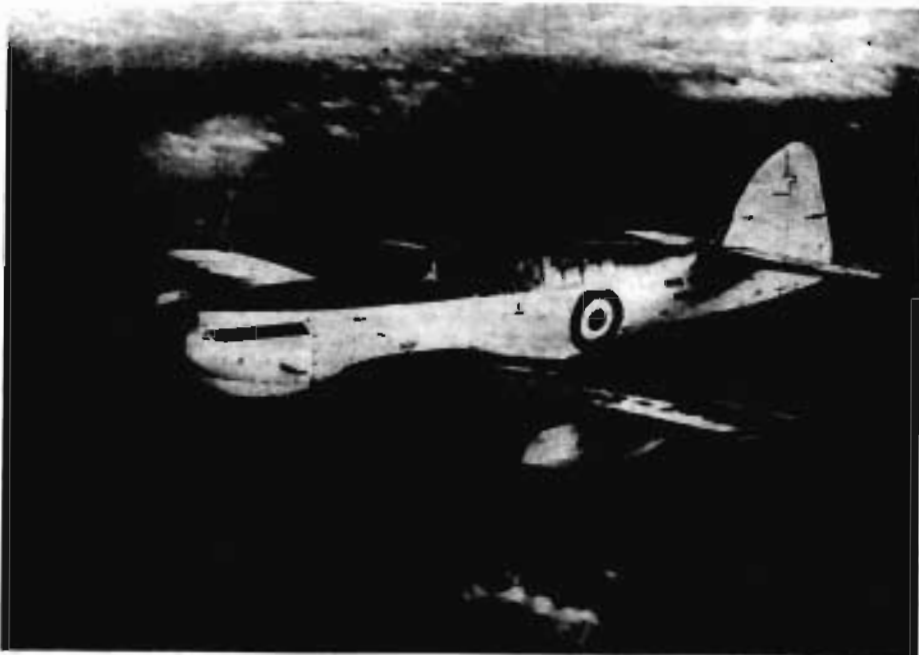
ces are of distinct value." The two foregoing quotations are from Lord Jellicoe's "The Grand Fleet."

The converted liner "Campania" came along in 1916, with a "flying off deck" for operating seaplanes on trolleys. The following year "Furious" rejoined the Fleet with a small hanger and a flying-off deck for landplanes. Squadron Commander Dunning, R.N.A.S., made history in August, 1917, by skidding a Sopwith Pup on to that deck, but lost his life a few days later trying to repeat the attempt. It was not until 1918, too late to be used in the war, that the prototype of the modern flush-deck carrier made its appearance in H.M.S. "Argus."

After the 1914-18 war, naval aviation fell on evil days. During the war, the close ties of the Admiralty supply departments

with the major armament firms resulted in the Royal Naval Air Service getting the lion's share of aircraft development and production, often at the expense of the Royal Flying Corps. This factor was largely responsible for the merging of the two Services in April, 1918, to form the Royal Air Force.

During the whole of the period between the wars, the Navy's aircraft were under a dual control organisation, the "Fleet Air Arm" of the Royal Air Force. Since only officers with R.A.F. commissions were permitted to fly Service aircraft, Naval pilots had to hold two commissions. It was a case of "Lieut. Jones, R.N. (F/O R.A.F.)." Under the system, the Royal Air Force supplied the aircraft, the maintenance personnel, and thirty per cent. of the pilots. The Admiralty provided the carriers and



Two Scafer Strim, Reconnaissance, Anti-Submarine Aircraft with which the two new Australian Carriers H.M.A. Ships "Sydney" and "Melbourne" will be equipped.





The Naval Fighter Sea Fury which will be used by the Royal Australian Navy in the aircraft carriers, H.M.A. Ships "Sydney" and "Melbourne."

their crews, seventy per cent. of the pilots, all the Observers and Telegraphist Air Gunners, and retained operational control over the whole.

This clumsy arrangement was in force for 13 years, but by 1937 its disadvantages had become too obvious for it to continue, and a Government ruling was given to the effect that the Admiralty was to exercise full operational and administrative control of all carrier-borne aircraft, while shore-based aircraft operating over the sea were still to belong to the Royal Air Force. Later, however, in 1941, the Admiralty was given operational control of all maritime aircraft, a major change of policy which brought the Fleet Air Arm to an end and gave birth to Naval Aviation.

A great deal was involved in this. The entry and training of Naval maintenance personnel to replace those of the Royal Air Force; the provision of Naval Air Stations ashore; of an air stores system; of training facilities and many other complications. Where the Royal Navy has led the way in the establishment of a new and important branch of activity in Naval Aviation, the Royal Australian Navy is now following.

The air gained direct representation on the Board of Admiralty in 1937, by the appointment of a

5th. Sea Lord and Chief of Naval Air Equipment. In the Royal Australian Navy it gained direct representation on the Naval Board last year with the appointment of a Fourth Naval Member.

As the Royal Navy has done, the Royal Australian Navy is now experiencing all that is involved in the entry and training of maintenance personnel, pilots, and observers; the provision of shore Naval Air Stations; the establishment of an air stores system; the setting up of training facilities.

In the matter of training, the Royal Australian Navy is receiving considerable assistance from the Royal Australian Air Force.

A few weeks ago the writer of this article was one of a number who went down to Point Cook, on the Geelong Road some twenty miles or so from Melbourne, to see a group of Naval Rating Pilot trainees make their first essay aloft with R.A.A.F. instructors. One by one the yellow-painted, flimsy-looking Tiger Moth training aircraft, which had been lined up along the tarmac with their engines roaring as they warmed up, were swung round, and bumped off across the grass to the distant runway, bearing the neophytes for their initial flight.

We watched them turn, away across the wide wintry expanse, pause, and then gather speed in

turn as they sped along, to rise, climb, circle widely across the Bay, and return to terra firma. It was a preliminary canter on a Pegasus course, just to get the lads used to the track.

Many months of training yet lie ahead of them. Some months at Point Cook, and then overseas for more advanced training on dummy carrier flight decks ashore before they tackle the real thing. By the time they are eventually appointed to a carrier's air group they will be experienced fliers.

Most of these rating pilots-to-be come into the Navy straight from the shore without previous experience. Some few transfer from other branches of the Naval service. Entered between the ages of 17 to 21, they go first of all to Flinders Naval Depot for three months where they receive Naval training. Squad drill, rifle exercise, anti-gas and damage control training. They go to sea in one of the ships of the 1st. Training Flotilla, "Gladstone" or "Latrobe." They do a course in seamanship. Then off to Point Cook, to receive their preliminary flying instruction at the hands of the Royal Australian Air Force. They spend eighteen months there, and receive elementary and specialised flying training. On completion of that they proceed to England, for deck

landing and pre-operational flying before joining an aircraft carrier.

At present, 24 of them are in training at Point Cook. A further number are in their first stages at Flinders Naval Depot. Twelve more of them enter Flinders this month. Another entry will be made early in the New Year.

There are also a number of Commissioned Pilots under training at Flinders Naval Depot Officers' Training School. These men are qualified pilots, men from the Royal Australian Air Force; the Royal Air Force; Royal Naval Volunteer Reserve and Royal Australian Naval Volunteer Reserve who were with the Royal Navy, flying during the war. They have entered Naval Aviation in the Royal Australian Navy as Probationary Acting Lieutenants (P).

They undergo a five-and-a-half months course at the Officers' Training School at Flinders Naval Depot. After that they go to sea for periods of up to nine months, or possibly proceed direct to Britain, to join air groups for one or other of the Australian carriers. Some—all of whom have had previous Naval experience—proceeded to the United Kingdom direct, without taking the Flinders Naval Depot course. For those others new to the Navy who go through Flinders, the training includes Gunnery, Torpedoes, Seamanship, Navigation, Communications, and general Naval subjects. The average age of these officer entries is 25 to 26 years.

The day at the Flinders Officers' Training School starts at 8.15 a.m., and the trainees work through until midday, when they have lunch. Work resumes at 1 p.m., and continues until 4 p.m., when there are compulsory games. Dinner is at 7.15 p.m., and on three nights a week there are lectures from 8.30 to 9.30 p.m. Practical sea experience is gained in one of the ships of the 1st. Training Flotilla.

With the Naval Air Station

at Nowra coming into commission, training will be carried on there, and will be undergone eventually by members of carrier air groups and other personnel. The air group of a carrier consists not only of its aircraft which, in peace time, consists of 12 single-seater Sea Fury fighters and 12 two-seater reconnaissance and anti-submarine Fireflies in light fleet carriers such as "Sydney" and "Melbourne," but also of its aircrews and maintenance personnel.

Nowra will accommodate disembarked carrier air groups and will give courses and refresher courses in flying and other branches of airmanship, technical training; the handling and maintenance of aircraft and safety equipment including parachutes and dinghies; the handling and maintenance of ordnance; and photography, and meteorology.

The first personnel to join the station in any numbers will be ratings from Flinders Naval Depot, who will already have done three months initial training there. At Nowra they will begin a three months' airmanship course, which will include all sides of the job they are called upon to do. Some of them will afterwards specialise as aircraft mechanics, some as aircraft handlers, some as ordnance maintenance men, some as safety equipment men, some as photographers, some as meteorological observers, and some as motor car, truck, and mobile crane drivers. On conclusion of their specialist courses, ratings will do duty at the air station or be posted to a carrier.

Some of the first ratings to be trained at H.M.A.S. "Albatross"—Nowra—will be ready for carrier duty by the time H.M.A.S. "Sydney" arrives in Australia early next year.

Officers of the Royal Australian Navy who are to specialise in Naval Aviation will not go to Nowra until they have received training in the United Kingdom. That is because they will be se-

lected from former Cadet Midshipmen of the Royal Australian Naval College who have gone overseas for fleet training and to do technical courses in ships and establishments of the Royal Navy for promotion to the rank of Lieutenant before returning to the Commonwealth, and are thus already in the United Kingdom and able to take advantage of the opportunities for flying training and instruction in other Naval Aviation duties available there.

In Naval Aviation, every officer is primarily a naval officer, the air side of his duties being a specialist qualification. Thus, when he is not flying, he carries out the everyday duties of a ship's officer.

Yes! Naval Aviation has come into its own in the Royal Australian Navy, and with the advantage of Royal Navy experience to follow, has been enabled to get off to a flying start—which, considering its function, is an appropriate start to make.

## OBITUARY.

The death of S.C. Commander W. L. Hammer, S.S.D., Senior Officer of the Navy League Sea Cadet Corps, N.S.W., took place in Sydney on 14th September, 1948.

The late S.C. Commander Hammer had been actively associated with the Cadet Corps for many years and was engaged with Captain Beale in the establishment of the Movement in N.S.W. Except for a break of a few years he had given unstintingly of his experience and time to promote the interests of the Corps.

The funeral at Rookwood was attended by Rear-Admiral G. D. Moore, C.B.E., Flag Officer-in-Charge, Royal Australian Naval Establishments, N.S.W., Officers and Members of the Navy League and by representatives of W. C. Anglist & Co. Ltd., where the deceased had been employed for many years.

Hon. Chaplain Rev. L. W. Farr conducted the service.

# JOURNAL OF A JOURNEY

THE WRITER OF THIS ARTICLE REMEMBERS SOME IMPRESSIONS OF EGYPT, AND FOLLOWS THE TRAIL OF WAR FROM EL ALAMEIN TO TOBRUK AND BEYOND, CLEARLY MARKED MORE THAN TWO YEARS AFTER THE ARMIES HAD PASSED

By Sidney James

WE came down at Cairo after dark following a most interesting flight across Arabia from Shaibah, at the head of the Persian Gulf. We had landed there to fuel, and had a meal in a pleasant mess and bought some fligree work—a brooch sort of thing—from a merchant of sorts sitting outside the door.

Got away again during the afternoon, and the scene slipping by below changed from yellow sand to lush green and irrigation channels. Miles and miles of date palms, and the spreading waters of the Euphrates. Then desert again, and here and there tiny specks which could be distinguished as tents and sheep and camels—these last by the length of their shadows thrown by the westering sun. Mountains to the south, in stark rugged outline, bare and harsh, worn into fantastic shapes of castles and towers and pinnacles.

Dusk was creeping and overtaking us, in spite of our speed, as we crossed the Dead Sea. Well named, as we saw it. A gloomy scene, lying among its inhospitable hills, with the ugly buildings of its chemical works clustering at its edge. Darkness had fallen as the lights of Ismailia showed to port, and the searchlight of a ship coming north through the Canal. And then, shortly after, we were circling in the darkness over the airfield at Cairo, circling for a long time, it seemed, and I found myself hoping trustfully that the Pyramids had red lights or something on top of them.

Yes! The Maintenance Commander at Cairo had fixed everything, so the telephone at the air-

port told me. Accommodation was arranged at Essex House, and the train left for Alexandria at 9.30 next morning. Transport was provided in an R.A.P. tender, and we duly arrived.

It was nine-thirty or so, and most of the Essex had gone to bed. The R.N. two-and-a-half Paymaster with whom I was to share a room was already between the sheets when I carried my bags in. We introduced ourselves, and I turned in myself. Mathematics was never a strong point with me, and it was at this juncture that my weakness let me



down again. Since we would be changing time rapidly on the flight from Australia, I decided to keep my watch at G.M.T., and to do a rapid mental calculation every time I needed the hour of the locality. So I did a rapid sum in my mind before I went to sleep, and fixed the time at which—by my G.M.T. watch—I would have to arise in order to ablute and breakfast and find my way to Cairo railway station in order to catch the nine-thirty next morning. The R.T.O. there would have tickets and things.

It was still dark when I awoke next morning, to find that my watch said "Turn out!" There was a faint light in the room from an electric light globe in the corridor outside, its rays shining dimly through a glass fanlight over the room door. I crept out and messed around in the half-light, quietly so as not to disturb my still-slumbering room mate. Found the bath room. Shaved. Bathed. Crept back and dressed, packed, collected all my gear, and crept out. The Paymaster slumbered on.

G.M.T. told me that everything was going according to schedule. Nice time to have breakfast and get to the station. But two strange facts impressed themselves on me. The whole of the Essex seemed still to be in bed. And it was still dark. It should by now have been broad daylight and the place a hive of industry. Instead there was deathly silence and Cimmerian gloom, and the all-pervading mystery of Egypt.

Alone I wandered through vast, dim rooms, along empty shadowy corridors. And then I

came across a clock. It should have said eight o'clock, but instead it assured me—correctly as I almost immediately realised—that it was only six. My calculations of the night before had been wrong. I had made Cairo time four hours fast of Greenwich instead of two, and had arisen at five instead of seven—and on a Sunday morning, at that. However, I found a room with a switch that worked, and a comfortable chair, and finished the murder story I had started to read in Melbourne a few days earlier, surveyed at intervals with mild suspicion by night-gowned slaves who appeared from under tables and odd places and proceeded to sweep and dust around me.

Something had slipped in the doings arranged by the Maintenance Commander. The R.T.O. was short of some paper or other that only I, it appeared, could get from Naval Headquarters. So it was goodbye to the nine-thirty to Alexandria. A friendly British Army officer with a car drove me to Headquarters, a whole block screened off with barbed wire and alive with sentries, and a helpful Wren in somebody's office did the right thing about the absent papers. Everything was right for a train leaving Cairo at 12.30.

There was plenty to do to fill in the time. Plenty to see. Lots and lots of people, and noise to spare. Tarbushes and fezzes; long nightgown-like garments surmounted by Albert coats; unleavened bread and peanuts, and baskets of radishes. Oranges, lemons, cakes, two-horse gharras, taxis, camels, donkeys, and the conductors of the trams blowing their little trumpets. And Cairo's whistling, hawk-like scavenger birds. There was time for coffee and croissants at Groppi's.

The four-hour journey from Cairo to Alex. has left a kaleidoscopic picture of colour and movement. Of vivid green cultivation on either hand as far as the eye could see. Of a scene crowded with men and women and children, of camels and don-

keys and water buffaloes, working together in little groups dotted all over the landscape. Primitive wooden ploughs drawn by two yoked buffaloes; a blindfolded buffalo tramping round and round, round and round, endlessly in a tight circle, turning the windlass that pumped water from the irrigation channel. Camels so laden with hay or fodder of some sort that they looked like walking haystacks. Flocks of white ibis. Goats, and long-haired sheep. Walled villages, with mosques and minarets, and clumps of date palms, and the dried disks of camel dung for fuel stacked high on the flat roofs.

H.M.S. "Nile" at Alex. had ar-

ranged a suitable reception committee at the railway station, with transport, and I was driven up to that shore establishment by Rael-Tin, to be told that I had been booked in at the Piccadilly, which turned out to be a very comfortable private hotel. There I shared a room with Bob, a fellow Australian, R.A.N.V.R., two-and-a-half who was on his way to England to take command of an Algerine minesweeper, in which he subsequently got himself blown up—fortunately not seriously—in Dutch waters after VE Day.

We had some days together in Alex. He was a good companion, and I look back with the



greatest of pleasure to the time I spent in his company. Does he, I wonder, remember how he illustrated to me the perils of the streets of Alex.? We were out one afternoon when we came across a shop selling fountain pens. Bob wanted one, and he got it, paying fifty good shillings for it. He clipped it in the outside breast pocket of his coat, and we continued our walk. We were nearly back to the Piccilly—where he was going to try the new pen out by writing to his wife—when three Egyptian youths in nightgowns and tar-bushes, and bearing between them one newspaper allegedly for sale, jostled and rushed round us as they sought our custom for the news. We pushed them off and continued our walk. "And that," said Bob, "is the way those chaps rob you if you don't look out." He was right. He had had that pen for less than five minutes.

My job in Cairo was such that a look at Tobruk would be very useful to me, and H.M.S. "Nile" came up to scratch in good style. They very kindly made available to me a fifteen hundred-weight truck and an Able Seaman to drive it. He was a South African, with his foot still more or less on his native heath, though at a distance.

Early one morning we set out from Alex., westward bound along by the Mediterranean through the sand dunes, with the beach backed by a sea of the palest blue, milky jade, on our right. El Alemein, and a high stone plinth by the roadside, inscribed with the record that here was the westernmost limit of the British minefields on that fateful morning of October, 1942, when the Eighth Army began its drive to Berlin. A couple of hundred yards or so along the road was a similar monument marking the eastern limit of the German minefields on that same day.

We had been warned, before leaving Alexandria, on no account to leave the road. Minefields were still thick throughout the desert,

and the mines so rusted and sand covered that one could go over them again and again with nothing happening, until there came the last straw that broke the rusted detonator in, and off she went. At Mersa Matruh we spent the night with a very pleasant and hospitable signals unit, and they told us how they had had a field party out some days previously, which had made a motor park just off the road, and had driven in and out of it over well-defined and narrow tracks for a week without incident. But the very first truck of their relief party, going over the same track, went up on a mine. And that was more than two years after the Eighth Army had swept by there on the heels of the retreating Axis armies.

The trail was clear. From El Alemein onwards it was marked in a continuous trail of the wreckage of war. Broken tanks, with their guns pointing at wild angles; crashed and burnt-out aircraft; wrecked transport-cars, lorries, trucks, tractors: by hundreds and thousands along the roadside and stretching away across the desert, the debris of war marked the passage of the Libyan battle.

At Sollum the tawny escarpment came down to the sea, falling almost sheer to the shore, with the shadows of wadis on its face, and Halfaya Pass a great scar skirted by the motor road. Here the surf was running high in glittering white against a sea of the richest, glowing dark blue. Across to the hard line of the indigo horizon, the atmosphere was soaked in the blue of the sea, which stained up into the sky and seemed to tinge even the white of the clouds that drifted in the bright sunshine overhead.

We left the main road to branch off the five miles or so to the town of Bardia, sandy-coloured and still in the sunlight. Deserted except for one or two British soldiers who were on some job or other. We looked over a low wall, down the sheer cliffs into the harbour far below.

Those cliffs must have thrown back in resounding echoes the thunders of the bombardments of the ships of the R.A.N. during those early Mediterranean days of the war.

Tobruk was deceptive. From the road as we approached it looked comparatively whole and undamaged. But most of the buildings, on closer inspection, were shells, the broken walls built up again with kerosene tins filled with sand and painted, white. And many of them were still sealed off, still danger spots with booby traps, and entrance to them forbidden.

Navy House was still Naval Headquarters, the Resident Naval Officer, a South African Lieutenant-Commander who was in peace time a Merchant Service Officer in the South African Government steamers, in which he had been trading to New Guinea. The harbour was quiet and peaceful. Half a dozen or so wrecks showed above its surface. A hundred or more were hidden beneath. It was a different Tobruk from the nights when the destroyers of the Tobruk Ferry Run groped their way in in the darkness to disembark and embark troops, and to hastily unload their cargoes of stores and ammunition for the beleaguered garrison. But it carried its scars.

And they continued on, far beyond it, in the wake of the war that had marched westward and northwards. On across the desert, to Benghazi, to the battered buildings on the airfield at Castel Benito, to the crumbled dust of Malta, the shattered walls of the Excelsior hotel at Naples, the airfield at Istres by Marseilles, and Cherbourg, where the doom knock for the Nazis came with ever louder insistence.

And, beyond the Channel, the trail spread also, in the smashed buildings of London and other British cities and towns. But that branch of it that led to Berlin started at El Alemein in October, 1942; and was still clear to follow more than two years after.



## NAVAL PERSONALITY OF THE MONTH

### ENGINEER REAR-ADMIRAL JOHN WEBSTER WISHART, O.B.E.

ENGINEER Rear-Admiral John Webster Wishart, O.B.E., who assumed the appointment of Third Naval Member of the Australian Commonwealth Naval Board and Chief of Construc-

tion on the 22nd. of last month, was born at Cowra, N.S.W., the son of John Wishart, of Adelaide and Suva, on the 15th. September, 1892. Before he was ten years of age he had travelled

quite extensively, dividing his early years between West Australia, South Australia, and New South Wales, while in 1900, on his parents proceeding to Suva, Fiji, he accompanied them.

He received his primary education in Suva, and was awarded the Governor's Medal. He later attended St. John's Collegiate School at Auckland, New Zealand. Returning to Australia, and having reached the decision to adopt engineering as a profession, Rear-Admiral Wishart entered the South Australian School of Mines, at which he took his Diploma of Mechanical and Electrical Engineering.

It was now the period of the 1914-18 War, and in June, 1915, the future Third Naval Member joined the Royal Australian Navy as a Probationary Engineer Sub-Lieutenant. His first appointment—for a few months only—was to H.M.A.S. "Cerberus," and in November, 1915, he was appointed to H.M.A.S. "Sydney," remaining in that ship until August, 1918, so that all his service in that war was overseas.

In 1923 he received his half-stripe, and as Engineer Lieutenant-Commander was in that year appointed as an Assistant to the Engineer Manager, Garden Island, for Dockyard duties. This shore appointment was of fairly short duration, and the following year he went to sea again, first in H.M.A.S. "Melbourne," and then in her sister ship, "Sydney." Three years of sea service and then back to a shore appointment, and again

to Garden Island, this time as First Assistant to the Engineer Manager. In the year of that appointment—it was 1927—he was promoted Commander.

In 1934 he proceeded overseas to the United Kingdom, for duty at the Admiralty, and at Australia House for liaison duties, and to undertake a Senior Engineer Officer's course at Greenwich. The second H.M.A.S. "Sydney" was then building, and after standing by her during construction, he was appointed to her as Engineer Officer. Promotion to the rank of Engineer Captain came in August, 1942, and in October of the following year he was appointed to Navy Office, Melbourne, as Director of Engineering.

In February, 1945, Captain Wishart proceeded overseas to the United States of America to make a tour of Naval Dockyards, returning to Australia in the following November to take up the appointment of Engineer Manager, Staff Officer (Engineering), and General Overseer, New South Wales, at Garden Island. He held this appointment until his present appointment as Third Naval Member and Chief of Construction. His promotion to the rank of Rear-Admiral came on the eve of his birthday—the 14th. September—last year.

Rear-Admiral Wishart married, on the 20th. June, 1919, Jessie, the daughter of James Couston, and is the father of one son and one daughter. His recreations are golf and walking.

## ENTRY OF CADET MIDSHIPMEN (S) AND CADET MIDSHIPMEN (SPECIAL ENTRY) INTO THE ROYAL AUSTRALIAN NAVY.

**A**PPPLICATIONS are invited for entry as Cadet Midshipmen (S.) into the Supply and Secretariat Branch and as Cadet Midshipmen (Special Entry) into the Executive and Engineering Branches of the Royal Australian Navy from youths who attain the age of 17 years during the calendar year 1948 (i.e., those born in 1931).

The educational requirements for these entries are—

For Cadet Midshipmen (S.)—Candidates must have passed the Leaving Certificate or Senior Public examination or be sitting for one of these examinations this year.

For Cadet Midshipmen (Special Entry).—Candidates must have passed examinations at Matriculation standard in Mathematics, Physics, and English, or be sitting for these subjects at Matriculation standard this year. Candidates must also have obtained satisfactory passes in two other subjects, not necessarily up to Matriculation standard, or be sitting for two such subjects this year.

Applications for these entries should reach the Secretary, Department of the Navy, Navy Office, Melbourne, S.C.1., not later than 15th November, 1948.

Full particulars and application forms may be obtained from the following:—

The Secretary, Department of the Navy, Navy Office, Melbourne, S.C.1.

The Commanding Officer, H.M.A.S. "Rushcutter," Beach Road, Edgedcliff, New South Wales.

The Resident Naval Officers, Brisbane, Port Adelaide and Hobart.

The Naval Officer in Charge, Fremantle.

## BY "RUNIC" TO ENGLAND FIFTY YEARS AGO

*In The Following Final Series Of Extracts From His Steamer Diary, A Traveller In The First Year Of The Century Takes Us On The Last Stage Of The Passage To England, And Returns With Us To Australia.*

By J. N. Barcham

**I**N the two previous instalments of extracts from the Diary he kept during a voyage from Australia to England in the White Star liner "Runic" in 1901, Mr. J. N. Barcham, of Portland, Victoria, has carried us with him from Melbourne across the Indian Ocean to Cape Town, and well on the road up through the Atlantic tropics to the Canary Island. When we left him last month, the Diary Day was the 8th. August, 1901. The day was "fine, bright and sunny; wind cool and extra strong; sea choppy." And Tenerife's Pico del Teyde was in sight "like a cloud." And now we will let him carry on.

Mr. Barcham watched the land as the ship approached, and went down to the saloon, "and stationing myself at a porthole, tried to make a sketch of the Peak of Tenerife as seen through the small circular port." But the contour changed faster than he could

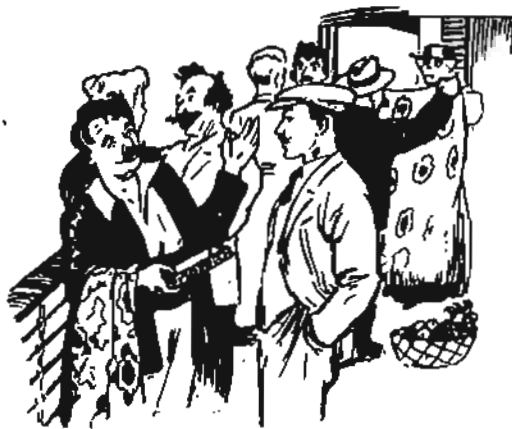
sketch. He looked up what there was about the island in a geography book in the ship's library, and checked the height of the Peak, 12,182 feet. "The top is covered in a mantle of snow, which gleams brightly in the sunshine."

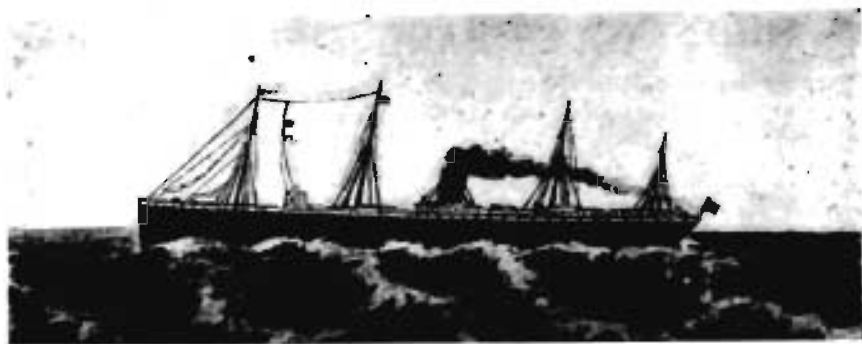
The "Runic" anchored at 2.30 p.m., and was soon swarming with merchants from the shore eager to make money from the passengers. "Such an ill-looking crew of half-caste Spanish fellows came on board with fruit, jewellery, drapery and tobacco. I did not attempt to buy anything from these voluble merchants, because I know from sad experience the folly of buying goods one does not understand the value of, from casual vendors. Besides, these men did not inspire the least confidence. Indeed, I have since heard of many cases in which my confiding fellow passengers were taken down completely, both on board and also on shore, by these simple Tenerifeites."

"Three or four of these half-caste vagabonds were rushing around offering cigars at £2 the box of 100. A few were sold at this price, but when leaving the steamer these rascals offered the very same cigars for three shillings a box. Yet others among these undesirable were selling beautiful picture fans to our ladies. Next day a gentleman was examining one of these cheap and elegant fans, when on holding it up to the light a most obscene transparency was revealed. All the fans were now examined, and all found with brutally indecent pictures so worked into the fabric that no one would suspect their presence until held up to the light. Then there was a great outcry, and most, if not all, the lovely fans went overboard."

Shortly after seven p.m., a blast on the "Runic's" whistle signalled her impending departure. "At once a scene of great confusion commenced. Our visitors seemed so unwilling to leave until they had sold all their wares, that it took the sailors quite a time to hunt them off the steamer. Some even clung to the gangway as it was being hauled up, and had to be literally dragged off and tumbled into their boats."

The following day the "Runic" was at sea once more. It was a day of excitement and anticipation. "As today is that on which King Edward's coronation takes place at Westminster, we had to do some celebrating. Thus, at 11 a.m., a procession was formed on deck—in which my friends and self joined—and all marched right round the ship, singing 'God Save The King' and 'Rule Britannia.' In honour of the occasion, 'Runic' dressed herself. At exactly one o'clock our vessel was covered in strings of flags, and





"Runic" from a Water Colour Sketch by the Author.

twenty-one signal shells were fired. The shells burst with a loud report, almost like a cannon, and just as the sound of the last explosion died away, the big siren was put on full blast for several minutes. Then we all trooped into the saloon full of great expectations, but alas, they were not realised, as it seemed to us that our dinner was even poorer than usual. Certainly we did not expect a banquet, but thought perhaps there might at least have been plum duff.

The weather now began to get cooler, and preparations were in train for the arrival in England. On the 12th. August, Mr. Barcham went on deck early before breakfast and discovered that "It is a lovely day, but the sea is rather rough. Since we retired last night all the awnings have been taken down, and all boats swung in on to the deck once more. Indeed, in all directions one sees preparations making for landing." He saw a sight denied to present-day voyagers. "We have been passing so many ships these last two or three days that I have ceased to make any mention of them; but this morning we passed a full-rigged ship in full sail, and it made a particularly beautiful and interesting picture. Dinner. Afterwards sat reading for a while, then spent the rest of the afternoon playing quoits and deck billiards. What-

ever I should have done without these two games I cannot guess." He also read "Peck's Bad Boy," "one of the funniest books I have ever read."

The following morning, the "Runic" was almost across the Bay of Biscay, and the sea was "as calm as the Thames at London Bridge. The air is warm, heavy and sultry, and there is no wind at all. We are still passing steamers continually." It was the last baggage day of the voyage. And the day ended with a very fine sunset, and with porpoises gambolling around the ship.

Plymouth next day, the 13th. August. "I remember that the trees and grass looked beautifully green and fresh." And so, the following day, to the Thames, and disembarkation at Tilbury, and the end of the voyage.

Mr. Barcham did not spend long in England, and, four or five weeks after his arrival on 13th. August, we find him, during the night of 17th./18th. of the following month, leaving Fuston Station, London, by the mid-night express for Liverpool, there to rejoin the "Runic" for the return voyage to Australia.

Liverpool was reached at six o'clock next morning. "On getting out of the train, I gave a porter twopence to take my luggage to the White Star Line enclosure. Then had a cup of the very worst coffee it has ever been

my misfortune to drink. After this had my boots cleaned, and took a penny tram to the docks."

Our author was struck by the cheapness of living in Liverpool, and "the great cheapness of all goods as marked up in shop windows, and compared with Melbourne prices."

The voyage started off with rough weather, and Mr. Barcham's cabin-mates suffering from mal-de-mer. Falling sea followed, "but we have a heavy mist clinging to us like a blanket—a wet blanket with rain at the back of it. Later on in the day the mist turned to dense fog, and we had plenty of fog horn in consequence. It is decidedly unpleasant steaming along in a dense fog, especially when near Europe. Here the sea-borne traffic is very congested, and steamers are passing and repassing all the time, for one hears the answering blasts of sirens and foghorns on every hand, some quite close to us and others more or less distant."

But the fogs did not last long, and within three days we find an entry: "It is a fine, warm sunny day, but there is a fair swell on, and the ship is rolling considerably. Today the awnings were put on, and all made ready for tropical heat. After having lived for so long in this ship, it feels like a home to me, and I have got to have quite an affection for it. Indeed, I am sure that it would

only need another such voyage to completely unsettle me, and make ship life an impossibility. No doubt my being descended from a long line of seafaring men has something to do with my being so much at home on the sea."

Three days later, on the 25th. September, we are: "Approaching the tropics, and the weather is hot, dull and sultry, but the swell has decreased, so we roll only slightly. Today is our first limejuice day, served as before from common watering cans. Made a resolution (which I did not keep) to cut out the afternoon tea business as it spoils my regular tea for me."

Mr. Barcham found things on board improved as compared with the voyage from Australia to England. "We now have free afternoon teas, and they have actually gone to the trouble of rigging up a spare sail so as to form a sort of canvas swimming pool. Men have the use of it from 6 a.m. to 7 a.m. and women from 7 a.m. to 8 a.m." Our Diarist palled up with the ship's carpenter. "Chips lives in the forecabin, or fore part of the ship, which we are not allowed to visit after 8 p.m., but Chips said it would be all right so long as no one made a fuss about it. The "Runic" is a freezer boat, and on the way to London carried a full cargo of frozen lamb. One of Chips' duties was to test the temperature of the cool chambers daily. That is how I got to know him. One day I saw him unscrewing brass plugs here and there and pulling up a thermometer by a chain. I asked him what he was doing. He very civilly explained it all to me, and so we got quite friendly."

The "Runic" crossed the Line on the 30th. September, with the usual ceremonies. Our Diarist and Chips decided to collaborate as artists. "He and I are to try an oil painting of the 'Runic' between us. I am to do the sea and sky, while Chips puts in the steamer."

The South East Trades brought

rough seas. "Long heavy swells causing us to pitch so much that the propellers are out of the water half the time. This racing of the screws jars the ship so much that the hull shakes and shivers. There are now vacancies at table, bearing silent but eloquent testimony to the state of feelings of the absent ones." That night—it was the 3rd. October—on his way forward to see Chips, Mr. Barcham noticed that "the top of our big funnel was all red hot and glowing like the end of a gigantic cigar. Chips tells me it is caused by some defect in the draught. I said it looks dangerous, but he said no, it was safe enough, only it would cause a waste of coal."

Chips was, it appeared, under-estimating the case. For the following day we find Mr. Barcham recording: "Great flakes of hot paint keep coming off the top of our funnel. Pieces as large as a man's hand, and quite a quarter of an inch thick. The funnel must have been painted a great many times for the paint to be so thick. The awning has been taken down again, so they evidently do not expect any more heat. Spent most of the evening with my friend Chips. On mentioning the fact that I did not see the awning being taken down today, Chips laughed. 'No,' said he. 'You wouldn't see it being taken down, for it was burnt down while you passengers were fast asleep. The fire occurred about two in the morning, and was caused by lumps of red hot paint from the funnel falling on the canvas.' Chips said it made a tremendous blaze, but as the wind was fortunately ahead, it did no damage, and was all over in about five minutes."

The "Runic" arrived at Cape Town on the 8th. October. "Today," Mr. Barcham wrote in his Diary, "the sea is calm and the sun hot, though the heat is tempered by a nice cool breeze. We passed the R.M.S. 'Britannia' early this morning. It was interesting to me because one of my brothers was at one time captain

of this fine steamer. Seagulls and other sea birds are now following us, so expect we are near to land once more, though we cannot see it as yet . . . We sighted Table Mountain at 11.30 a.m. Spent most of the afternoon watching the land gradually becoming more and more distinct. Had afternoon tea, and afterwards went on deck and watched our big vessel steam slowly and majestically into Table Bay, where we finally anchored about 2 mile out at 5 p.m.

"After tea spent the time in sketching the bay and shipping with its dark mountain background till it grew too dark for colouring. It was a glorious night, calm, mild and balmy. One of the 'Castle' Line of mail boats left Cape Town the same evening. It was an inspiring sight. The vessel was brilliantly lit with electricity, and a really good band was playing the 'British Grenadiers' on the after deck. She passed quite close to us, and then there were cheers and counter cheers, given with a will by the passengers on both steamers."

Mr. Barcham went on shore at Cape Town on this occasion. "The main thoroughfare is called Adderley Street. It is a fine street, and quite in the modern style, with trams and electric light and fine shops. Still, I could not help noticing that many of the side streets leading into Adderley Street were in an unfinished state. For instance, Waterkant Street has no footpaths, the road being unformed, and yet it is bordered by fine substantial stone buildings. Went into a very handsome barber's shop and had a shave. The hairdressing saloon was beautifully decorated and of large size, no less than twelve customers being treated at the one time, some being shaved, others shampooed, and two or three having a haircut. All the barbers, except one, were dark skinned, though I should not think full blooded negroes. Price of shave, one shilling. 'Oh! That's nothing,' said my companion from the ship. 'Everything in Cape

(continued on page 54)



# THE BATTLE OF THE YALU

ITS SUCCESS AT THE BATTLE OF THE YALU FIFTY FOUR YEARS AGO ESTABLISHED THE PRESTIGE OF THE JAPANESE NAVY AND PAVED THE WAY TO TSUSHIMA, PEARL HARBOUR, AND SURRENDER IN TOKIO BAY.

By K. F. Caldwell

In September, 1894, the waters of the Yellow Sea were the scene of the action known to the Western world as the Battle of the Yalu, the first of a long series of stepping-stones which led Japan to Pearl Harbour, Leyte Gulf, and surrender in Tokio Bay. Prior to this victory the Japanese Navy was not highly esteemed in its homeland, and without the prestige thus gained it is improbable that it would have obtained the increasing expenditure that its maintenance and expansion required from the national income.

The Chinese squadron actively engaged comprised two small battleships, two small armoured cruisers, three small protected cruisers, and three sloops. The 7000-ton battleships, built in Germany, were now 13 years old, and each mounted four 12-inch guns, disposed en echelon in the fore section of each vessel, as their main armament. Their vitals were shielded by 14-inch armour, and the guns were paired in heavy barbets, similar to those in many contemporary British ships in that they provided scant cover for the gun-crews.

Against these, the Japanese had available a force that included four fast protected cruisers (three of which were British-built), three slower protected cruisers of French design—whose unusual armament consisted of one 12.5-inch and twelve 4.7-inch in each ship—a small armoured cruiser, and four older or weaker ships of small value. Though none of the major Japanese vessels was protected by vertical armour, while the Chinese had four ships with good belts, the Japanese fleet mustered some sixty modern quick-firing guns of 6-inch and 4.7-inch calibre, as against only two in the

whole North China Squadron, an advantage of which good use was made.

As to heavy weapons, the fire of the eight 12-inch in the two battleships would far outweigh that of the three 12.5-inch guns in the French-type cruisers, provided the former were well controlled. In speed, the Japanese had the upper hand, though the old vessels brought along to reinforce the line reduced the practicable fleet speed.

However, it was in the training and morale of the respective squadrons that the greatest inequality existed. No matter which fleet had been at the disposal of the Japanese, it seems likely that they would still have been victorious, for the heavy, slow-firing guns of the armoured vessels, if manned by well-trained gunners, would have inflicted serious wounds on the bare sides of the fast cruisers. In the battle the Japanese showed disciplined courage, and, in some cases, audacity. The Chinese also displayed bravery in many instances, as did the few Europeans with their fleet, but it was more of the type associated with a "last ditch" stand. Endless drills and manoeuvres ensured that Vice-Admiral Ito's Japanese Fleet could be relied on to execute any evolution required, but Admiral Ting Ju-Chang could not place a similar reliance on his Chinese captains, and this may have influenced his tactics considerably.

Orders from Peking had forced the Chinese Admiral to content himself with very limited activity in the early stages of the war, and the Japanese had virtual command of the Yellow Sea; but in September, 1894, Ting was ordered to convoy troopships to the

Yalu River, where they arrived safely and proceeded to disembark reinforcements. On the next morning, the 17th of the month, the North China Squadron was lying at anchor off the river mouth, when lookouts reported the approach of a large fleet.

The Japanese Fleet was advancing in line ahead, led by Rear-Admiral Tsuboi, in "Yoshino," commanding the "First Flying Squadron" of four fast protected cruisers, followed by "Matsushima," Ito's flagship, leading the "Main Squadron" of five other fighting vessels. Two semi-auxiliaries were stationed to port of the line. Smoke from the Chinese funnels was sighted at 11.30, and the fleet proceeded toward it at the effective fleet speed of 12 knots.

Ting's ships moved from the anchorage in the same order as they had been moored, and advanced in a rough wedge-shaped formation, in the centre of which were the two large ships, outside them the armoured cruisers, then the protected cruisers, with the weakest ships at the extremities. The best excuse for Ting's decision to fight in this much-criticized formation is that his battleships were expressly designed to fight side by side in the execution of such tactics, so successful, under different conditions, at the Battle of Lissa, and it is also thought that he probably could not risk carrying out a deployment in the face of the enemy, owing to his unreliable subordinates.

"Yoshino" led the Japanese toward the Chinese centre until, at a range of 6,000 yards, "Ting-Yuen," (all Chinese ship-names mentioned have the suffix

"Yuen"), the Chinese flagship opened fire, and all the heavier Chinese guns joined in. "Yoshino" increased speed to 14 knots, and altered course slightly, now steering for the Chinese starboard wing. The white-painted Japanese line came silently on, with their large red-and-white flags standing out in the breeze—probably one of the most impressive sights ever witnessed in modern naval warfare. The Chinese hulls were painted a near-black, but their superstructures were ornamented with gilded and coloured woodwork, and they also flew large battle-ensigns.

The Chinese fire was ineffective, and the shells consumed at this stage were sadly needed later in the day, when the range had shortened. The wretched Chinese ammunition supply was a major factor in the battle: the battleships "Chen-Yuen" and "Ting-Yuen" had each approximately 100 rounds for their heavy guns, and many shells, owing to corruption in official circles, had been filled with cement or coal dust in lieu of explosives.

The Flying Squadron cruisers now opened fire, at 1,050, on the weak Chinese starboard wing, at a range of 3,000 yards, the other Japanese ships joining in as they drew into range. The Chinese fleet lost all semblance of order early in the battle; the battleships steamed boldly toward the Main Squadron as if attempting a ramming attack, and kept side by side throughout, but confusion spread among the smaller vessels, aggravated by the loss of the flagship's masts and her resultant inability to make any signals clearly visible. Formation of the fleet resulted in the masking of much of the Chinese fire by their own ships.

By 2.23 the Chinese had lost two ships from each wing—one sloop sunk, two ablaze and eventually beached, and the cruiser "Tai-Yuen" retreating toward Port Arthur—an action which cost her captain his head. The Japanese had not escaped scathless at this stage, for they were

now embarrassed by the old and weak vessels at the end of their line. "Hiyei," unable to keep her station, audaciously steered through the Chinese line, passing close by the flagship, and receiving numerous hits, but her British builders of 16 years before had done their work well, and she survived. "Akagi" and the armed liner "Saikyo" were also in difficulties, and Ito ordered the Flying Squadron to double back to assist them, an order which eventually resulted in that squadron attacking the original Chinese front from the north while the Main Squadron was battering them from the south, with no small danger of Japanese shells hitting other Japanese ships.

Between the two squadrons the Chinese were being smothered by the rain of shells from the quick-firers, and fierce fires were burning in several ships, fed by the woodwork of their superstructures. "Matsushima" was engaging the battleships at 2,000 yards when she was hit by a 12-inch shell which killed 52 men, caused a serious fire, and put some of her 4.7-inch guns out of action. Ito signalled "Disregard movements of C-in-C" as his flagship sheered off, and later in the afternoon transferred his flag to the "Hashidate."

Shortly after this, the "Chih-Yuen," protected cruiser, made an effort to ram "Yoshino," but a hail of shells directed at her caused a heavy explosion, and she went down at 3.30. The armoured cruiser "Ting-Yuen" was some distance from her consorts at 3.50, when the Flying Squadron came up with her, pouring in an intense fire at close range, and a magazine explosion sent her to the bottom.

Admiral Ting now had left only four ships of his original line. Their freeboard and superstructures were riddled with shell-fire, dangerous fires were burning, speed was reduced, and, worst of all, the supply of 12-inch ammunition was almost exhausted. On the other side, "Akagi" and "Hiyei" were out of action but in no

great danger. The Japanese Main Squadron circled Ting's four ships at a distance of some 2,000 yards, but the Flying Squadron was apparently distracted by the idea of chasing some of the weak Chinese escapees, and did not concentrate on the C-in-C's squadron. It seems that the ships with Ting could not have survived a close-quarters attack, and even the battleships could not evade an attack by ramming.

However, at 5.30, action was discontinued, not because the frantic efforts of the Chinese to break away had succeeded, but because Ito drew off his forces and formed line ahead to the south of the Chinese, who were making for Wei-hai-wei. Steaming on a parallel course on the disengaged side of Ting's ships were the vessels which had been some distance away when the action began—one small cruiser, a sloop, and two torpedo boats—whose activities so far had been so negligible that they are only mentioned because they enter into the reasons for Ito's breaking off the action. These were, he said, the necessity to concentrate his ships, fading visibility, and the presence of the two small Chinese torpedo-boats, which last factor caused him to reject any idea of a night action.

He hoped, as did Jellicoe on a later occasion, to renew the action at dawn, but during the night the Chinese turned for Port Arthur, so the beaten fleet was not cornered for the kill. At this fortified base, the battered ships, excepting one cruiser, were put into fair order within four weeks, much to the surprise of those who observed their shattered appearance on arrival. The battleships, which might have been eliminated on 17th September, remained part of a "fleet in being" until the surrender at Wei-hai-wei in February, 1895.

As at the Dogger Bank action, the escape of the major units of the pursued fleet was contributed to by damage to a flagship. There was also present that tendency, later noticed at Ulsan, Dogger (continued on page 54)



# SEAS, SHIPS AND SAILORS — *By Norton* —



## LOSS OF H.M.S. "EXETER"

THE FOLLOWING NAVAL DISPATCH, TELLING OF THE LOSS OF H.M.S. "EXETER" IN THE JAVA SEA BATTLE, AND RELEASED BY THE DEPARTMENT OF CHIEF OF NAVAL INFORMATION, ADMIRALTY, IS OF PARTICULAR INTEREST BECAUSE OF AUSTRALIA'S NEAR CONCERN WITH AND PARTICIPATION IN THIS BATTLE

WHILE he was a prisoner of war in Japanese hands Captain O. L. Gordon, C.B., M.V.O., the Commanding Officer of H.M.S. "Exeter," wrote some notes which set out the facts concerning the loss of the cruiser during the Battle of the Java Sea (February 25-March 1, 1942).

These notes, concealed for more than three years in an empty shaving cream tube, caused Captain Gordon "considerable concern" during frequent searches. All official records were lost when the cruiser was sunk. Captain Gordon recorded essential details within three weeks, and from them was able to write a dispatch, now published as a supplement to the "London Gazette."

H.M.S. "Exeter" was part of the Eastern Striking Force formed at Sourabaya under the command of the Dutch Admiral Doorman. The force was made up of the cruisers "De Ruyter" and "Java" (Dutch), "Exeter" (British), "Houston" (United States), "Perth" (Australia), and the destroyers "Electra," "Encounter," "Jupiter" (British), "Kortenaer" and "Witte De Witt" (Dutch), "Edwards," "Alden," "Ford," and "Paul Jones" (United States).

On the night of February 27, when attempting to intercept an enemy convoy off Bawoan Island, the Allied warships were engaged by a powerful force of Japanese cruisers and destroyers. At one stage of the battle, enemy

fire was concentrated on the "Exeter." She was eventually straddled and sustained either a hit or near miss underwater.

Captain Gordon says: "This had the apparent effect of lifting the whole ship in a most remarkable manner." Subsequently some after underwater compartments were found to be flooded. A few minutes later, a shell passing through a four-inch gun-shield did not then detonate, but exploded on entering a boiler. Six out of eight boilers were put out of action and speed considerably reduced.

Under orders from Admiral Doorman, the "Exeter" proceeded to Sourabaya after passing through minefields and sailed again at dark with the destroyers "Encounter" and "Pope," to make Colombo. But the Allied ships met a Japanese task force of four cruisers and five destroyers. The "Exeter" by this time had four out of eight boilers working, with a maximum speed of 25 knots and about 20 per cent. of her main armament ammunition remaining.

Throughout the action the enemy had spotting aircraft. The last moments of the "Exeter" are vividly described by Captain Gordon: "The ship received a vital hit in 'A' boiler-room, which started a large fire necessitating immediate and complete evacuation of this boiler-room. Steam pressure dropped rapidly to 170 lb. a square inch

and then more slowly until the main engines had to be stopped. All power in the ship failed shortly afterwards and with it the whole of the main armament and also the secondary armament control.

"The 'Exeter' was repeatedly straddled and hit. This was the position of the ship: Main engines stopped and all power failed or failing; 'A' boiler-room on fire with the after bulkhead of the four-inch magazine situated four feet from this boiler-room necessitating the flooding of this magazine; port torpedo tubes fired and no target available for the starboard tubes; fire in the officers' quarters aft; enemy cruisers hitting and straddling from long range and enemy destroyers drawing ahead, now barely within secondary armament range.

"There was now no possibility of saving the ship, and to ensure that she did not fall into enemy hands the order was given to sink her and, a few minutes later to abandon ship.

"About the time that abandoning was completed the ship, which had already settled appreciably with a list to port, heeled further to port to a considerable angle. Some ten minutes later there was a considerable explosion starboard amidships. This is believed to have been the result of a torpedo hit, probably fired by an enemy destroyer. The ship quickly righted, rolled over to starboard, and sank."

## DESTROYER OFFICER'S D.S.C.

Commander Max J. Clark, D.S.C., R.A.N., Earned His Award While Commanding H.M.A.S. "Nizam" During The Trying Days Of The Greece And Crete Evacuations.

IN December, 1940, H.M.A.S. "Nizam" commissioned at Clydebank. In the following March, she sailed, via the Cape, for the Mediterranean, in company with H.M.A.S. "Napier," a sister destroyer. The two ships were very soon in action with the enemy—at Greece and Crete, where, in company with the other ships of the Mediterranean Fleet, they did a great job of work.

Lieut.-Commander (as he was then) Max Joshua Clark, R.A.N., was the officer who commissioned "Nizam" in command. He had joined the Royal Australian Naval College as a Cadet Midshipman on the 1st of January, 1920, passing out as Midshipman in May, 1924. Promotions followed as Sub-Lieutenant in July, 1928, Lieutenant in September of the following year, and Lieut.-Commander eight years later. When the war broke out in 1939, Lieutenant-Commander Clark was Commanding Officer of the fast minesweeper H.M.A.S. "Doomba," remaining in her until March, 1940. There followed a short period as 1st. Lieutenant of H.M.A.S. "Penguin," and in July, 1940, he proceeded overseas to the United Kingdom to assume command of "Nizam," then building.

"Nizam's" first close contact with Crete occurred when she was one of a company of destroyers attempting to land special service troops on the island. Later, when the position deteriorated, she was the last British ship to leave Suda Bay, the Germans occupying the port four hours later. Later still, in company with "Napier," she made one of the last—if not the last—evacuation trips from Alexandria to Crete, bringing out 850 troops, while the "Napier" had over 800. That was, according to a writer in "H.M.A.S.," "easily a record for destroyers in both the Greece and Crete evacuations."

It was for his work during this period that Max Clark was awarded the Distinguished Service Cross on the 8th. January, 1942, "For outstanding gallantry fortitude and resolution during the battle of Crete."

The recommendation for the award gives fuller particulars: "Lieut.-Commander M. J. Clark in command of H.M.A.S. "Nizam" during the Battle of Crete. The excellent manner in which he has handled his ship on more than one occasion has saved her from being damaged by bombs. At Sphakia on 28th./29th. and 30th./31st. May, 1941, when under my orders, his organisation greatly assisted the embarkation of so many men and I never had any doubt but that he would interpret my orders in the way intended. I have also received very good reports of him from the Senior Officers of the forces taking part in the various other operations off Crete. He has always handled his ship with that dash which one expects from a good destroyer officer."

In 1942, Max Clark was promoted Commander, and the following year returned to Australia, where he spent some months in charge of the New Entry School at Flinders Naval Depot. He returned to sea again in April, 1945, as Commanding Officer of H.M.A.S. "Warramunga," remaining there until December, 1946, and being now in H.M.A.S. "Penguin."

Some 400 survivors were picked up by two enemy destroyers after about one hour in the water. Remaining survivors were fortunate to be picked up 24 hours later by a Japanese destroyer working in company with a cruiser or cruisers. The majority of survivors were subsequently transferred to the Dutch hospital ship "Op-Ten-Noort," then in Japanese hands.

At Macassar, prisoners were transferred on March 10 to the Dutch Military Barracks, which had been turned into a Prisoner-of-War camp.

Captain Gordon, referring to the first action, said it demonstrated in a very marked manner the difficulty of working with a heterogeneous squadron composed of ships of different nationalities, all of whose methods, but in particular those of signalling and fire distribution, differed from our own, and with whom there had been no opportunity of even the briefest discussion on such matters.

The gunfire from the enemy eight-inch cruisers is generally described as being extremely accurate, and Captain H. M. L. Walker, Commander of the Australian cruiser "Perth," states that the Allied force was continually subjected to "the most superbly organised air reconnaissance."

H.M.S. "Exeter" was laid down at Devonport Dockyard in August, 1928. She played a decisive role in the destruction of the pocket battleship "Graf Spee" at the Battle of the River Plate.

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## AUSTRALIAN COMMONWEALTH LINE.

Creation of a Commonwealth Shipping Line was foreshadowed by His Excellency the Governor-General in his speech to the Australian Federal Parliament when opening the session at Canberra on the 1st of September. It has been announced that legislation is to be introduced as soon as possible to provide for the establishment of the Australian Shipping Board on a permanent basis, and the setting up of a Commonwealth Line of Steamers. It was also announced to be the Government's intention to restrict the Australian coastal trade to vessels constructed in Australia.

## NEW AMERICAN LINERS

In recent weeks, according to a report in the "New York Times" of the 19th. of August, nearly 79,000,000 dollars worth of contracts have been let in the United States in a resurgence of American shipbuilding. The Maritime Commission has been

in constant negotiations with a number of shipping lines in an effort to spur private industry initiative and rehabilitate the country's deficient passenger ship fleet. The latest contract, according to a Maritime Commission announcement of the 18th. of August, was awarded to the New York Shipbuilding Corporation of Camden, New Jersey. For 32,000,000 dollars, it is for the construction of three passenger-cargo liners for the American President Lines.

## PURCHASE ON SUBSIDY OFFER

The purchase of the three vessels by American President Lines on the constructional differential subsidy offer was made a condition of approval by the Maritime Commission of an extension of the line's operating subsidy contract to September, 1958. The construction differential subsidy, which operates under the terms of the Merchant Marine Act of 1936, represents

a difference between the estimated cost of building the ships in the United States and of building them abroad. In this case it amounted to 44.05% of the building cost.

## THE "WORCESTER"

H.M.S. "Worcester," the famous old Merchant Service Cadet Training Ship, known for many years as the Thames Nautical Training College, and a familiar river mark with her black hull and ports, and white bands, as she lay at her moorings off Greenwich, Kent, heeled over and sank when her ballast shifted, at the end of August. Earlier in the year, the "Worcester," one of the old "wooden walls," launched in 1833, had been sold by the Admiralty to a firm of shipbreakers, three of whose staff were on board and who were rescued from the rigging when the ship capsized. "Worcester" was established as a training college for cadets in 1860.

## MILNE BAY SALVAGE

When ships of the Japanese Navy entered Milne Bay and landed troops there in 1942 in an endeavour to establish themselves on the Eastern tip of New Guinea, they sank the steamer "Anshun" at Gili Gili. The wreck of the "Anshun," lying over on her side, was for many months a familiar sight to seamen entering Milne Bay. Eventually, after a fine salvage job, she was refloated and towed south, and reconditioned in Sydney. She has now entered the Australian coastal trade as S.S. "Culcarn," owned by Messrs. James Patrick and Co. Pty. Ltd., making her maiden voyage at the beginning of last month.

## SHIPBUILDING "ISLAND"

A London message to the Melbourne "Sun Pictorial" tells how the cottage of eighty-year-old Mrs. Catherine Storey, of Blyth,

Northumberland, is holding up a £1,000,000 development project proposed by a shipbuilding company. The works entirely surround the cottage, the site of which the company wants for a plating shop. Mrs. Storey, who lives there with three sons and a married daughter, will not move, however, and has refused £3,000 for her home. She remarks that they are all quite happy, and that money means nothing at her age. "Besides," she added, "I don't mind the shipyard noise. I am rather deaf."

## AMERICAN SUPERLINER

In a statement he made recently, the President of the United States, Mr. Harry Truman, hailed the Government-industry co-operation which was enabling the country to revive a shipbuilding and merchant marine programme which would "provide work for thousands" across the country.

Among other building projects, he said that "a very encouraging move has been made towards the construction of a superliner for the north Atlantic service of the United States Lines, in the invitation issued by the Maritime Commission for bids for the building of the largest passenger vessel ever projected for construction in an American shipyard." It is understood that the sum mentioned in connection with the proposed vessel is 65,000,000 dollars.

## "SCRAP AND BUILD"

### SAYS SEAMEN'S LEADER

Addressing the annual meeting of the British National Union of Seamen, the General Secretary, Mr. Tom Yates, said that British shipowners would have to be aided, and steel and timber for shipbuilding made a first priority, if Britain is to maintain her position as the foremost maritime nation with a modern merchant fleet. Mr. Yates told his union members that some of Britain's tonnage is now very old and needs to be scrapped and replaced by more modern and faster ships. "We should resort to a policy of 'scrap and build' and in no circumstance sell obsolete tonnage or scrap abroad," he said. Mr. Yates also recommended the elimination of 'irritating delays' in the movement of shipping both in Britain and abroad, and a speedier turn-round of vessels so as to restore the normal mobility of the British Merchant Service.

## LINER "AMERICA"

The 26,454-ton liner "America" made her first post-war voyage under private control early last month, when she sailed from New York for Cobb and English Channel ports. Completed at Newport News, Virginia, in 1940, at a cost of 17,586,478 dollars, she never entered the transatlantic service because of the neutrality laws and the war. During the war she served as the trooper "West Point." She is now operated by the United States Lines, by whom she has been purchased from from U.S. Government for 7,460,000 dollars.

## NAUTICAL

# QUESTION BOX

CONDUCTED BY

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

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

T.E.B. and "Seallice":—The letter by "Seallice" in the August issue is of much interest, but T.E.B.'s query was for submarines actually sunk, and none of the attacks given by "Seallice" in reference to the larger enemy submarines has actually been officially accepted by the Admiralty. For that reason, these attacks were not mentioned (some were unknown to me) nor were those of which I learned when working in close contact with the R.A.A.F. and which they were so certain were successful. One can only rely on the Admiralty and American official lists. The small submarines sunk in the attacks on Sydney Harbour on 31st May, 1942, are not officially listed and, while dangerous to us at the time, were much more expendable than the larger craft, and also much easier replaced, so were not included in the reply to T.E.B., though probably for the sake of complete record, they should have been.

J.T.A. (Hawthorn, Melbourne) writes that he went to the 1914-18 War in the steamer "Hororata" and asks if the ship of that name recently in Australian waters is the same vessel.

The steamer "Hororata" was a twin screw, three masted steamer of just over 11,000 tons, completed in 1914 by W. Denny and Bros., Dumbarton, for the New Zealand Shipping Co., and was requisitioned by the Australian Government as a transport, being numbered A20. She was a lucky ship, coming through the war without being attacked, and also having the honour of bringing home the first wounded men. Refitted, she carried migrants to

Australia and New Zealand, but when that trade faded out, she had her passenger accommodation taken out and she became a cargo ship only, her tonnage being reduced to 9,178. In 1939, she was transferred to the house flag of the British India S.N. Co., another of the P. and O. Group of Companies, being renamed "Warroonga." On 5th April, 1943, she was torpedoed by a German submarine in position 57.10 North, 35.30 West, and sank the following day.

The steamer "Hororata" recently here, is a steamer of 13,945 tons, flush decked fore and aft, single funnel, with her mainmast stepped between bridge and funnel and numerous sumpson posts. When homeward bound from New Zealand with a large general and refrigerated cargo, she was torpedoed north of the Azores, and badly damaged, the date being 13th December, 1942. She was headed for Flores, arriving there the following day, with her stability and buoyancy almost gone. Most of her crew were landed in case she suddenly sank. Her officers and the few men of her crew then took her to Fayal, where she was temporarily repaired, and departed for Liverpool on 17th March, 1943, arriving there six days later. She was completely repaired by Cammell, Laird's of Birkenhead, being presented with an aircraft propeller by 66 Squadron, R.A.F., for rescuing the crew of an Anson aircraft, for whom all hope had been given up, when it came down into the Tasman Sea. The "Hororata" was completed in 1941, in the face of great difficulties from air bombing.

W. Dalton, (Brighton), says he has not heard of the "Zealandic" since the war, and wonders where she is.

The "Zealandic" was one of four sister ships named "Coptic," "Karama," "Taranaki" and "Zealandic," twin screw motor ships of 11,300 tons gross, constructed in 1928. After the outbreak of war, she remained in commercial service under the command of Captain C. M. Andrews. In July, 1940, the well known Captain F. J. Ogilvie took command of her, and on 14th January, 1941, she left Liverpool, bound for Australia. The last heard of her was a wireless signal that she had been torpedoed by a submarine in position 58.28 North, 20.43 West. This was on 16th January, 1941, and nothing has ever been heard of her since, there being no survivors of either her passengers or crew.

S.B.A. (Five Dock, N.S.W.), served in the steamer "Edina" in the Port Phillip Bay trade and has been told she was broken up.

This is not quite correct. After a career that began in 1854, running between Leith and Hamburg, with a spot of blockade running in the American Civil War, which followed service to the Crimea, she came to Australia as a three masted barquentine and on arrival, was sold to Stephen Henty for the Melbourne-Portland-Warrnambool trade. After years on the Australian coast as far north as Queensland and with some voyages to New Zealand with gold diggers she went into the Port Phillip excursion trade, until 1938 when faced with a stiff Lloyd's survey, her owners decided to dispose of her. Her accommodation and machinery was removed and she was bought by the Victorian Lighterage Co., Melbourne, for conversion into a wool lighter for use between Melbourne and Geelong. The war intervened, however, and only lately, it was announced that her owners proposed to go on with the conversion. At present, the old ship is lying at "Siberia" in the River Yarra

## NAUTICAL QUIZ

- (1) Do you know how a ship's derrick got its name?
- (2) What was the name of the first British Ship to be sunk in the 1939/45 War?
- (3) The aircraft carrier "Ark Royal" achieved fame, and was lost during the 1939/45 war. She was the latest in a line of "Ark Royal" in the Royal Navy. What do you know of the first ship so called, and of the latest?
- (4) Here is a literary one:  
"Her march is o'er the mountain-waves,  
Her home is on the deep."  
Whose?
- (5) There are a number of naval anniversaries of peculiar interest to Australia falling in this month. Do you know any of them?
- (6) One of the earliest-mentioned vessels—she made her landfall upon a mountain—was directed to be built in the following approximate dimensions:—length 450 feet; beam 75 feet; depth 45 feet. Do you know what she was?
- (7) A famous clipper ship was burned in an Australian port. What was she, and what was the port?
- (8) Who was the first officer to command the Royal Australian Naval Squadron?
- (9) Who was Captain Woodget, and what was his famous command?
- (10) A number of adapted merchant ships, known as "Mac" ships, were designed for service during the recent war. What were "Mac" ships, and what was their function?

(Answers on page 53.)

## QUEENSLAND'S PETTY OFFICER'S COURAGE.

Awarded George Medal "For Skill And Undaunted Devotion To Duty In Hazardous Diving Operation" In The Persian Gulf

ON the 25th. August, 1941, things were moving in the Persian Gulf. German infiltration of Iran had been a source of concern to Britain, and it was clear that unless something were done German forces would be strongly entrenched in that country. Naval action to immobilise Iranian warships lying in the entrance to the Karun River, and to capture Axis merchant ships which had been interned at Bandar Shapur, was therefore undertaken, and the early morning of August 25 saw a mixed force consisting of sloops of the Royal Indian Navy, ex-Yangtze gunboats, Anglo-Iranian Oil Company's tugs, an armed trawler, a dhow, an R.A.F. picket boat, H.M.A.S. "Yarra," and H.M.S. (Australian manned) "Kanimbla" proceeding to the attack, "Kanimbla" being employed in the Bandar Shapur enterprise.

As one of "Kanimbla's" ship's company said: "The morning watch proved eventful. As 'Kanimbla' turned into the strait in the wake of the flotilla, a sheet of flame enveloped the German ship 'Weissenfels.' A burst of machine-gun fire was heard from the 'Sturmfels,' followed by a pillar of smoke from her after hold. Then the lights of the town went out, and fire broke out in three Italian ships."

"Kanimbla" went alongside the Italian tanker "Bronze," which was blazing amidships, and set about salvage work. And soon "Kanimbla" had 16 officers and 111 men away on boarding parties around the harbour. One of those men was Petty Officer John Thomas Humphries, R.A.N., who had joined the Navy as Boy 2nd. Class in July, 1918, and was in "Kanimbla" from Fleet Reserve. He won the George Medal on that eventful morning, "For skill, and undaunted devotion to duty in hazardous diving operation."

The Recommendation for the award—which was made on the 17th. February, 1942—describes his exploit in some detail. "Petty Officer J. T. Humphries," it says, "H.M.S. 'Kanimbla.' During salvage operations on the prize ship 'Hohenfels' at Bandar Shapur, Persian Gulf, Petty Officer Humphries was employed as diver. On twelve occasions he descended into the flooded engine room to shut bilge suction valves. The descent was down three long ladders to the level of the starting platform, thence forward to length of the engine room and then down two short ladders to the tunnel under the bunker. The length of air pipe and rope required was at least 120 feet. Diving under such conditions there was a very grave risk indeed of the air pipe being fouled. There was no telephone to the diver and as soon as he had descended the first long ladder he was out of communication with his attendants. If anything should go wrong, there was no hope of survival. P.O. Humphries succeeded in his task which called for skill and courage of the highest degree."

Returning to Australia in "Kanimbla" in December, 1942, Petty Officer Humphries was on shore service until his demobilisation in May, 1946. He is a citizen of Brisbane, Queensland.

opposite the entrance to Victoria Dock.

J.C. (Caulfield) asks about the new ship "Port Pirie," and of her predecessor.

Two twin screw steamers "Murita" and "Star of India" were constructed in 1910 and were taken over by the Commonwealth and Dominion Line in 1916, when the firms of Tyser, Corry and Milburn combined under the Cunard Line. Another sister was the "Star of Canada," wrecked in New Zealand. The "Murita" became the "Port Victor" and the "Star of India" became the "Port Pirie," both being broken up in October, 1935.

A new "Port Pirie" building early in the War, was taken up by the Admiralty and converted into an escort aircraft carrier in June, 1942, under the name of "Nairana" (after the Tasmanian ferry steamer "Nairana," which was a seaplane carrier in 1917-19 and operated on the Murmansk coast). She was used until 1946 on escort duties, being then loaned to the Dutch Navy for training purposes under the name of "Karel Doorman" after the commander of the Allied fleet in the Java Sea action. The light fleet carrier "Venerable" having replaced her, "Nairana" was returned to Britain and is now being re-converted back to a cargo carrier under her original name of "Port Pirie." Many of the British Merchant vessels were used as escort carriers, including some of the Blue Star and Union Castle lines as well as the Anglo American and Shell Oil Companies.

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## News of the World's Navies

### HOME FLEET CRUISE

Indications of the strengthening of Britain's peacetime Navy are seen in the composition of the Home Fleet, at present engaged in its Autumn cruise. The Fleet includes the battleship H.M.S. "Duke of York," in full commission as Flagship of Vice-Admiral Sir Rhoderick R. McGrigor, K.C.B., D.S.O., the Commander-in-Chief; three cruisers; two aircraft carriers; and nine destroyers.

### NEW U.S. CARRIER.

Construction of a new giant aircraft carrier, almost twice the size of the largest now in the U.S. Fleet, was announced by the Navy Department early in August. Of 65,000 tons, the new vessel, the keel of which will be laid this year, will take about five years to complete and cost 124,000,000 dollars. She will be able to launch aircraft comparable in size to the B-29, which dropped the atomic bombs on Hiroshima and Nagasaki, and it is reported that her aircraft will use a combination of jet and conventional engines.

### FLEET IN WEST INDIES

This month, H.M.S. "Duke of York," three cruisers ("Diadem" wearing the Flag of Rear-Admiral The Hon. Guy H. E. Russell, C.B., C.B.E., D.S.O.), half a dozen destroyers and a frigate, are in the West Indies. The ships will disperse to visit various of the islands, but assemble on the 18th. of this month at Tobago, in the Windward Islands, remaining there for one week. A destroyer will take Vice-Admiral Sir Rhoderick McGrigor to Washington in November, and the Fleet will reassemble at Bermuda later in that month before returning to the United Kingdom by mid-December.

### CARRIERS IN SOUTH AFRICA

While the main body of the Home Fleet is in the West Indies, the two aircraft carriers and attendant destroyers are visiting South Africa, "Theseus" wearing the Flag of Rear-Admiral M. J. Mansergh, C.B., C.B.E. The carriers will be at Capetown from the 18th. to the 26th. of this month, and at Durban from the 2nd. to the 8th. of November. Port Elizabeth and East London will also be visited. On both outward and homeward voyages, the South African detachment is calling at Freetown, Sierra Leone.

### U.S. DESIGNS NEW NAVY

According to a Washington report in the "New York Times," the U.S. Navy is building sixteen new ships incorporating the weapons and designs foreseen for a possible war of the future, besides converting thirty-three of its current ships for operations quite different from the original plans. Thus will be brought into operation at least three carriers capable of handling aircraft far larger than those used at present, and several new types of vessels, ranging from experimental submarines and destroyers exclusively for polar operations, to a submarine tanker equipped to refuel other far-ranging submarines in remote enemy waters.

### CRUISER FOR R.I.N.

Addressing the ship's company of H.M.I.S. "Delhi" (formerly H.M.S. "Achilles"), at Portsmouth, before her departure for India, Rear-Admiral Lord Mountbatten said the "Delhi" was historic because she was the first large ship in the Royal Indian Navy. The addition of the "Delhi" was a turning point in the history of the Royal Indian Navy, which he hoped would get

another cruiser and two aircraft carriers. India was not only strategically important, but she had one of the longest coast lines in the world, and for some years to come would depend largely on overseas trade. It was the task of the Royal Indian Navy to see that this trade was not interfered with.

### ONE-MAN TORPEDO

A "lung" device, developed during the war by Captain Christian J. Lamberton, U.S. Army Medical Corps officer, and used extensively to clear mines from the path of landing craft, is forming the subject of experiments by U.S. Navy under-water demolition teams with the object of adapting the device for future amphibious warfare tactics, according to a report in the "New York Herald Tribune." The device basically consists of a breathing mask with an attached oxygen supply, and a speaking device that enables the wearer to carry on under water conversations with other "lungers" at distances up to 75 feet.

### H.M.S. "NELSON" AS BOMBING TARGET

H.M.S. "Nelson," famous British battleship, is being used as a target for bombing trials in the acquisition of valuable information in relation to ship and bomb design. For this purpose the ship is moored just to the westward of Inchkeith, in the Firth of Forth. Other old ships of the Royal and ex-enemy navies are being similarly used. Underwater trials with explosives are being carried out with both British and foreign ships in Loch Striven. Among two well-known ships of the Royal Navy which are being used before going to the breakers are the destroyers "Jervis" and "Abdullah."



## WOMEN FOR REGULAR U.S. NAVY

Last month, the first large-scale enlistment of women for the regular U.S. Naval Service was initiated, the appointment of the first women officers being a feature. Under the provisions of the Women's Armed Services Integration Act, it is planned to enlist 6,500 women by June, 1950, of which total 4,500 will be enlisted prior to June of next year.

### H.M.S. "PRESIDENT"

Since eighty years ago—when H.M.S. "President" was a Royal Naval Reserve drill ship in London's West India Dock—the name has been familiar to English Naval Reservists, and for many years Londoners proceeding along the Thames Embankment have known H.M.S. "President" at her moorings just above Blackfriars Bridge, as the headquarters Training Ship of the London Division, R.N.V.R. After an absence of nearly a year

while she underwent an extensive refit at Chatham, the present "President" has just returned to the London scene. A sloop of World War I, formerly known as H.M.S. "Saxifrage", she has been improved in appearance with a new funnel, a stump mast in place of her previous two masts, and a lowered deckhouse; and has been freshly painted with a black hull, white upperworks and buff funnel. The ship has also been fitted with three radar sets, modern gunnery equipment, and improved accommodation for training classes.

### ROBOT STAR NAVIGATION

The U.S. Navy's search for means of navigating flying projectiles by "automatic celestial navigation" is proving to a certain degree successful, according to a report published in the "New York Times." Two chief systems of celestial guidance are mentioned. One is the "automatic star seeker," in which a missile mech-

anically "seeks out" a selected heavenly body and tracks it throughout the main part of its flight. The second main system is by mechanical computations based on two or more stars, as employed in marine navigation. Automatic celestial navigation, it is indicated, is considered feasible chiefly for the central leg of a missile's trip, its take-off and its landing being governed by other techniques.

### SEA POWER STILL INDISPENSABLE FACTOR

In his conclusions on the future of naval warfare, the editor of Brassey's Naval Annual for 1948 maintains that "command of the sea remains as fundamental and indispensable a factor as ever," not necessarily as the single factor that will achieve victory, but as the one which "alone can create the conditions that make victory possible." This judgment, "though reached by a slightly different route," is, as he notes, supported in the opinions expressed in Admiral Nimitz's report to the American Secretary of the Navy, the text of which also forms part of the contents of this year's "Brassey's."

### PLATE BATTLE MEMORIAL

Surviving officers and men of the three cruisers, H.M. Ships "Ajax," "Achilles" and "Exeter" which took part in the River Plate action, have contributed to the cost of a memorial to be erected in the Holy Trinity Church, Monte Video, later this year. The memorial will be in the form of an oak tablet commemorating the officers and men of the South America Squadron who lost their lives in the battle. Further subscriptions are needed, and those who may wish to be associated with the memorial may send donations to Admiral Sir Henry Harwood, K.C.B., O.B.E., White Cottage, Goring, Berkshire, or to Commander (S) V. G. H. Weekes, R.N., Royal Victoria Yard, Deptford, London, S.E.8.

YACHTING MOVES FROM THE

## CRUISING YACHT CLUB OF AUSTRALIA

By P. M. LUKES, Vice Commodore

The C.Y.C. race from Sydney to Port Hacking and return on the 21st August suffered from the usual variability of the weather at that time of the year. A light sou-wester at the start freshened to a pleasant whole sail breeze after the fleet rounded South Reef, but it was patchy and after favouring first one yacht and then another, finally went round to S.S.E. and fell right away. This suited the leaders who, by this stage, had rounded the mark off Jibbon and were on the way home.

Those aboard Wayfarer, in company with Bernicia and Moana Lua had a dreary drift both ways across Bate Bay. Moana Lua seemed to be going remarkably well under her new cutter rig, until her spinnaker burst off Long Bay.

During the calm in the early part of the afternoon, several competitors, believing the wind had knocked off for the day, started their engines only to find the wind jump back to W.S.W. and blow quite fresh. This was a break for the tail enders who made up a bit of lost ground, as they brought the wind up with them. In spite of the fluky conditions, the fleet had all finished before 8 p.m. which is some hours shorter than the same event has taken previously.

Results were as follows Storm-bird 1st. Elapsed time 8 hr. 26 min. Corrected time 6 hr. 3 min. 23 sec.; Julnar 2nd. Elapsed time 8 hr. 32 min. Corrected time 6 hr. 6 min.; Alice 3rd. Elapsed time 8 hr. 14 min. Corrected time 6 hr. 29 min. 33 sec.

The next fixture is the Founders Cup which starts at 9.30 p.m. on 17th September, and will be

sailed over the Bird Island course finishing at Broken Bay.

The Halvorsen Brothers, Trig and Magnus, have re-rigged Peer Gynt with a hollow mast and it will be interesting to see how she performs as the very heavy solid stick she had must have meant a terrific amount of weight just where it wasn't wanted. Word comes from New Zealand that a committee (including Mark Anthony and Ken Pragnell both competitors in the last Trans-Tasman race) is endeavouring to arrange a challenge for the Akarana Trophy. The Halvorsens intend to defend their hard won cup, so Sydneysiders will be able to witness the start this time, as the challenger must come here and race back to New Zealand.

Jack Carr, who had the six metre Avenger built last year, has recently joined the C.V.C.A. and intends to go in for some blue water events with his new forty square which should be completed shortly.

Terry Hammond, whom I mentioned in an earlier issue, has been carving a new track across the Tasman, this time delivering the 42ft. ketch Mandalay to the Solomons.

Jack Earl has reached Tahiti in Kathleen, and hopes to reach Sydney about the end of October. This circumnavigation must be a speed record for a sailing vessel under 60ft. As a service to its members or anyone desirous of information the C.Y.C. have inaugurated a Technical and Measurements committee, which will be available for those with problems concerning rigging and alterations to improve performance under the Rating Rule. Owners not familiar with the R.O.R.C. system of measurements may be unaware that some pen-

alties are worth carrying in moderation, while others may lessen their yacht's time allowance without increasing her performance in proportion. This applies especially to Mast Heights, Spinnaker Pole lengths and overlapping head sails.

The yawl "Spindrift," built in Hobart to a design by Dalimore, and recently acquired by Dick Tyrrel, has been converted to cutter rig, and her name has been changed to "Suzanne II."

Dick Evans' big "Mistral" is being altered to carry a Bermudan mainsail, according to plans drawn by John Alden. She will be racing to Hobart this year for the fourth time, having been a consistent starter since the race was first held in 1945.

Bill Lieberman, who usually sails aboard "Bernicia," had a pleasant passage to Noumea with Jacques Markwalder in "Te Hongi" recently. A call was made at Lord Howe Island but the weather was unsuitable for entering the lagoon, and after landing for a few hours on Ned beach, they pushed on. Bill told club members he was amazed at the self steering qualities of the "Te Hongi," with her narrow beam and straight keel.

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# WHAT THE NAVY IS DOING

THE major change in appointment of officers of the Royal Australian Navy during the period under review is that of the Third Naval Member of the Naval Board. On the 22nd. of last month, Engineer Rear-Admiral J. W. Wishart, O.B.E., assumed the position of Third Naval Member and Chief of Construction vice Engineer Rear-Admiral A. B. Doyle, C.B.E., who has been transferred to the Retired List, after five years on the Naval Board.

Admiral Wishart has been succeeded in his previous appointment of Engineer Manager, Garden Island, Staff Officer (E) to the Flag Officer-in-Charge, Sydney, and General Overseer, New South Wales; by Acting Captain (E) Edwin A. Good, R.A.N.

During this month the change in command of H.M.A.S. "Australia"—previously announced as impending—will be effected while the cruiser is at Westernport, Vic., between the 15th. and 22nd., when Captain H. J. Buchanan, D.S.O., R.A.N., will be relieved by Captain H. M. Burrell, R.A.N.

Early last month there was a change in the Naval Intelligence Division at Navy Office, when Lieutenant-Commander T. R. Fenner, R.A.N., was succeeded in the appointment of Assistant Director of Naval Intelligence by Lieutenant-Commander C. R. Reid, R.A.N. Lieutenant-Commander Fenner has been appointed for duty with the Defence Department.

## SQUADRON DISPOSITIONS

### The Cruisers

H.M.A.S. Australia (Captain H. J. Buchanan, D.S.O., R.A.N., Captain H. M. Burrell, R.A.N.), wearing the Flag of Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., Flag Officer Commanding the Royal Australian Naval Squadron is at present engaged on a training cruise, which commenced with her departure from Sydney on the 18th August. After visiting Hervey Bay, Percy Islands and Cid Harbour during that month, she was at Brisbane from 7th to the 14th of September, Sydney from the 17th to the 28th, and arrived at Jervis Bay on that same day. Her programme continues with her departure from Jervis Bay on the 13th of this month. From the 15th to the 22nd she will be at Westernport—where Captain Burrell assumes command—and at Melbourne from the 22nd to the 8th November, arriving back in Sydney two days later. There she will commence 50 days availability

for leave and urgent defects on Friday, 12th November. She will sail from Sydney early in January, 1949.

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 proceeding this month to Japan to relieve H.M.A.S. Bataan. She departs from Sydney on the 5th October, and en route will examine Reef anchorages, having on board the Commonwealth Director, Royal Visit, and party. Her programme is: arrive Mackay 8th October, departing the following day. Arrive and depart Cairns 13th October, arrive Darwin 18th and depart 19th, arrive Tarakan 23rd October and depart 24th, ar-

rive Hong Kong 28th October and depart 1st November, arrive Sasebo 4th November. Warramunga will be relieved in Japanese waters by H.M.A.S. Shoalhaven in time to enable her to return to Sydney by the end of February next year.

H.M.A.S. Arunta (Commander F. N. Cook, D.S.C., R.A.N.) departed Sydney the 28th of last month for Jervis Bay, where she remains until the 13th of this month. Her programme then is: Westernport from the 15th to the 22nd October, Melbourne 22nd October to 8th November, arriving back in Sydney on the 10th. She will carry out Gunnery School firings from Westernport or Melbourne, and Torpedo School firings on 10th, 11th and 12th November. The following day she will commence 50 days availability for leave and urgent defects, and will depart Sydney for a cruise in mid January, 1949.

H.M.A.S. Bataan (Commander A. S. Storey, D.S.C., R.A.N.) is in Japanese waters, where she will be relieved by Warramunga in November. Her programme then is: Depart Sasebo, 4th November, arrive Dreger 12th November and depart the same day for Cairns, where she is due to arrive and depart on the 15th of the month. On arrival in Sydney on the 19th November, Bataan will commence 50 days availability for leave and 45 days for refit. She will depart Sydney for a cruise in mid January.

H.M.A.S. Quiberon (Commander J. L. Bath, R.A.N.) is in Sydney. She will refit from 1st November, 1948.

H.M.A.S. Quickmatch (Lieut. Commander R. R. Brown, R.A.N.) is in Sydney, and will refit from 29th December, 1948, for 45 days.

### 1st Frigate Flotilla

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-

Cole, R.A.N.), having refitted in Williamstown Naval Dockyard, departed thence on the 3rd of last month, and arrived in Sydney on the 15th after spending 10 days at Jervis Bay en route. Her future programme is: Departs Sydney on the 5th of this month, Mackay 8th and 9th, Cairns 13th and 14th, returning to Sydney on the 19th. On the 23rd October she departs Sydney, and is in Melbourne from the 25th of the month until the 8th November, when she proceeds into Williamstown Naval Dockyard for refit and to grant leave. She will sail for Sydney on Monday, 3rd January, 1949, and will visit New Guinea shortly afterwards. On her Queensland cruise this month Culgoa will assist Warramunga with Reef inspection party.

H.M.A.S. Condamine (Lieut. Commander J. H. Dowson, R.A.N.) is in New Guinea waters, under the operational control of N.O.I.C. New Guinea, and is due at Dreger on the 1st of this month. She will spend about two months in New Guinea, and is due at Williamstown Naval Dockyard on Monday, 13th December, for availability for leave and urgent defects. Her passage south from New Guinea will be via the Solomon Islands and Sydney.

H.M.A.S. Shoalhaven (Lieut. Commander Keith Tapp, R.A.N.) is due to arrive in Sydney from New Guinea on the 13th of this month, and to depart there for Williamstown Naval Dockyard on the 11th. She will have availability for leave and urgent defects in Williamstown from 13th October, and is due to sail for Sydney on Monday, 6th December. Early in January of next year she will depart Sydney to relieve Warramunga in Japan.

H.M.A.S. Murchison (Lieut. Commander W. P. Cook, R.A.N.) after docking in Sydney last month is engaged on a cruise to

the New Hebrides, returning to Sydney during this month.

### 20th Minesweeping Flotilla

H.M.A.S. Swan (Captain R. V. Wheatley, R.A.N.) Senior Officer, is in Sydney, having started 30 days availability on 1st September. On completion of this period, she and other units of the flotilla—H.D.M.L.s 1328 and 1329, and G.P.V.s 960 and 963—will pay off with the exception of G.P.V. 963.

H.M.A.S. Kangaroo sailed from Dreger on the 13th September to Massaya and Rabaul to recover Naval moorings. On completion she proceeds to Torokina.

### 10th L.S.T. Flotilla

L.S.T. 3017 (Lieut. Commander H. K. Dwyer, R.A.N.R.) has continued with the programme of dumping ammunition, working from Port Phillip Bay.

L.S.T. 3501 (Lieut. Commander J. Burgess, R.A.N.R.) is at Williamstown Naval Dockyard. She completes availability for leave in the middle of this month, and will then be operating as requisite until mid December, when she will be used 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)), departed Plymouth on the 10th of last month, and Gibraltar four days later on her return voyage to Australia. On arrival in this country she will make one more trooping voyage to Japan before paying off for reconversion to trade.

### 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. 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.) after spending about two months on a survey of Westernport Bay and the approaches in preparation for the visit there of H.M.S. Vanguard next year, departed from Sydney on the 10th of last month for Hervey Bay. She is due to return from her surveying season to a southern port by the 7th November, for availability for leave and urgent defects.

H.M.A.S. Barcoo (Lieut. Commander D'A. T. Gale, D.S.C., R.A.N.) is engaged on surveying duties on the North West coast. It is anticipated that Barcoo will arrive back in Sydney on 7th November to be granted availability for leave and refit.

H.M.A.S. Lachlan departed Sydney mid-September for Fremantle, where she will pay off into reserve.

H.M.A.S. Jabiru departed Sydney on 10th September for Hervey Bay, 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)) is in Sydney.

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

H.M.A.S. Koala is at Sydney.

H.M.A.S. Woomera has been carrying ammunition, working from Port Phillip Bay.

H.M.A.S. G.P.V. 956 is at Sydney.

H.M.A.S. G.P.V. 957 is based on Cairns, engaged in R.M.S. duties.

## GENERAL

Former R.N. Ratings Join R.A.N. With the expansion due to the



acquisition of two aircraft carriers and other vessels, the Royal Australian Navy is needing more recruits, and has sought 1,000 experienced former Royal Navy men to fill vacancies existing in many branches. According to reports from the United Kingdom, there appears to be a reasonable chance of this target-figure being reached. Up to the middle of last month, 279 former Royal Navy ratings had already been accepted into the R.A.N. and had signed on for six years, while a further 300 men were awaiting medical examination.

#### "Kanimbla" Brings Ex-R.N. Ratings

A number of the ex-R.N. ratings who have joined the Royal Australian Navy will arrive in Australia this month in H.M.A.S. "Kanimbla," while more will be in the aircraft carrier H.M.A.S. "Sydney" when she arrives in Australia early in the new year. Since the beginning of this year, over 100 new recruits have entered the Royal Australian Navy every month, according to Naval Recruiting figures.

#### H.M.A.S. "Albatross" Commissioned

H.M.A.S. "Albatross," the Royal Australian Navy air station at Nowra, New South Wales, commissioned on the 31st August last. H.M.A.S. Albatross will be used for a large part of the training of officers and ratings who will fly and maintain the aircraft of the carriers "Sydney" and "Melbourne," for the accommodation of air groups after they have disembarked from the carriers for flying training ashore, and for much of the maintenance and major repairs to aircraft and equipment. It will be one of the vital defence establishments of the Commonwealth.

#### Proximity to the Sea

H.M.A.S. "Albatross" is situated seven miles from the town of Nowra, eleven miles from the coast, and eighteen miles north-west of Jervis Bay, the former site of the Royal Australian Naval College, and at present the main

exercise area of the Australian Squadron. The Navy Air station is thus admirably situated for its purpose, and the site was chosen because of its proximity to the sea, since a great part of naval flying training must inevitably be carried out over water. The site is also especially suitable because of its proximity to the Australian Squadron's main base at Sydney and to its main exercise area, and because of the availability of land and sea bombing ranges, the absence of heavily built-up areas, and the provision of rail transport for personnel, stores and equipment.

#### More Rating Pilots For R.A.N.

On the 5th of this month, twelve more young men between the ages of 17 and 19 will begin their initial training at Flinders Naval Depot, their first step en route to a pilot's seat in one of the aircraft of the R.A.N.'s new carriers. These twelve were recently selected to be trained as rating pilots for Naval Aviation. Five of them were previously members of the R.A.N., and have transferred from other branches of the Service. After three months at Flinders Naval Depot they will join the R.A.A.F. Flying Training School at Point Cook, where for eighteen months they will receive elementary and specialised flying training.

#### Examinations For R.A.N.C.

Four hundred and fifteen boys who will attain their thirteenth birthday this year sat for the qualifying educational examination for entry into the Royal Australian Naval College, the examination being held on Tuesday, 7th September, and Wednesday, 8th September, in 75 city and country centres throughout Australia. Those successful in the education test need to pass an extensive medical examination, after which, if still successful, they are interviewed by a committee of Senior Naval Officers, who make the final selection. The number of boys to be admitted to the College for 1949 has not yet been announced. Last year 28 were admitted, the largest number since

1920. Distribution of candidates as to States this year was: Queensland, 45; New South Wales, 122; Victoria, 176; South Australia, 22; West Australia, 35; Tasmania, 15. Comparisons with previous figures are of interest. In 1946 there was a total of 320 applicants; in 1947, 381 sat for the educational examination, and this year the figure has risen again to 415. This year, again, the largest number of applicants was in Victoria with N.S.W. in second place. In 1947 West Australia came third and Queensland fourth. This year those positions are reversed. South Australia and Tasmania remain as in 1947, fifth and sixth respectively. Detailed 1947 figures were: Vic., 123; N.S.W., 121; W.A., 43; Q., 42; S.A., 36; Tas., 16.

#### "Warrego's" Westernport Survey

H.M.A.S. "Warrego's" survey of Westernport in preparation for the visit of H.M.S. "Vanguard" next year involved surveying the approaches from Cape Schanck eastward, on a three-inch scale; and surveying on a six-inch scale an area 16 miles in length, and varying from two to five miles in width, extending from a point five miles south-west of Grant Point—the south-west extremity of Phillip Island—to Crib Point, two miles north of Han's Inlet, on which Flinders Naval Depot is situated.

#### History of R.A.N. College

All those interested in the Royal Australian Navy in general, and the Royal Australian Naval College in particular, will look forward to the publication very shortly—before Christmas this year, the Publishers say—of Mr. F. B. Eldridge's "A History of the Royal Australian Naval College." No one is better placed to write such a book than Mr. Eldridge, who, until his retirement in January last, was on the professional staff of the College for 34 years, and was for many years Senior Master. He deals with the story of the College from its first days at Geelong,

through the Jervis Bay period, and on to the move to Flinders Naval Depot and up to the present day. As to the boys who passed through the College and have become the officers of the Royal Australian Navy to-day, Mr. Eldridge has known them personally all through their lives in the Navy, and a supplement to his History contains biographical details of the 621 Cadets who entered the College between 1913 and 1945. This important book is being published by Georgian House Pty. Ltd., and will appear in two bindings, in leather at 64/-, and in cloth at 43/-. The book is profusely illustrated.

#### THE COMMISSIONING OF T.S. "VICTORY" Navy League Sea Cadet Corps (N.S.W.)

On Saturday, 4th September last, the Sea Cadet Training Depot "Victory" at Lavender Bay was commissioned by Rear-Admiral G. D. Moore, C.B.E., Flag-Officer-in-Charge, N.S.W.

Rear-Admiral Moore came alongside the Lavender Bay jetty in his barge, and was met by the Hon. Commanding Officer, Mr. D. J. Mort, and conducted to

the gangway of "Victory." The Admiral was "piped" on board in real Naval style.

After inspecting a Guard of Honour, provided by "Sydney" Training Depot, Snapper Island, in charge of Mr. Minter, and "Victory" Drum Band, Rear-Admiral Moore met Mr. G. R. Rickards, Acting President and Mr. C. M. C. Shannon, Hon. Treasurer, Navy League, His Worship the Mayor and Aldermen of the North Sydney Council, S. C. Commander L. E. Forsythe and Hon. Senior Officers of visiting Units, the Rev. L. W. Farr, Hon. Chaplain to the Navy League (N.S.W.) and Captain Butler, M.N.

Rear-Admiral Moore witnessed the normal routine of "Colours," after which he inspected the "Divisions" consisting of representatives of "Victory," "Sirius," "Perth," "Vivid," Sea Cadet Units, and a party of the Women's Naval Training Service from "Sydney" Training Depot, Snapper Island. After the inspection, Rear-Admiral Moore addressed the Ships' Companies on the Main Deck. He emphasised that the Sea Cadets were now

wearing the equivalent to the King's uniform, as a result of Official recognition by the Naval Board and it imposed extra responsibility on Officers and Cadets in efficiency, behaviour and dress. He then declared "Victory" in commission and wished the Depot success.

The Hon. Chaplain (Rev. L. W. Farr), then dedicated "Victory" to the service of the Sea Cadet Corps.

Mayor of North Sydney, Alderman Kesterton, addressed the Sea Cadets and expressed satisfaction at the progress made by the Officers and Cadets of "Victory" in getting the Depot into shape. He said much progress had been made and that North Sydney would be proud to say that "Victory" Sea Cadet Depot was situated in North Sydney.

Replying to Rear-Admiral Moore and the Mayor, the Hon. Commanding Officer, Mr. D. J. Mort, said that the Officers and Cadets of "Victory" had worked hard during week-ends for two months to get the Depot ready for commissioning and the work and time given to it had been made worthwhile by the kindness



Rear-Admiral Moore inspects Sea Cadet Corps Guard at "Victory" Depot, North Sydney.



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of Rear-Admiral Moore in coming to "Victory" and Commissioning the Depot for them. He also thanked the Mayor and Aldermen for their co-operation and assistance.

Rear-Admiral Moore then proceeded to the Wardroom where he signed the "Visitor's Book" during which time the ship was "manned" and as the "Admiral's barge" left the jetty, three cheers were given by the ship's company.

### PERSONAL

Captain R. G. Poole, the first Commanding Officer to be appointed to H.M.A.S. "Albatross"—who was to arrive in Australia and assume his appointment last month—has had experience of similar commands in the Royal Navy. He has also himself been a naval aviation pilot, and has been Commanding Officer of an aircraft carrier.

Pending Captain Poole's arrival in Australia, H.M.A.S. "Albatross" was commanded from commissioning by Commander H. J. F. Lane, O.B.E., R.N.. Commander Lane is also an experienced naval pilot, and will take charge of flying at Nowra.

The executive officer of the Nowra naval aviation station is Commander Rodney Rhoades, D.S.C., R.A.N., who commanded the destroyer H.M.A.S. "Vendetta" in the Mediterranean in the early years of the recent war when the ships of the 10th Flotilla were employed on the Tobruk Ferry run, and who later commanded H.M.A. Ships "Quickmatch" and "Shoalhaven." He has had considerable administrative experience.

## Keep a Good Lookout

FOR THE NEXT ISSUE OF

## The Navy

## BOOK REVIEWS

By G.H.G.

"HISTORY OF UNITED STATES NAVAL OPERATIONS IN WORLD WAR II. Volume 2, Operations in North African Waters, October, 1942—June, 1943."

By Samuel Eliot Morison. Little, Brown and Company, Boston, U.S.A.

VOLUME I. of Captain Morison's History of United States Operations in World War II., that dealing with the Battle of the Atlantic, was reviewed in these pages in the August issue of "The Navy." In that Review it was given as the writer's opin-

ion that Captain Morison was to be complimented on having done a fine job, and that the successors to that initial volume would be awaited with whetted interest. This second volume of the History confirms that view.

Captain Morison tells his story vividly, and in this book holds the reader's attention from the first to the last page as he does in the previous volume.

The Allied operations in North African waters and in North Africa itself during 1942 and 1943 were the final chapters in a series of battles which had progressed since the fall of France in 1940. They brought armed force to the scene to supplement the backstage diplomacy that had been carried on over many months, and to bring it to a successful conclusion. It was diplomacy that had caused, in the months before the invasion of North Africa, considerable misgivings among the British, but events fully confirmed its correctness. As Captain Morison says: "To understand why Operation 'Torch' was mounted we must go back two years. One of the several unpleasant prospects unfolded before the United States by the fall of France in 1940 was that of Germany obtaining control of the French Empire in Africa, as well as the French Fleet. If she succeeded in the former, every transatlantic harbour from the North Cape to the Gulf of Guinea, except those of Great Britain, Spain and Portugal, would be in Axis hands. And if Hitler obtained control of the Toulon fleet, he would have a formidable surface navy to supplement the U-boats and defend his territorial gains. President Roosevelt initiated diplomatic action to prevent either event happening, almost a year before the United States entered the war."

"General Maxime Weygand, Marshal Pétain's overall commander of French North and West Africa, was known to be a steadfast French patriot, utterly opposed to a shameful collabora-



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

October, 1946.

tion with Germany. Hence the President, advised by the Department of State, decided in the summer of 1940 that North Africa was the place to halt Axis encirclement of the Atlantic. A careful programme was also worked out with the purpose of turning the eyes of Frenchmen again towards the Statue of Liberty. While the British government (with the full knowledge and consent of Washington) encouraged and supported General de Gaulle, and so kept the resistance movement going outside French territory, the United States government (with the knowledge and at times the reluctant consent of the British) continued to recognize and deal with the official French government at Vichy. We accepted the odium of appeasement for very good reasons: to keep a foothold in Africa, and exert a counter pressure on Marshal Pétain to that of Hitler and Laval, who wished to make France a complete ally of Germany. In spite of numerous snags, squabbles and unexpected turns of events, this dual diplomatic policy made possible the occupation of Algeria and French Morocco by the United Nations in 1942, with a minimum of bloodshed.

A matter of importance, "the egg from which the regeneration of French North Africa was hatched," was the support of that region's economic status. The United States agreed to send food and supplies. The British government, on the 7th. February, 1941, expressed "somewhat reluctantly," its willingness to grant navicerts to ships carrying those supplies provided the United States sent an adequate number of control officers to ensure that the goods did not reach the Axis. The result was the Murphy-Weygand agreement—Mr. Murphy being the Counsellor of the American Embassy at Vichy—under which 13 American control officers went to French North Africa with the rank of vice-consuls, and supplies were sent in

from the United States.

General Weygand, says Captain Morison, at this time "declared to our representatives his readiness to facilitate an American military occupation of French North Africa, provided it were mounted in sufficient force to have better than an even chance of success. He naturally did not wish to sacrifice his position for a Dakar fiasco or a hit-and-run raid." In a footnote, Captain Morison quotes Louis Rougier "Les Accords Pétain-Churchill": "that Weygand was charged to have said of the British in September, 1940: 'If they come to North Africa with four divisions I'll fire on them; if they come with twenty divisions I'll embrace them.'"

For months the diplomatic game went on, with pressure from both sides being exerted on Pétain, and the advantage swinging first one way and then the other. The integrity of French North Africa was of vital importance to the United States. "Too few of us realise, and still fewer acknowledge," said the U.S. Secretary of the Navy on the 24th. April, 1941, "the disaster to American hemispheric safety if Germany, already the conqueror of France, should establish herself in Dakar. From there, with her surface ships, submarines and long-range bombers, a victorious Germany could substantially cut us off from all commerce with South America and make of the Monroe Doctrine a scrap of paper."

On the 18th. November, 1941, General Weygand was recalled to France, a definite victory for the Germans and their French collaborators and sympathisers. Nevertheless, President Roosevelt decided to "play along with Vichy as long as that policy seemed to serve our interest." "We were fighting a delaying diplomatic action in the French Empire, parallel to General MacArthur's delaying military action in Bataan."

As time wore on, diplomacy wore thin. And at Christmas, 1941, President Roosevelt and Mr. Churchill, conferring in Washington, agreed that a major military operation against Germany must be attempted in 1942. Various factors influenced the "where, when and how." A cross-Channel invasion of France in 1943 was considered. But men, material, ships and training were lacking to carry it out on the necessary scale. Russia was pressing hard for action somewhere. The President's Joint Chiefs of Staff advised him "to accept a continuance of the defensive blockade of Europe until 1944, and to concentrate on the Pacific war, in which the Guadalcanal operation had just been ordered, until the British felt ready to undertake a big European offensive."

With this view the President disagreed. All plans had been made on the assumption that defeating Hitler first was the best strategy.

Discussions continued—in London. The British were dead against a limited invasion of France in 1942, and finally, after canvassing all alternatives, North Africa was settled on. "At the same time it was accepted—very reluctantly by Admiral King and General Marshall—that the military effort required for a successful occupation of North Africa would probably require the postponement of the big cross-Channel movement from 1943 to 1944." The important decision was reached in London on the 25th. July, 1942: A combined Anglo-American occupation of French Morocco, Algeria, and possibly Tunisia, to take place within four months; the supreme commander to be a United States Army Officer; detailed planning to begin immediately. "That night Harry Hopkins cabled to President Roosevelt in code the one word: Africa. 'Thank God!' was the President's reply to the Prime Minister."

By the 9th. September Opera-

tion "Torch" had almost assumed its final form. It was broken down into three principal parts: (1) Task Force 34, Rear Admiral H. Kent Hewitt, U.S.N., comprising Western Naval Task Force (Admiral Hewitt) with Western Task Force United States Army (Major General G. S. Patton, Jr.). Initially about 35,000 troops to be embarked in the United States, to land on the Atlantic coast of French Morocco and capture Casablanca and Port Lyautey. (2) Centre Naval Task Force, Commodore Thomas Troubridge, R.N., with Centre Task Force United States Army (Major General L. R. Fredendall). Initially about 39,000 troops, embarked in the United Kingdom, to capture Oran. (3) Eastern Naval Task Force, Rear Admiral Sir H. M. Burroughs, R.N., with Eastern Assault Force (Major General C. W. Ryder, U.S.A.). Comprising about 23,000 British and 60,000 American troops, embarked in the United Kingdom, to capture Algiers. D-Day for each force was 8th. November, 1942.

Task Force 34, all American, was to cross the Atlantic from the United States to the Atlantic coast of Morocco. The Centre Naval Task Force consisted of British ships escorting and transporting an American army from the United Kingdom to Oran. The Eastern Naval Task Force consisted of both British and American ships escorting and transporting British and American troops to Algiers. All the combat ships of the two Mediterranean-bound task forces were to be of the Royal Navy.

One of the most amazing things was the secrecy with which so great an expeditionary force was assembled and transported. "The Germans knew from ship and troop movements that something was in the wind, but they never guessed what. Hitler, annoyed at the failure of his secret service to find out, showed his irritation by announcing in a broadcast on 30th. Sep-

tember that he could not be expected to divine the plans of Germany's enemies, since they were such 'military idiots.'"

An outstanding point about Operation "Torch" was that it was carried out with inadequate training. This caused later difficulties, especially at the actual landings, with boat handling and the disembarking of stores and equipment. But time did not permit of longer training. As Admiral Sir Andrew Cunningham (now Lord Cunningham) then C-in-C. Mediterranean, wrote, "There are times in history when we can not afford to wait for the final polish. I suggest that it should be made widely known to all units that for 'Torch' particularly we could not afford to wait, and that the risk of embarking on these large-scale operations with inadequate training was deliberately accepted, in order to strike while the time was ripe."

Captain Morison describes in detail the various landings, the naval actions involved, the fighting ashore, and the intricacies of the diplomacy and political intrigue which were woven through the North Africa operations. He writes with accuracy and copious documentation, but with colour and vigour and movement.

He writes, also, from first-hand observation, as he was himself in the Western Naval Task Force in U.S.S. "Brooklyn." "It was," he says, of the witching hour before the landing in Morocco, "a curious sensation for those who had laboured so long and painstakingly over the plans of this operation to know at midnight that they were now off the coast of the 'High Barbaree', that beyond lay the mighty Atlas and the Sahara Desert. Off Mehedja and Safi a few dim lights suggested human habitation to Admiral Kelly's and Admiral Davidson's Attack Groups; and the loom of the city lights of Casablanca was seen by some of the covering group. From off Fedhala, however, not a light show-

ed; only a pungent smell of charcoal smoke floated out with the offshore breeze to suggest that land lay within striking distance."

The greatest naval opposition was experienced at the Atlantic landings, where the French had a number of ships including "Jean Bart" which, although unable to move from her berth in Casablanca, was a formidable shore battery. Of an action resulting from a sortie by French ships which Admiral Hewitt ordered "Augusta," "Brooklyn," "Wilkes" and "Swanson," to intercept, Captain Morison writes: "The four ships went tearing into action like a pack of dogs unleashed: 'Wilkes' and 'Swanson' with their main batteries yapping, dancing ahead like two fox terriers, followed by the queenly 'Augusta' with a high white wave-curl against her clipper bow, her 8-inch guns booming a deep 'woof-woof'; and finally the stolid, scrappy 'Brook-

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lyn,' giving tongue with her six inches like ten couple of stag-hounds, and footing so fast that she had to make a 300-degree turn to take station astern of her senior."

It is good, lively description.

He paints excellent little pictures. "Day broke fair off Fedhala 9 November, and morning twilight brought the first enemy air raid on the transport area. The planes hit nothing. Sun rose golden, with showers; the wind was still light and offshore but the swell has risen perceptibly, and under the haze that concealed everything behind the beaches one could see the whole coast ringed with surf . . ."

With such vignettes, with detailed description of men and events, with extracts from personal records of participants and with the results of conversations with various people, from the highest to the humblest connected with Operation "Torch", Captain Morison takes us with him from the initial planning to the time when, after the fall of Tunisia, "Allied air and sea power were supreme throughout the southern Mediterranean and a convoy route was opened right through to the Suez Canal. As Admiral Hewitt expressed it, 'the severed life line of the Empire was spliced.' According to German Lieutenant General Walter Warlimont, deputy chief of Armed Forces Operations Staff and chief of the Joint Planning Staff, 'The loss of Tunisia was considered by the entire German Army to be a catastrophe second only in magnitude to that of Stalin-

To all who would have a clear picture of the North African campaigns of 1942-43, this book fills the bill. It is excellent history in that not only does it tell the facts, but it recreates the times, the events, and the scenes. It is illustrated with well-chosen photographs, and good descriptive maps. And this reviewer offers its author his congratulations.

## NAVY MIXTURE

— a Blend of Nautical Humour



### EASY

From "Humour in the Signal Log," by J. C. Western-Holt in the R.N.V.R. Magazine "The Wave," comes the following story:

Just after the war ended, a minesweeper trawler cavalierly entered port without paying attention to the usual formalities. The signal station's lamp ashore got busy, and from the Admiral came the query:

"Why no marks of respect?"

The reply was sent with equal celerity:

"Release group 40."

### ONE FOR THE ADMIRAL

From the same source as the above:

The scene is Gibraltar. Leaving the harbour is a flotilla of motor launches followed by the 33,000 ton battleship "Nelson," with an Admiral aboard. As the small vessels steamed out to sea, the senior officer in the leading craft, a lieutenant, ordered the hoisting of the signal "Follow me."

The signalman did so, but he failed to hoist the distinguishing pennant. Twenty minutes later the following signal from the Admiral to the senior officer of the flotilla was passed:

"Request permission to alter course in accordance with previous instructions."

### CHECKMATE

Dusty: "Hello Old Boy! How's tricks?"

Nobby: "Not too good. The Buffer knew them all, and a few better ones."

### EVER SO

It is Charles Graves, in "Life Line," who tells this one, too. A girl in England applied to the local Naval Recruiting Office to become a WREN. When asked what kind of work she would fancy in the WRENS, she replied that she would like to be a despatch rider.

"Have you had much experience on a motor-bicycle?" she was asked.

"No," the girl admitted, "but I've ridden pillion ever so often and its ever so nice."

### KEEP OFF

Wife, displaying new lampshade to Master Mariner husband home on leave: "Isn't it perfectly lovely? And it only cost three pounds."

Husband: "If you come down to the ship don't you dare to wear that thing. I'd never hear the last of it."

### SALOON FARE

Second Steward: "I'm sorry Madam, you cannot bring your little boy into the saloon to meals. The children eat in their own mess."

Mother: "How dare you, sir! Let me tell you, my Willie has perfect table manners."

### CONTRA

First Ancient Mariner: "Hello! I see you have a new Mate this voyage. How long has he been with you?"

Second Ditto: "He never was with me. He's been dead against me from the day he signed on."

### A QUIANT BIRD

The story is told of a Senior Commandant of WRENS who, fond of displaying her knowledge of Naval phraseology, was inspecting a number of WRENS at a Naval Base in Britain during the war. Stopping one of them in a corridor, she asked what her duties were. The girl replied that she was the Port wireless and telegraph officer.

"Most interesting," was the reply, "and where is the starboard telegraph officer?"

### WELL?

Ship's Officer, on embarkation day: "Hey! What's that woman going down there for?"

Passenger: "It's all right, Officer. Leave her alone. She's my wife."

Ship's Officer: "But that's not the way to the passenger accommodation. That's to the Not Wanted On Voyage baggage room."

Passenger: "Well! What about it?"

### BLOTTED

Second Officer: "But Darling, I assure you, my life's an open book."

Passenger: "Then all I can say is that you ought to get it censored."

### BLACK OUT.

Bill: "What happened when you told your wife you'd put your foot down?"

Bert: "The doctor never told me."

### KEPT HIS WORD

Robinson: "The doctor guaranteed to set me on my feet."

Robertson: "And did he?"

Robinson: "Too right he did. I had to sell my car to pay his bill."

### AUTRE TEMPS

Bindell: "Your wife looks like a sweet little girl I used to be crazy about."

Blundell: "She looks like a sweet little girl I used to be crazy about, too."



# EX-NAVAL MEN'S Association of Australia

Petrol-in-Chief



His Majesty The King

## Federal Council

Entertainment of visiting Naval personnel is one of the eight main objects of the Ex-Naval Men's Association of Australia, therefore it is anticipated that during the coming visit of Their Majesties the King and Queen, to Australia in H.M.S. "Vanguard," steps will soon be taken by the various State Councils and their Sub-Sections to co-operate and arrange for suitable entertainment, with a most cordial welcome to the members of that ship's company, and any other complements of H.M. ships that may be accompanying the "Vanguard."

The Victorian State Council has reported attending the very successful inauguration of the Heidelberg Sub-Section on Wednesday, 18th August. Executive office-bearers elected at this meeting were:—Messrs. C. E. Bergmark, (President), L. Starr, (Vice-Pres.), J. A. Dunk, (Hon. Secretary, of 97 St. Hilliers St., Heidelberg), K. E. Hipkin, (Hon. Treas.), Miss H. I. Fleming, (Hon. Assist. Sec.), with B. Geddes, J. Taylor, and Miss P. M. Harris as Committee members. The two State Councillors elected were Messrs. C. Robinson and J. A. Dunk.

This latest Sub-Section is the sixth so far to be formed in Victoria and the twenty-seventh Sub-Section created throughout the whole of Australia. No less than 129 new members have joined the Victorian metropolitan Sub-Sections during the last financial year. New South Wales Sub-Sections have entered 349 new members for the same period, South Australia 146, Western Australia 104, Queensland 78, and Australian Capital Territory

Section 20, thus making a total of 1,208 new members to close of June. During the past three months quite a number of members have applied for and been granted transfers, about two-thirds being intra and the remainder interstate; no doubt this movement is due to housing difficulties for members' families, and, in some cases, members trying to rehabilitate themselves, and in other cases to secure congenial and suitable classes of employment.

Federal Council is pleased to note that a further approach is to be made to the authorities on the question of granting equal preference rights to ex-Imperial Service personnel: this anomaly was placed before the last Federal Conference of the Association. Delegates from all over Australia stressed the point that preference and other rights of Repatriation, Housing, etc., which have been granted to Australian servicemen and women, should be allowed British ex-Service personnel.

An outline of the provisions of the War Service Homes Act, 1918-1947 has been compiled and issued by the War Service Homes Division of the Department of Works and Housing; this booklet is of immense value because it contains such information as, those eligible for homes, how to apply for a home, the assistance available, loan or advance, rate of interest, repayment of loans, forms of assistance, no limitations on individual choice, special advance cases, fees, insurance and rights of home owners. Copies of this booklet, which is issued free, can be seen on application to the State Secretaries of the Association.

tion.

The publicity sub-committee of the Western Australian Regional Re-Establishment Committee issues a monthly bulletin to the Federal, and State Council of the Ex-Naval Men's Association in that State; our congratulations are due to the sub-committee for imparting information, which we feel, will be of importance to the members in general; a case in point is the reference to the earlier payments of War Gratuity for the purposes of housing, alterations and additions, and to effect improvements to make a house habitable.

G.W.S.

## Queensland

Officers elected to the State Council are:—President, Mr. A. C. Nichols; Vice-president, Mr. H. Giles; Hon. Secretary, Mr. R. G. Gardner; Asst. Secretary, Miss E. Park; Treasurer, Miss P. Kaye; Delegates, Messrs. C. Lambourne and E. Hardy (Brisbane sub-section).

Rockhampton and Toowoomba have yet to confirm the appointment of their delegates.

Plans are afoot to arrange a State Conference. This will probably take place in October.

Six merchant navy midshipmen ushered guests to the alcoves, named after ships of the fleet, at our second reunion ball on August 10. Guests included officers and ratings from H.M.A.S. "Warramunga," "Arunta" and "Condamine."

Socially the function was a success, although the attendance did not reach expectations.

Guests were received by the Brisbane president (Mr. N. Pixley) and Mrs. Pixley, assisted by Misses S. Hope and S. Hayward,

president and secretary respectively of the ball committee. The official party included the State Governor, Sir John and Lady Lavarack, their son and daughter-in-law, Dr. and Mrs. John Lavarack (Melbourne), Capt. and Mrs. E. P. Thomas, Capt. W. H. Harrington (H.M.A.S. "Warramunga"), Cdr. and Mrs. H. S. Chesterman, Cdr. P. N. Cook (H.M.A.S. "Arunta"), Lieut.-Cdr. J. H. Dowson (H.M.A.S. "Condamine"), and president of the Ex-Naval and Mercantile Sub-branch, R.S.L., Mr. A. J. and Mrs. Osborne.

About sixty W.R.A.N.S. attended the third reunion tea held at the V.A.D. Club Rooms, Brisbane, on August 14. The reunion was sponsored by our association, with Dr. Dorothy Hill once again the organiser. The guests included Mr. N. Pixley, Capt. and Mrs. Thomas and the naval chaplain (Archdeacon Birch).

A meeting of State Council and Brisbane Sub-section officials was scheduled to take place on September 24. At this meeting it was proposed to discuss matters for the general welfare and progress of the association in the metropolis. Much good is expected to eventuate.

Brisbane is temporarily without the services of an hon. sec. and assistant secretary. The newly appointed secretary, Mr. A. A. Williams, was compelled to resign because of shift work.

State Council, in conjunction with the Brisbane Sub-section, proposes to organise a reunion smoko to take place in November. Members and friends are expected to unite in making this a great success. The venue and date has yet to be arranged.

Brisbane Sub-section has in mind a raffle to raise funds for the traditional children's Christmas Party. Members should give this their wholehearted support.

Miss Margaret Pollock, one of our prominent members, was married to Mr. D. Phillips (Melbourne) on September 4.

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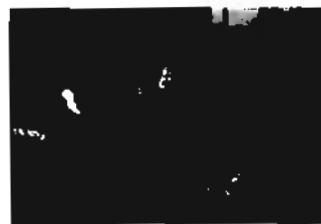
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## Naval Appointments, Etc.

### 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.**—Lieutenants David Scott, Robert William Dunn and Philip Ernest Henley are appointed on loan from the Royal Navy, with seniority in rank of 16th July, 1941, 1st March, 1942, and 1st March, 1943, respectively, dated 12th July, 1948. Commander (E) Henry John Stephen Banks is appointed on loan from the Royal Navy with seniority in rank of 31st December, 1947, dated 1st June, 1948. Lieutenant (S) Peter Roy Lewis-Bizley is appointed on loan from the Royal Navy, with seniority in rank of 1st April, 1942, dated 2nd June, 1948. Cecil Leslie Maurice Sheppard, Temporary Warrant Engineer, is appointed on loan from the Royal Navy, with seniority in rank of 11th December, 1943, dated 15th July, 1948. Edward William Vosper, Warrant Stores Officer, is appointed on loan from the Royal Navy, with seniority in rank of 13th August, 1943, dated 1st July, 1948.

**Promotion.**—Lieutenant-Commander (A) Stanley Keane, D.S.C., is promoted to the rank of Commander (A), dated 30th June, 1948.

**Confirmation in Rank.**—Lieutenant-Commander (S) (Acting) Walter Henry Ross is confirmed in the rank of Lieutenant-Commander (S), dated 1st February, 1947.

**Resignation.**—The resignation of Peter Gordon Martin, of his appointment as Lieutenant is accepted, dated 21st July, 1948.

**Termination of Appointment.**—The appointment of William Thomas Hayes Bodman as Cadet Midshipman is terminated, dated 25th May, 1948.

#### EMERGENCY LIST.

**Termination of Appointment.**—The appointment of Lieutenant-Commander Joseph William Morgan for temporary service is terminated, dated 6th July, 1948.

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

**Promotion.**—Temporary Acting Lieutenant-Commander Donald Curtis-Otter is promoted to the rank of Temporary Lieutenant-Commander, dated 11th January, 1948.

#### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

**Appointments.**—Henry James William Davies, is appointed Lieutenant, with seniority in rank of 16th June, 1943, dated 19th January, 1946; Colin Lowrie Baldwin, is appointed Lieutenant, with seniority in rank of 9th September, 1943, dated 9th July, 1946; Lionel Rupert Arnold is appointed Sub-Lieutenant, with seniority in rank of 26th August, 1945, dated 24th May, 1946.—(Ex. Min. No. 57)—Approved 11th August, 1948.)

#### PERMANENT NAVAL FORCES OF THE COMMONWEALTH.

##### AUXILIARY SERVICES (SHORE WIRELESS SERVICE).

**Promotion.**—Communications Lieutenant-Commander (Acting Communication Commander) Archibald Duncan McLachlan, M.B.E., is promoted to the rank of Communication Commander, dated 22nd July, 1948.

**Extension of Services.**—The services of Communication Commander Archibald Duncan McLachlan, M.B.E., are extended for a period of two years from 11th August, 1948, under the provisions of section 17 of the Naval Defence Act.—(Ex. Min. No. 54)—Approved 11th August, 1948.)

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

**Appointments.**—Lieutenant-Commander Alfred Patrick Bodman-Whetham, D.S.C., is appointed on loan from the Royal Navy with seniority in rank of 1st February, 1946, dated 28th June, 1948. Lieutenant-Richard Lesoson Martelli Shannan is appointed on loan from the Royal Navy, with seniority in rank of 16th October, 1940, dated 26th March, 1948. Lieutenant Charles Gerald Walker is appointed on loan from the Royal Navy, with seniority in rank of 16th April, 1944, dated 1st May, 1948 (amending Executive Minute No. 49 of 29th July, 1948). Lieutenant (S) James David Charter is appointed on loan from the Royal Navy, with seniority in rank of 1st July, 1943, dated 27th April, 1948 (amending Executive Minute No. 49 of 29th July, 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 16th June, 1948 (amending Executive Minute No. 51 of 29th July, 1948). Ernest Yardley Hokin is appointed Acting Instructor Lieutenant (Dagger) (on probation), dated 17th August, 1948.

**Promotion.**—Sub-Lieutenant William Edward Dunlop is promoted to the rank of Lieutenant, dated 1st August, 1948.

**Confirmation in Rank.**—Acting Sub-Lieutenants (E) William Henry Money, Leigh Colin Bennett and William John Rourke

October, 1948.

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are confirmed in the rank of Sub-Lieutenant (E), with seniority in rank of 16th April, 1947, 16th June, 1947, and 1st July, 1947, respectively, dated 1st September, 1947.

Loan to Royal Navy for Service and Training.—Lieutenant-Commander Clive Martin Hudson is loaned to the Royal Navy for service and training, dated 30th July, 1948. Acting Lieutenants Daniel Buchanan, Walter George Bowles, Fred Theophilus Sherborne, John Paul Howden, George McCallum Jude, Henry Samuel Calhoun Young and Peter William Seed are loaned to the Royal Navy for service and training, dated 30th July, 1948. Cadet Midshipman (S) Ian Inglis Blackie, Richard John Frederick Brown, Bruce Lees Carrington, George Lawrence Ronald Crago, Kaye Vonthehoff and James Neville Walker are loaned to the Royal Navy for service and training, dated 30th July, 1948.

Termination of Appointment.—The appointment of Lieutenant Dennis Kenelin Lennard Learmount, D.S.C. and Bar, is terminated on reversion to the Royal Navy, dated 24th June, 1948.

## CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE  
(SEA-GOING).

Appointment.—Dilwyn Maxwell Robley Maxwell is appointed Probationary Sub-Lieutenant, dated 30th June, 1948.

ROYAL AUSTRALIAN NAVAL RESERVE.

Termination of Appointments.—The appointment of Donald Kerr Grant as Surgeon Lieutenant-Commander is terminated, dated 6th May, 1948. The appointment of Ronald Munro Ford as Surgeon Lieutenant is terminated, dated 17th May, 1948.

## ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

Appointments.—Clarence Askew Byrne, D.S.C., is appointed Acting Lieutenant-Commander, with seniority in rank of 30th September, 1945, dated 6th December, 1945 (seniority as Lieutenant 22nd September, 1941). Charles Thomas Johnston Adamson is appointed Lieutenant, with seniority in rank of 28th January, 1941, dated 1st December, 1945. James Scott is appointed Lieutenant, with seniority in rank of 1st September, 1941, dated 14th June, 1945. Norman Grant Weber is appointed Lieutenant, with seniority in rank of 24th February, 1942, dated 23rd April, 1946. William Alonzo Bath is appointed Lieutenant, with seniority in rank of 28th January, 1945, dated 21st February, 1946. Desmond Michael Roach is appointed Sub-Lieutenant, with seniority in rank of 17th June, 1946, dated 21st December, 1946. Eric Charles Daniels is appointed Sub-Lieutenant, with seniority in rank of 1st September, 1944, dated 11th December, 1945. William John Clifford Mathews is appointed Lieutenant (Special Branch), with seniority in rank of 6th June, 1944, dated 19th February, 1948.

Promotion.—Acting Sub-Lieutenant Herbert Michael Ayres is promoted to the rank of Sub-Lieutenant, dated 1st October, 1946.

Confirmation in Rank.—Acting Sub-Lieutenant (on probation) Herbert Michael Ayres is confirmed in the rank of Acting Sub-Lieutenant, with seniority in rank of 1st October, 1945.

ROYAL AUSTRALIAN NAVAL  
NURSING SERVICE.

Termination of Appointments.—The appointments of Mary Alice Lavis and Joan Alford Conquest as Sisters are terminated, dated 22nd July, 1948.—(Ex. Min. No. 59—Approved 1st September, 1948.)

October, 1948.

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

Appointments.—Lieutenant-Commander John Malcolm Hay is appointed on loan from the Royal Navy, with seniority in rank of 17th January, 1948, dated 23rd August, 1948. Lieutenants John Cyril Mudford and Clifford Sydney Fisher are appointed on loan from the Royal Navy, with seniority in rank of 1st April, 1942, and 15th May, 1944, respectively, dated 23rd August, 1948. Lieutenant (A)

Richard Jolly is appointed on loan from the Royal Navy, with seniority in rank of 20th December, 1942, dated 23rd August, 1948. Lieutenant (S) John Herbert Townsend is appointed on loan from the Royal Navy, with seniority in rank of 13th October, 1943, dated 12th April, 1948. Temporary Instructor Lieutenant Patrick Michael Loury is appointed to the Permanent List, with seniority in rank of 28th March, 1945, dated 16th July, 1948.

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Loan to Royal Navy for Service and Training.—Lieutenant-Commanders Arthur Grant Pringle and Harold George Burgin are loaned to the Royal Navy for service and training, dated 30th April, 1948. Lieutenants Peter Goldrick and Antony Hawtre Cooper are loaned to the Royal Navy for service and training, dated 1st July, 1948, and 27th July, 1948, respectively. Communication Lieutenant Henry John Percy Boxall is loaned to the Royal Navy for service and training, dated 30th July, 1948. Instructor Lieutenant Morris Brian Lloyd is loaned to the Royal Navy for service and training, dated 30th July, 1948. Geoffrey Thomas Gafford, Chief Petty Officer, official number 19585, and Donald Morton Holmes, Petty Officer, official number 23231, are loaned to the Royal Navy for service and training, dated 30th July, 1948.

Termination of Appointments.—The appointment of Lieuten-

ant-Commander Walter Smith is terminated on reversion to the Royal Navy, dated 3rd August, 1948. The appointment of William Morton Coleman as Temporary Instructor Lieutenant is terminated, dated 10th June, 1948. The appointment of Malcolm Hope Griffith MacDonald as Temporary Gunner (T), is terminated, dated 2nd July, 1948.

#### EMERGENCY LIST.

Transfer to Retired List.—Lieutenant-Commander (E) Frederick John Raymont, M.B.E., is transferred to the Retired List and re-appointed for temporary service, dated 15th September, 1948.

#### AUXILIARY SERVICES. NAVAL DOCKYARD POLICE.

Promotions.—Temporary Sub-Inspector George Joseph Gougcon is promoted to the rank of Temporary Inspector, dated 8th August, 1948. Sergeant 1st Class Walter Rupert Buhler, official number 645, is promoted to the rank of Temporary Sub-Inspector, dated 8th August, 1948.

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

Promotion.—Temporary Engineer Lieutenant Samuel John Montgomery is promoted to the rank of Temporary Engineer Lieutenant-Commander, dated 3rd July, 1948.

Transfer to Retired List.—Lieutenant-Commander James Alexander Ronald Patrick is transferred to the Retired List, dated 23rd April, 1948.

#### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Bernard James Brian Morris is appointed Lieutenant, with seniority in rank of 18th November, 1941, dated 19th December, 1945. Walter Stewart Robinson is appointed Lieutenant, with seniority in rank of 1st July, 1943, dated 2nd October, 1946. Russell Frederick Smith is appointed Lieutenant, with seniority in rank of 1st October, 1946, dated 9th October, 1946. Herbert Douglas McWilliam is appointed Lieutenant, with seniority in rank of 23rd November, 1943, dated 30th October, 1946. Arthur Frederick Parry is appointed Sub-Lieutenant, with seniority in rank of 20th September, 1944, dated 17th April, 1946. Alastair Mackie Konardy is appointed Sub-Lieutenant, with seniority in rank of 16th December, 1945, dated 7th February, 1947. Donald Kerr Grant is appointed Surgeon Lieutenant-Commander, with seniority in rank of 8th April, 1948, dated 7th May, 1948. Ronald Munro Ford is appointed Surgeon Lieutenant, with seniority in rank of 10th March, 1944, dated 18th May, 1948.

Promotion.—Surgeon Lieutenant Stewart Horton Delbridge Preston is promoted to the rank of Surgeon Lieutenant-Commander, dated 28th July, 1948.—(Ex. Min. No. 61—Approved 8th September, 1948.)

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

## Answers to Nautical Quiz

- (1) It is named after Derrick, the Tyburn hangman early in the Seventeenth Century, who for more than a hundred years gave his name to gibbets. (Brewer's "Dictionary of Phrase and Fable," which quotes: "He rides circuit with the devil, and Derrick must be his host, and Tyborne the inn at which he will light."—Bellman of London, 1616.)
- (2) She was the 13,465-ton passenger liner "Athenia," built in 1923 and owned by the Anchor Donaldson Line. She was torpedoed and sunk by a German submarine on 3rd September, 1939, with heavy loss of life.
- (3) The first "Ark Royal" was an Elizabethan warship built by Sir Walter Raleigh in 1587, and originally named "Ark Raleigh," but later sold by him to Queen Elizabeth and renamed "Ark Royal." She was of 800 tons, mounted 58 guns—cannon, culverins, demi-culverins, long eighteen-pounders, minion and sakers—and carried a complement of 430. She was Howard's Flagship at the Armada battle in 1588. The latest "Ark Royal" was laid down at Liverpool on 16th September, 1935, and completed on 16th November, 1938. Of 22,000 tons, her overall length was 800 feet and her beam 94.75 feet. Her complement totalled 1,575 officers and men. Her speed was in the vicinity of 30 knots. After performing notable war service, she was torpedoed by a German submarine, and sunk in the Western Mediterranean on 14th November, 1941.
- (4) Britannia's. The lines are
- (5) There is, of course, Trafalgar. But of more intimate interest it might be recalled that: (i) In October, 1911, H.M. The King granted the title of Royal Australian Navy to the naval forces of the Commonwealth, and (ii) in the same month and year the battle-cruiser "Australia" was launched on the Clyde. (iii) "On a bright, calm October day in 1913" the Royal Australian Naval Squadron, headed by "Australia," first entered Port Jackson. (iv) In October, 1916, the first Australian-built cruiser (H.M.A.S. "Brisbane") commissioned—on Trafalgar Day. (v) In October, 1928, the present "Australia" first arrived on the Australian Station, and (vi) in October, 1944 "Australia" suffered her first Kamikaze attack—again on Trafalgar Day—at Leyte Gulf, when her Commanding Officer and 29 others lost their lives, and the ship was seriously damaged.
- (6) Noah's Ark. God told Noah to build an ark: "And this is the fashion which thou shalt make it of: the length of the ark shall be 300 cubits, the breadth of it 50 cubits, and the height of it 30 cubits." (Genesis:

VI, 15.) A cubit was an approximate measure, from the elbow to the tip of the longest finger.

- (7) She was the "Lightning," which was burned at Geelong.
- (8) Rear-Admiral (later Vice-Admiral and Admiral) Sir George E. Patey, K.C.M.G., K.C.V.O. He came out in "Australia" in command of the Squadron in 1913, and is described in the Official History of Australia in the war of 1914-18 (Vol. IX) as: "C-in-C. Royal Australian Fleet, 1913/15; C-in-C. North America and West Indies Station, 1915/16; born Montpellier House, near Plymouth, England,



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Melbourne, Brisbane, Adelaide, Perth, Hobart, Wellington, N.Z.

24th. February, 1859. Died 5th. February, 1935."

(9) Captain R. Woodget was a well-known clipper ship Master. The younger son of Richard Woodget, a Norfolk farmer, he was born on 21st. November, 1845, and went to sea as an apprentice with Bullard, King and Co., in 1861. In 1881 he attained command with John Willis, his famous command under that ownership being the "Cutty Sark," which ship he had for ten years until her sale to the Portuguese in July, 1895. ("The Log of the Cutty Sark," Basil Lubbock.)

(10) "Mac" ships were Mercantile Aircraft Carriers. They were escort carriers for convoy work, and carried about 10,000 tons of bulk cargo in addition to their aircraft.

#### BY "RUNIC" TO ENGLAND.

Continued from page 23.

Town is dear, and always was, I believe. I soon found he was quite right. Liverpool prices were less than half those charged in Melbourne, but Cape Town prices were more than double."

The "Runic" sailed from Cape Town on the 9th. October, and had the usual bad weather run in the Forties down to Albany. Mr. Barcham's Diary is a record of cold winds and big seas, of the ship rolling and fiddling on the tables, of decks wet with rain and driving spray. The Roaring Forties were still a highway for sail, and the "Runic" passed "a good big sailing ship. It looked splendid, and we went fairly close and did some signalling."

Mr. Barcham taught Chips chess. After one of his visits forward, he "found quite a lot of ice on the lower deck, and the steam winches were all slowly revolving. It seems they have to keep a little steam on the winches all the time while in these bitter

south latitudes for fear they will freeze, and so become unworkable if wanted in an emergency." He painted a little picture for a lady passenger. It was for a Book Tea, and showed a number of men lying on the ground. The hook? "All Men are Liars."

On Sunday, 19th. October, "a very rough, wild, wintry, stormy day: bitterly cold southerly wind, no sun, and lots of spray sweeping the decks every few minutes"; a Roman Catholic Priest, a passenger on board, died. He was buried, in similar weather, at 5 o'clock the following morning. "Chips told me that the weather was so terrible there was but little ceremony. A brother priest tried manfully to hang on while he read a little from the burial service, but no one could hear a word he said for the howling of the gale. Still, as his prayers were not addressed to man, but to God Almighty, the Creator and Ruler, not only of the wind and waves, but of the immeasurable immensity which we call the universe, the loss of the actual spoken words was of no account."

Early in the morning of the 26th. October the "Runic" raised the lights of King George Sound, and at 7.30 a.m. tied up at the pier at Albany. "A pretty little town . . . and about half the shops open, although this was Sunday." Our Diarist walked in the nearby countryside, and gathered flannel flowers.

To sea again at 2.30 p.m., and a fine calm run across the Bight to Adelaide, to anchor in Largs Bay close to the Orient liner "Omrah." It was a hot day, and our Diarist sat in the botanical gardens eating strawberries.

The last day of October was spent between Adelaide and Melbourne, and taken up mostly with packing, with "everyone very restless, owing no doubt to the nearness of the end of our journey."

And then, on Saturday, 1st. November: "Calm, fine, sunny day. Took pilot on board at 6.15 a.m., and steamed slowly up Hobson's Bay, reaching the Port Melbourne wharf at 10.30 a.m. Home at last, and that ends this Diary."

And so, Mr. Barcham, we thank you for keeping the record, and making it available to us, and thus giving us also a pleasant, and informative round voyage.

#### Conclusion.

#### THE BATTLE OF THE YALU.

Continued from page 25.

Bank, and at Leyte Gulf, where it was remarked upon by Admiral Halsey, to concentrate on crippled ships while more important units were escaping. The action demonstrated the considerable effect of a large number of quick-firing weapons mounted on fast and relatively flimsy cruisers, but it also showed the value of good armour, which had saved the battleships from any damage to their engines or armament in spite of the volume of fire they received. Poor Chinese gunnery and lack of ammunition prevented any demonstration of the power of the heavy gun against inadequate armour.

The immediate consequence of the Yalu was definite command of the Yellow Sea for the Japanese, and the difficulties of the Chinese Army were accentuated by the impossibility of moving troops by sea. The reduction of Port Arthur, Wei-hai-wei, and the defeat of China followed, and loss of this war hastened the end of the Chinese Empire. The prestige of Japan, and the Japanese Navy in particular, rose sharply, and the path to overlordship of East Asia, and still higher objectives, lay ahead. . . .

## From Fenchurch Street to Fremantle

From An Old Western Australian Newspaper Of About 55 Years Ago, A Correspondent Has Sent The Following Cutting, Which Will Doubtless Be Of Interest To A Number Of Our Readers.

It is a curious fact, remarks the "West Australian Mining Register," that although Western Australia was the first discovered of the five colonies—solely because of her "accessibility" yet she has been distinguished for her "inaccessibility" ever since the Continent was mapped out by the illustrious Cook.

The trade winds compelled vessels in bygone centuries—making for the Indies—to round the Cape of Good Hope, and then whether driven for stress of weather or steering east with a definite object, it is manifest that the first land sighted would be Western Australia, if they happened to be sailing within the 12th and 35th. parallels of latitude. This priority regarding her discovery is, we fear, about the only advantage she has gained from her westerly position, and the honour is rendered more ephemeral from the fact that no one has yet been able to point out the actual discoverer.

The North West Division, although it possesses some of the richest goldfields in the world—although there are productive pearl fisheries on its coast, and although its magnificent pasture lands are specially adapted for the raising of stock—was at first seriously retarded by lack of steam communication by sea. Now, however, a line of steamships, jointly managed by Bethell Gwyn and Co. and Trinder, Anderson and Co., of London, together with Alfred Holt and Co., of Liverpool, gives rapid and regular communication with the South of the Colony, and opens up the ports of Eastern Asia, where the settlers can find a

market for their horses, sheep, and horned cattle.

The West Australian Steam Navigation Company, Limited, have two first-class vessels—the S.S. "Saladin," 1,498 tons register, and the S.S. "Australind," 553 (sic) tons register, which carry out a monthly service between Fremantle and Singapore, touching at the intermediate ports. They are in all respects fitted up for passenger traffic, being as luxurious and elegant as space permits, and have large carrying capacity for cargo, live stock, with a light draught for water. The average duration of the voyage from Fremantle to Singapore is 20 days, and from Singapore to London 35 days. The Company have likewise a small steamer—for the purpose of running up narrow creeks—called the "Beagle," and this vessel works in conjunction with the two first named, on the North West coast.

At Singapore this line of boats connects with Holt's Ocean Line of Steamers and also the British India Line. Hence, they bring to the settler of the North West merchandise from all parts of the world, and carry his produce to the markets which suit him best. To that remote corner of the globe are brought clothing from England, tea from China, wool bagging from Calcutta, and domestic implements from New York. From the ports of the North West are exported sandalwood for Shanghai, wool for London, and pearl shell (mother-of-pearl) for Trieste, Havre, London or New York. In fact, by arrangement for through traffic, cargo can be conveyed at

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The Resident Magistrate at Derby, at the head of King Sound, can now read the London newspapers, only about five weeks old; and it is not long since a paper six months old would be considered "recent news" in this out-of-the-way quarter.

Messrs. Workman and Clark, the well-known ship-builders of Belfast, are at present specially constructing another steamer for the service, which is to be called the "Sultan." She is to measure 238 feet in length, with 38 feet of beam, and to be provided with ample passenger and cargo accommodation. A notable worthy advantage will be derived from her being fitted with a refrigerating plant, so as to enable her to carry frozen meat, butter, fruit, and perishable goods of all kinds. The "Sultan" is to have bilge keels to steady her in the heavy seas so prevalent between Fremantle and Shark's Bay.

She is being built under the superintendence of Mr David Wyles, who was well-known and respected on the West Australian coast whilst Chief Engineer of the S.S. "Natal," the pioneer vessel of the service; and later of the S.S. "Australind." He will return as Chief Engineer on board the latest addition to the Company's fleet the S.S. "Sultan" to which, even before she is launched, we wish all possible

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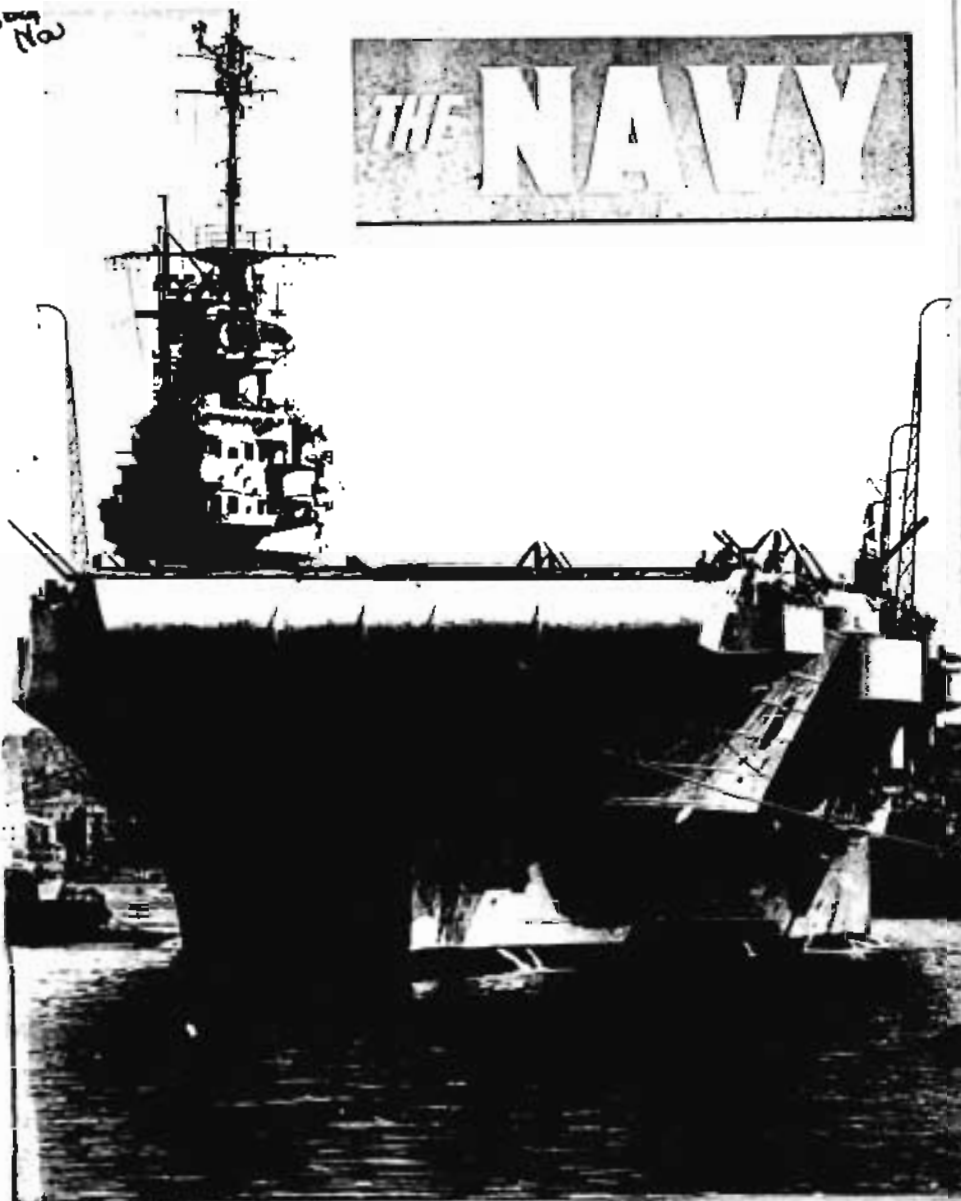
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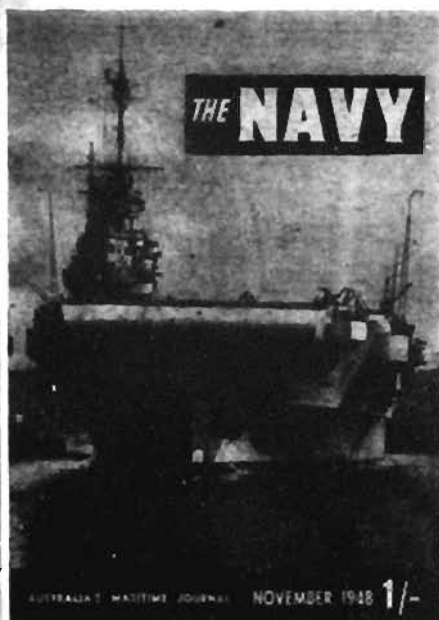
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NOVEMBER, 1948.

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## THE NAVY FOR NEXT MONTH

"WE'VE GOT THE SHIPS..."

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### A YARN OF THE OLD NAVY

"Dear Sir," wrote a reader of "The Navy" to the Editor, "Now that the 'New Navy' is here, what about a bit of the 'Old Navy'? Like myself, I'm sure your many readers enjoy the news of our modern Navy, and I wonder would they care for a bit of the old one." He sent along an article telling of his experiences as a "new entry" in H.M.S. "St. Vincent," Training Ship for Boys, which he joined as she lay there on the Gosport side of Pompey "on a bitterly cold January day in 1894." Reading his article, we feel certain that our readers would enjoy reading something of the Old Navy from one who thus experienced it, and so the article in question is one of those that will appear in our forthcoming issue.

### BITS ABOUT "OLD SHINY"

Our contributor "I.B.," who gave us the interesting article on "The Hungry Goose Line" which appeared in the September issue of "The Navy," has come to light with another story which we feel sure our readers will enjoy. It tells of his experiences in the Persian Gulf during the 1914-18 War, where he served in the river gunboats. Watch for this illustrated article in the December issue of "The Navy."

Also the usual features. "What the Navy is Doing," the latest news from the Navy League and the Ex-Naval Men's Association, and a seasonable short story, in which "The Passenger" obtains from the Saloon Deckman the touching details of "Little Rodney's Christmas."

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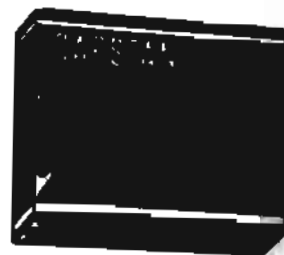
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## LETTERS TO THE EDITORS

### "BATTLE" DESTROYERS

Sir,

Please find enclosed postal notes to value of 12/6 for renewal of my subscription to your excellent and interesting magazine for one year as on and from next month's issue. Although a "land-lubber" I am very interested in nautical matters, particularly naval matters, and always await the arrival of "The Navy" each month with keen anticipation. There are a few questions on current naval matters on which I would be interested to receive answers, and I was wondering whether you could answer them through Captain Dunn's section, Nautical Question Box, if the information is available to the public. Can you supply brief particulars as to displacement, speed, armament, etc., of the following R.N. destroyers, or their classes, whose names have appeared in the Press during the last two or three years—"Scorpion," "Crossbow," "Dunkirk," "Contest" and others of the "C" Class, "St. Kitts" and "St. James," "Cadiz," "Sluys" and "Mynga"? A Press paragraph at the time of the death of the President of the Philippines some months ago stated that the R.N. cruiser "Constance" was visiting Manila and that members of the ship's company took part in the President's funeral procession. Is this vessel a cruiser or was it an erroneous reference to a destroyer of the "C" class? If it is a cruiser can you supply brief particulars concerning the vessel? Can you state the number of cruisers which the Royal Navy and the various Dominion Navies at present have in active commission, and the number in reserve or refitting? Can you also supply similar particulars in regard to

destroyers, frigates and sloops respectively?

Yours, etc.,  
K. J. Manning,  
Marsden Street,  
Shortland,  
Newcastle,  
N.S.W.

Thank you for your letter, and for the enclosed subscription renewal. We are glad that you find "The Navy" interesting. Your questions have been passed on to Captain Dunn, and answers will be published in our next issue. Unfortunately, owing to the time we have to go to press, your letter was not received in time to permit of their inclusion in the current issue of "The Navy."

Ed. "The Navy."

### C.U.S.A. NAVY CLUB

Sir,

I have been prompted by a circumstance which has come to my notice to write you in the terms of the following. I wonder how many of the younger boys who are now entering the Service know of the existence in Sydney of a Club which is unique of its kind in Australia—the C.U.S.A. Navy Club at No. 5 Young St., just behind the Customs House at Circular Quay? Not many I am afraid, if the way the patronage of the boys has fallen off in the last twelve months is any indication. If those young lads—and the older ones too—are aware of its existence, then they are missing something in not using this fine establishment. The Club is unique in that it caters, and has done so during the war years and since, strictly for Naval personnel in uniform. It was opened in 1941 by a group of women belonging to the Catholic United Services Auxiliary who banded together and enlisted the services of a number of girls from good homes and families and

Continued on page 7.



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## THE CARLTON HOTEL

## LETTERS TO THE EDITORS

commenced a club exclusively for Naval personnel. Although it was, and is, voluntarily staffed by members of this Auxiliary, no discrimination of any kind is made with regard to the religion of those boys who have made the Club a "home away from home" during the seven years of its service to the many hundreds of boys of different nationalities who have passed through its portals. Very recently the Club was modified in many ways but it still offers to the men of the Navy all the facilities of a home—a tastefully furnished lounge room where one may read, write letters, or listen to the radio; a spacious billiard room; in the evening a well served three course meal may be obtained at a very modest charge (a charge which, I might mention, has not varied even in these days of rising prices, in all the years I have been visiting at the Club)—and on several nights during the week a special dance is held in the Club "party room", this being a new arrangement, formerly dances were held every night of the week but this practice had to be discontinued in favour of the present one owing to the non-attendance of Navy men. The group of women and girls who continue to give their time freely at this Club realize of course that the numbers of Navy personnel in and around Sydney are not to be compared with those there during the war years but there are still sufficient numbers of Navy boys to be seen in the streets of Sydney to warrant an expectation that some of them at least will patronise their Club. However, these women find that unless the boys once more rally around and come along to the Club they may, very reluctantly, be forced to close its doors. So, come on boys—this is your Club—keep it going. How about all of you who know the

Club telling others about it, and those reading this letter visiting the club at the first opportunity, and so spread the good news of its marvellous service to us of the Navy throughout the R.A.N.

Yours, etc.,  
J. D. Haysted,  
Naval Wing,  
Randwick,  
N.S.W.

Thank you for your letter. We are happy to publish it in order to advise those who may not be

aware of it of the Club's existence.

Ed. "The Navy."

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## The Navy

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# THE NAVY

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## THE NELSON TOUCH

THE holding of the Trafalgar Commemoration Ceremonies this year in the city of Melbourne is a return to past practice, and one that has, it is to be hoped, come to stay. Normally Melbourne sees far too little of the Navy, and to bring the Service into close contact with the people, particularly on such an occasion, which is one that touches on the nobler aspect of life, is a good thing.

It has for many years been the custom for the Navy to hold the Commemoration Services in Victoria on each anniversary of the decisive battle. But they have been held at Flinders Naval Depot, and for that reason participation—even as spectators—has been denied to the people generally. It is appreciated that the transfer of the scene from Flinders Naval Depot to the City involves considerable difficulty and expense, in the inter-

ference with routine and training, and the cost of transport. The disadvantages are, however, more than offset by the benefits, both to the Navy and to the citizens. For the more the Navy is identified with the everyday life of the community the better, and any reminder of Nelson, of the nobility of his spirit and the simple faith actuating his passionate adherence to Duty, can be only an uplifting influence.

The colour and pageantry of the Ceremonies; the uniforms, the uncasing of the King's Colours; the stirring music of the bands and the rattling volleys of the Feu de Joie; bringing as they do something different into the commonplace, cannot fail to touch the emotions and cause the listener and observer to reflect. And to reflect, not on the false glamour of military pomp, but on the greatness of soul that enabled Nelson to rise superior to self and to personal longings, as it has enabled those who have been inspired in his tradition so to rise also. Such reflection is too often absent from us today.

## AUSTRALIA'S TRAFALGAR DAY

THE date—the 21st. October—is one for reflection so far as Australia's own Naval annals are concerned, also. It is the date on which, in 1944, the then Flagship of the Squadron, and

the name ship of the Commonwealth—H.M.A.S. "Australia"—suffered her first Kamikaze attack in the war in the South West Pacific. When a Japanese aircraft crashed on board her, and showered her bridge with flaming fragments and blazing petrol, her Captain and many of her ship's company lost their lives while others, including the present First Naval Member, Rear Admiral Collins, who was then Commodore Commanding the Squadron, were seriously injured.

The "Australia" was later to suffer five more similar attacks, and to again suffer severe damage and heavy casualties, but to remain in action and carry out the programme allotted to her. The spirit of that first Trafalgar Day in 1805 inspired her officers and men on those occasions, as it inspired the ship's companies of all the vessels of the Royal Australian Navy, and that larger Royal Navy of which it is a part, throughout the war.

It is a spirit with which we should all be brought into communion whenever opportunity offers. For it is a spirit not of vainglory, not of boastfulness in victory, but of humility, grandeur, and faith; seeking victory but seeking also that "may no misconduct in any one tarnish it; and may humanity after Victory be the predominant feature in the British Fleet. For myself, individually, I commit my life to Him who made me, and may His blessing light upon my endeavours for serving my Country faithfully. To Him I resign myself and the just cause which is entrusted to me to defend."

It is the spirit which, as much as his material victories, has made the name of Nelson what it is to our race.

## IN TRAFALGAR SQUARE

THE day was celebrated in London also, in Trafalgar Square, some hours after the Melbourne commemoration. It was made the occasion of the unveiling by the Duke of Gloucester of the joint memorial to Admirals of the Fleet Lord Jellicoe and Lord Beatty. The memorial—a bronze bust of Lord Jellicoe by Charles Wheeler, R.A., and one of Lord Beatty by William McMillan, R.A.—comprises the reconstruction of Trafalgar Square to designs started by Sir Edward Lutyens, and completed since his death by Mr. Campbell. The reconstruction includes new inner basins for the fountains, and a series of flower beds in low stone walls running parallel with the front of the National Gallery.

The busts will add to the sparse representation of Naval officers in London's memorials. It was pointed out by Captain R. K. Dickson,

D.S.O., R.N., the Naval officer who co-ordinated arrangements for the Trafalgar Square ceremony, that, apart from that of Nelson himself, there were only two statues of Naval officers in London, those of Scott and Franklin, and that they were commemorated not as sailors, but as explorers.

The ceremony in Trafalgar Square was on a much larger scale than that of Melbourne. Facing the Nelson Column, on the terrace north of the Square, were massed bands and buglers of the Royal Marines, detachments of soldiers and airmen, and trumpeters of the Household Cavalry in full state dress. In the Square itself was a Naval guard of honour, composed of ex-service men; sailors—including W.R.N.S.—from various ports; and contingents from the Merchant Navy, the R.N.R., and the R.N.V.R. Bluejackets and sea cadets lined the spaces set apart for invited guests and for the public.

The massed choirs of St. Paul's Cathedral and Westminster Abbey were in the centre of the Square, together with the Archbishop of Canterbury, the Bishop of London, the Deans and Chapters of St. Pauls and the Abbey, the Chaplain of the Fleet, and the vicar of St. Martin-in-the-Fields. There was a religious service, which included Nelson's Prayer, and the petition known in the Navy as Drake's Prayer.

Following the pronouncement of the Blessing, six official wreaths were laid, one by the Duke of Gloucester, others on behalf of the Board of Admiralty and the families of Lord Jellicoe and Lord Beatty, one by Admiral Sir Frederic Dreyer, who was Flag Captain to Lord Jellicoe in the "Iron Duke" at Jutland, and one by Admiral of the Fleet Lord Chatfield, who was Lord Beatty's Flag Captain in the "Lion" in the same battle.

This was, of course, a special occasion, and on a far larger scale than could be carried out here. But one is tempted to wonder if, should the Melbourne ceremony be repeated in future years, the Merchant Service, the W.R.A.N.S., and the Reserves, could be represented as they were this year in London.

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# THE THREE SYDNEYS

THIS MONTH THE THIRD OF THE NAME JOINS THE R.A.N. HER TWO PREDECESSORS ESTABLISHED A TRADITION FOR SERVICE SHEDDING LUSTRE ON THE NAME SHE BEARS.

By John Clark

THIS month a new H.M.A.S. "Sydney" joins the fleet of the Royal Australian Navy. She is the third of her name, and the first aircraft carrier to be a unit of the R.A.N. Her predecessors made names for themselves in Australia's naval annals, and won outstanding successes in operations against enemy ships in time of war. The new bearer of the name has something to live up to, although it is to be hoped that she will not be called upon to prove herself in war. But let us look at what her forerunners did—and get some idea of what part she herself could, if necessary, play in the Navy of which she now becomes a part.

The first H.M.A.S. "Sydney" was a light cruiser of 5,400 tons displacement, and 22,000 horsepower, mounting eight 6-inch guns in shields. With four funnels and the lofty slender masts of the period, she was a slim, business-like looking ship, with a single low bridge extending across her full beam, and little top hamper. She was built in 1912-13, and made her first arrival in Australia with the Australian Fleet unit in October, 1913, commanded by Captain J. C. T. Glossop, R.N.

The outbreak of war on the 4th. August, 1914, found her off Thursday Island, steaming north for New Britain after coaling at Townsville, to take part in the operations against Rabaul. Those operations concluded, and the German colonies in the South West Pacific captured, the "Sydney" was assigned as one of the escorts for the first A.I.F. Convoy. With the addition of 10 New Zealand ships, the convoy totalled 38 troopships and trans-

sports, headed by the Orient liner "Orvieto" carrying the headquarters staff of the Australian troops, there were four escorting cruisers, H.M.S. "Minotaur," the Japanese "Ibuki," and the two Australian ships "Melbourne" and "Sydney."

The convoy departed from Albany, Western Australia, on the 1st. November, 1914, and set off on the first leg of its journey across the Indian Ocean to Suez. On the 8th. of November—owing to the loss of Cradock's squadron off Coronel—"Minotaur" was detached from the convoy in order to afford protection to General Botha's expedition against the German colonies in South Africa. H.M.A.S. "Melbourne"—Captain M. L. E. Silver, R.N.—was left in charge of the convoy.

At dawn the following morning, 9th. November, 1914, a wireless message was heard from Cocos Island, telling that a strange warship was approaching the island. Captain Silver ordered the "Sydney" to raise steam for full speed and run down to Cocos. "By 7 a.m.," as the Official History of the R.A.N. in World War I records, "the 'Sydney' was away, doing 20 knots." She sighted Cocos at 9.15 a.m., and a cruiser which turned out to be the German "Emden."

"We must picture," the Official History continues, "the 'Sydney,' just before the fight begins, as rushing along at her full twenty-five knots through a calm sea towards a just visible 'Emden' seven or eight miles off—Captain Glossop at the compass on the forebridge, his navigating lieutenant lying on top of the control tower; his gunnery lieutenant

(Lieutenant Rahilly, who was in control of the guns throughout the action) close by, ready to 'spot' with his binoculars the fall of shot; the paymaster on deck, sitting on the ship's box of confidential papers and ready to throw them overboard if anything went wrong with the 'Sydney'; every other officer and man at his fighting station—and then, as the two ships closed (a mile nearer every minute), the 'Emden's' first salvo dropping out of the sky; for she was firing at extreme range, using the then exceptionally high elevation of thirty degrees which could be given to German guns!

In this early stage of the action the 'Sydney' suffered some hits—15 in all, of which only five burst—and some casualties. "Sydney's" fire was not at first effective, but she quickly got the range of the "Emden," and from then on, in the running fight that ensued, she scored all the hits. Before long the "Emden" was a wreck, with two of her three funnels gone, her engine room on fire, and half her crew disabled. As her third funnel went by the board, her Captain—Captain von Muller—ran her ashore on North Keeling Island. So ended Australia's first naval action, a triumph for H.M.A.S. "Sydney," who thus set a standard for her namesakes to follow.

She was not to return to Australia until after the war. Following the action with the "Emden," she was ordered by Admiralty first to Malta, and then to the Atlantic. She did some service in the West Indies and on patrols in the Atlantic, and in mid-1916 was attached to the Grand Fleet. It was during this period, in May,



The second H.M.A.S. "Sydney," a modified "Leander" class cruiser of 6,830 tons, 32.5 knots, eight 6-inch guns.

1917, that she had the then unusual experience of an action against aircraft, when for some hours she fought the Zeppelin L43.

Captain J. S. Dumaesque, R.N.—himself Australian born in the "Sydney's" name city—was her Commanding Officer on this occasion. The Zeppelin dropped a number of bombs but without scoring any hits, the "Sydney" taking evasive action and keeping the airship high with her anti-aircraft fire. Honours were even.

"Sydney" returned to Australia in 1919, reaching Thursday Island on the 10th. July. She remained on the station, performing various duties, until 8th. May, 1928, when she was paid off, being broken up at Sydney in the following year.

In 1934, in view of the fact that H.M.A.S. "Brisbane" was reaching the end of her useful age and that new tonnage was necessary in the R.A.N., the Government decided to add a mod-

ern cruiser to the Navy. The result was the acquisition of H.M.A.S. "Sydney" the second. A considerable advance on her predecessor, this new ship had originally been laid down for the Royal Navy as H.M.S. "Phaeton," and launched at the yard of Messrs. Swan Hunter and Wigram, Newcastle-on-Tyne, on the 22nd. September, 1934. She was purchased by the Commonwealth and re-named "Sydney," being eventually completed on the 24th. September, 1935.

Of the modified "Leander" class, the new "Sydney" was of 6,830 tons displacement, 162 feet in length and 56 feet 8 inches beam; powered by geared turbines developing 72,000 horsepower and giving her a speed of 32½ knots, with quadruple screws. Main armament consisted of eight 6-inch guns mounted in twin turrets, two forward and two aft. She also mounted eight 21-inch torpedo tubes, four 4-inch H.A. guns, and numerous small calibre A.A. weapons.

She was officially taken over

from the builders on behalf of the R.A.N. on the 24th. September, 1935. "Sydney" was to have proceeded straight out to Australia after being taken over, but her departure from the Mediterranean was delayed, as the Commonwealth Government placed her at the disposal of Admiralty to strengthen the British forces in that sea, it being a tense time in international relations over the Abyssinia affair.

It was not until the 11th. August, 1936, that "Sydney" made her first appearance in Sydney, N.S.W., after her months in the Mediterranean, which included a visit to Gallipoli. There followed three years of the usual peace time routine on the Australian station, with various cruises. The coming of war in September, 1939, found "Sydney" in northern Australian waters, whence she was ordered to Western Australia, based on Fremantle, where she spent the first months of the war except for a break in Sydney for docking and overhaul.

Towards the end of April,

1940, she took a convoy out of Fremantle to a rendezvous in the Indian Ocean, and was not to return to Australia for some months, being diverted, before she got back to these shores, first to Colombo via Singapore, and then back to her earlier hunting ground—the "Med."

"Sydney" started off her career with two R.N. Captains, first Captain John U. P. Fitzgerald, R.N., and second Captain J. W. A. Waller, R.N. Now, however, she had her first R.A.N. Captain, Captain J. A. Collins, R.A.N., who assumed command shortly after the outbreak of war. (On Sunday, 26th. May, 1940, "Sydney" entered the Mediterranean and secured in Alexandria Harbour. A fortnight later, Italy declared war. And an hour or so afterwards, the Commander-in-Chief, Mediterranean—Admiral Sir Andrew Cunningham, as he then was—took his fleet to sea from Alexandria, "Sydney" being among them. It was the first of the many sweeps that the Fleet carried out during the Mediterranean war days. And it was not long before "Sydney's" guns, along with those of her fellows, were speaking in earnest, in bombardments of enemy shore positions in Libya, in fleet engagements as at Calabria, and in isolated actions with enemy vessels, as that with the Italian destroyer "Espero." But it was the engagement with the cruisers "Bartolomeo Colleoni" and "Giovanni delle Bande Nere" in which the second "Sydney" emulated the achievement of her predecessor and was victor in a cruiser duel. That was on the 19th. July, 1940. Dawn of that day found "Sydney" some 40 miles to the north of Crete in company with the destroyer H.M.S. "Havock," engaged on a hunting sweep. South of them, to the westward of Crete's Cape Spada, four other British destroyers were similarly engaged, "Hyperion," "Hasty," "Hero," and "Illex," under the command of Commander Nicolson, R.N. It was a pleasant morn-

ing, and an observer in "Hyperion" has recorded that "the smell of frying bacon floated up the bridge voicepipes, and those on watch glanced at the clock, impatient for relief. Two cruisers on the starboard bow, sir!" said the starboard bridge lookout, adding convincingly, but as an afterthought 'and they're Italian, too.' It was twenty minutes past seven, and at once the heart-lifting clanging of alarm bells brought half-clothed men tumbling up from below. They saw from heeling decks, as the destroyers turned away under full rudder, two Italian cruisers—ghost-like, yet clear and in full view—which had come out of the mist ahead, no more than 10 miles away." The destroyers sent off an enemy report, and led the Italians northward towards the "Sydney." There were some anxious moments, for the two larger ships had the heels of the destroyers, and could also outrange them. But now we get the companion picture to that of the first "Sydney," cutting through the smooth waters of the Indian Ocean to meet the "Emden" over a quarter of a century earlier. "At 0829 bridge lookouts in the destroyers—who could still discern nothing to the northward except the island of Milo, gradually taking shape over the haze—saw, on the port bow, the orange flashes of the 'Sydney's' opening salvo, the most welcome sight in the world. She came rushing to the southward, on the port beam of the Italians, guns flashing, battle ensigns streaming, and such a smother of foam at bow and stern that from the destroyers one seemed almost to hear the high-tensioned scream of the machinery driving her across the water." There followed a chase after a retiring enemy, with "Sydney" and the destroyers speeding almost in line abreast. Soon the rearmost enemy ship—the "Bartolomeo Colleoni"—was coming under very effective fire from the "Sydney," and at 0923 the Italian was stopped and ap-

parently out of action close under the shores of Crete at Cape Spada. Her consort continued in flight, and leaving "Hyperion," "Illex" and "Havock" to finish her off, "Sydney" and the other two destroyers continued the chase. But the "Giovanni delle Bande Nere" was too fast, and made her escape. The destroyers picked up the Italian survivors, and they and "Sydney" returned in triumph to Alexandria, being bombed on the way. "Sydney" suffered one hit on the foremost funnel during the action, but there were no casualties in the British force. Now here is a contrast. The ships received a tumultuous welcome at Alexandria. "The destroyers," writes Lieutenant W. H. Ross, R.A.N., in "Stormy Petrel," "hailed out of line in the channel near the boom and paid us the compliment of cheering ship' as we passed them. Our berth was at the inner end of the harbour, a distance of about two miles from the boom, and as we moved down between ships of the fleet we were given a wonderful ovation—a 'royal welcome' in fact. Every ship had cleared lower deck and as we passed gave us three terrific cheers followed by a burst of clapping and whistling. Naturally we were simply bursting with pride at such a stirring and heart-warming gesture and wouldn't have changed places with the King himself. It was a moment I will never forget. The cheering seemed a continuous roar for about 15 minutes. Just inside the boom a gentleman fishing from a tiny skiff stood up and solemnly clapped us. Tugs and steamboats hooted their heads off and on shore we could see crowds of Egyptian 'wharves' and labourers jumping up and down, and yelling themselves hoarse." The first "Sydney," after sinking the "Emden," entered Colombo Harbour with no such demonstration. "When," says the Official History, "the 'Sydney' was again for a time re-

Continued on page 44.



The Armed Battalions marching up Spring Street, Melbourne, and arriving at the State Parliament House.

## TRAFALGAR DAY CELEBRATIONS

A Memorable Spectacle Was Presented By The Royal Australian Navy In Its Melbourne Ceremonial Last Month.

A CROWD of some thousands of Melbourne citizens watched with evident appreciation the Ceremonial conducted by the Royal Australian Navy in front of the Victorian State Parliament House on Trafalgar Day. The precision of the drill evoked spontaneous bursts of handclapping

from the spectators, whose enthusiasm could not be damped nor blighted by the occasional spatter of rain and the cold wind which blustered up Bourke Street from the west on a grey, cloudy, and bleak day.

The whole of the Commemorative Ceremonies were dignified

and inspiring, and were carried through with a faultless smoothness which reflected the training and rehearsing which laid the foundation of a very fine performance.

Four hundred and seventy-three officers and men, together with massed naval bands, took part. His Excellency the Governor-General (Mr. McKell) was the Reviewing Officer, and took the salute from a dais in front of Parliament House. The King's Colour from Flinders Naval



The Band troops at Quick and Slow March before the Governor-General on the saluting dais.

## WEST AUSTRALIAN OFFICER'S GALLANTRY

O.B.E. Awarded For "Gallantry And Undaunted Devotion To Duty" In Bomb Disposal Work.

SOME of the most hazardous and courageous operations carried out during the war were those performed by the personnel of bomb disposal units, and a number of decorations have been awarded to Royal Australian Navy personnel for their work in this field. Among Australians thus recognised, is Lieutenant Sidney Arthur Anderson, O.B.E., R.A.N.V.R., who was awarded his decoration for "Gallantry and undaunted devotion to duty" in disposing of a bomb which had fallen on a tug during an air raid in England.

A West Australian, Anderson entered the Royal Australian Navy as a Sub-Lieutenant, R.A.N.V.R., on the 30th. September, 1940. He shortly proceeded overseas and underwent courses at H.M.S. "King Alfred," being later attached to H.M.S. "President" and London Depot, returning to Australia, where he was employed on shore service and at "Melville" with duty in small craft, until he was demobilised in January, 1946.

The Recommendation for his award of the O.B.E. tells part of Lieutenant Anderson's story. "Lieutenant S. A. Anderson had already dealt with 15 unexploded bombs when he received the O.B.E. On the night of 29th. June, 1941, he was told a bomb had fallen on the tug 'Varro,' moored to the Alexandra Dock at Hull. He was called from bed at 0430 during an air raid, and arrived at the docks by 0500. There was no one on board 'Varro,' and the hatches were locked. From the smashed deck it was apparent that the unexploded bomb was in the engine room. Opening a skylight, Lieutenant Anderson climbed through, and lowered himself down into the engine room.

"The bomb had come to rest alongside the engine against the bulkhead. The tug being fast to other vessels alongside the wharf in the heart of a busy dock, and time being an important factor, Lieutenant Anderson had the 'Varro' towed clear to deep water and moored to a buoy. He then, being alone in the tug, went down into the engine room, having to clear a footplate from round the bomb, which took two hours. He found that the head of the fuze had been sheared off, and picnic was lying loose around.

"He carefully cleared this away and then went on shore for some tackle and also for his Petty Officer. They enlarged the entry hole made by the bomb, and hoisted it up on the deck, where the remainder of the fuze and the base plate were removed. The bomb was then rendered safe. While the air attack was proceeding, he alone boarded the 'Varro,' freed the bomb, took the tug down river, and then disposed of the bomb. A most praiseworthy and courageous act, only one of several incidents in which he was involved."

Lieutenant Anderson is a citizen of Claremont, West Australia.

Depot was received by the Colour Officer, and paraded before the Royal Guard. After the inspection of the guard by the Governor-General, the Band trooped at Quick and Slow Marches in front of the dais, followed by a March Past of the Battalions.

Then came the Trafalgar Commemorations: first the memorial for Nelson, the bands playing "The Death of Nelson" and a harmonised version of "The Last Post," while the Royal Guard rested on arms reversed; followed by the rejoicing for the victory, the Royal Guard firing three feux-de-joie of 100 rounds each.

It was a very fine display, which will long remain in the memories of those who saw it.

The Parade Commander was Captain H. M. Burrell, R.A.N., Commanding Officer of H.M.A.S. "Australia" and Flag Captain to the Flag Officer Commanding the Royal Australian Naval Squadron (Rear Admiral H. B. Farncomb); the Second in Command was Commander P. N. Cook, D.S.C., R.A.N.; the Officer of the Guard of Honour was Lieut.-Commander E. J. Peel, D.S.C., R.A.N. The Battalion Officer Instructor was Lieut.-Commander G. L. Fowle, D.S.C., R.A.N., and Bandmaster Lieutenant Cockshead, R.A.N., was in charge of the massed bands from H.M.A.S. "Cerberus" and H.M.A.S. "Australia."

The King's Colour Officer was Lieutenant Richardson, and Chief Petty Officer Parr was Colour Escort. Of the Armed Battalions, Lieut.-Commander T. M. Synnot, D.S.C., R.A.N., commanded "A" Company, consisting of 130 officers and ratings from H.M.A.S. "Australia"; and Lieut.-Commander Robertson commanded "B" Company, of 130 officers and ratings from Flinders Naval Depot. Mr. Gray, Commissioned Gunner, D.S.C., R.N., was in charge of the Field Gun Battery.

## NEW ROYAL NAVY LIFE FLOAT

A NEW type of life saving gear with a circular rubber float and a tent, is under trials for the Royal Navy. Known as type J.S., the float is a development of the "J." type aircraft dinghy. When inflated it resembles a huge motor tyre fitted with a rubberised fabric floor and covered by a tent. An inflated cushion provides a dry seat insulated from the cold temperatures of the sea.

Other features are a container for food and water, visual and Radar aids to location, a heater, sponge, paddles, and bellows for inflating the cushions and tapping up the buoyancy chambers. The float is designed to provide shelter for ten men, and will support them if only half inflated.

Stowed in a valise in its deflated state with all equipment its total weight is 200 lb., and the stowage space is only three feet by two feet by eighteen inches. The float is inflated by pulling a lanyard, which releases carbon dioxide from a bottle. As it expands, the float rips open the valise and the equipment is ready for use in a few seconds.

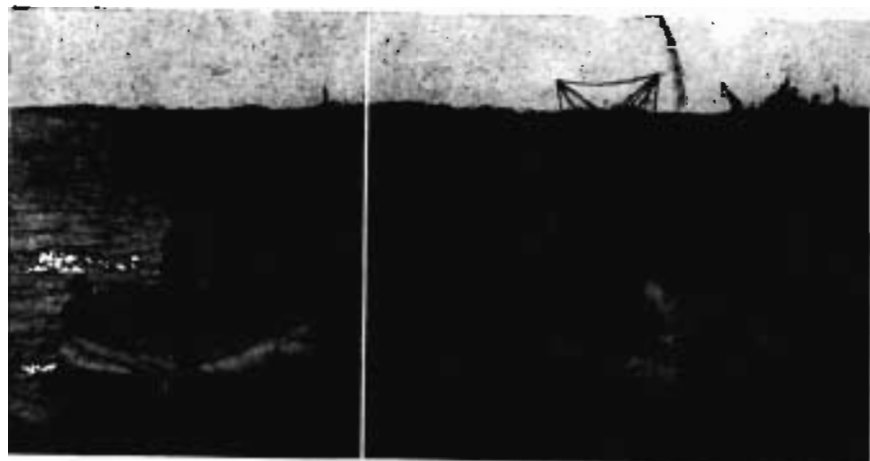
"The Navy" is indebted to the United Kingdom Information Service for the photographs illustrating this new float.

Below left: Erecting the Radar aid and mast, before assembling the tent which protects occupants from wind and rain.

Below right: The Radar aid in position, the walls of the tent in position, occupants can now await the sight of land or of a rescuing vessel.



The equipment carried inside the float. The Radar aid is fitted at the top of the telescopic mast, and is here being assembled.



November, 1948.

## CAPTAIN G. G. O. GATACRE, D.S.C. AND BAR, R.A.N.

CAPTAIN Galfry George Ormond Gatacre, D.S.C. and Bar, R.A.N., the newly appointed Deputy Chief of the Naval Staff, is of English-Scottish parentage, his father, Mr. R. H. W. Gatacre, hailing from Bath, England, while his mother was originally a Miss Gordon of Ban-chory, near to Aberdeen. He himself was born out here in Australia, at Woorrobin, Queensland, on the 11th. June, 1907.

Receiving his earlier education in Brisbane at the Church of England Grammar School and the Brisbane Boys' College, young Gatacre entered the Royal Australian Naval College as a Cadet Midshipman in 1921, becoming Chief Cadet Captain, and Captain of the Cricket XI, in addition to securing his Rugby colours and being Tennis Champion, before graduating at the end of 1924.

His first sea-going appointment as a Midshipman was in H.M.A.S. "Brisbane," in which ship he proceeded to China and Japan, being appointed to "Melbourne" in 1925, and again proceeding overseas, this time to the Mediterranean and the United Kingdom. He was on exchange with the Royal Navy—H.M. Ships "Frobisher," "Valiant," "Viceroy," "Vega" and "Calypso"—during 1926, and the following year underwent a course in the United Kingdom. He was at this time, incidentally, the first R.A.N. officer to represent the Royal Navy and Royal Marines at cricket: a distinction shared by only one other R.A.N. officer, Commander T. M. Morrison.

In 1928, when H.M.A.S. "Canberra" commissioned in the United Kingdom, Captain Gatacre joined her as a Sub-Lieutenant, returning to Australia, subsequently to remain in the ship as Flag-Lieutenant to Rear-Admiral L. S. Holbrook. There followed a period of one year as First Lieutenant of the destroyer "Tattoo," and in 1933 he again proceeded to the United Kingdom to take the long Navigation Course, after which he was appointed to the sloop H.M.S. "Harcourt," then Senior Officer, Fishery Protection and Minesweeping.

Returning to Australia in 1935, he was appointed Flotilla Navigator in H.M.A.S. "Stuart," where he remained until 1937, when he again proceeded to the United Kingdom to take the First Class Ship course at the Navigation School. There followed two years in the Mediterranean, from 1937 to 1939, during which period came promotion to Lieut.-Commander. This Mediterranean

interlude was spent as navigator in H.M.S. "Devonshire." It was the time of the Spanish Civil War, and "Devonshire" was employed on the Nyon Patrol. Here Captain Gatacre had his first experience of bombing, the cruiser being bombed from the air while at Minorca on one occasion.

Early in 1939, he was transferred from "Devonshire" to "Norfolk," proceeding to the United Kingdom in that ship as navigator, and in July, 1939, being appointed to H.M.S. "Edinburgh" in the Home Fleet. The early days of the war were spent in Norwegian convoy escort, and various patrols, the ship docking for repairs in mid-1940, having suffered a split deck as the result of bombing attacks. Captain Gatacre then became navigator in H.M.S. "Renown," his predecessor there having been wounded during that ship's short engagement with the "Scharnhorst" and "Gneisenau" in April, 1940.

From "Renown," Captain Gatacre was subsequently appointed to "Nelson," and then to "Rodney." In this ship he was present at the destruction of the German "Bismarck" on 27th. May, 1941, being awarded the Distinguished Service Cross. Following the "Bismarck" engagement, "Rodney" underwent a short refit in the United States, and then became flagship of Force H, in the Western Mediterranean, later returning to her old hunting ground, operating from Iceland and Scapa. In December, 1941, Captain Gatacre was promoted Commander, and returned to Australia, taking passage in the White Star "Ceramic" on the voyage before her final. The voyage, owing to alarms and excursions, took 87 days from the United Kingdom to Australia.

Back in Australia, Captain Gatacre was appointed Staff Officer Operations in the Task Force, serving under Rear-Admirals Grace and Crutchley, and Commodore Collins, in "Australia," "Hobart" and "Shropshire," and taking part in all the amphibious operations from Guadalcanal to Noemfoor. It was at Guadalcanal that he was awarded the Bar to his D.S.C.

From September, 1944, to August, 1945, came his first shore appointment, at Navy Office in Plans Division, during which period he was Chairman of the Committee arranging the basing of the Royal Navy on Australia. Back to sea in 1945, as Commanding Officer of H.M.A.S. "Arunta," remaining there until September, 1947, when he was appointed Commander, Flinders Naval Depot.

Continued on page 24.



CAPTAIN G. G. O. GATACRE, D.S.C. AND BAR, R.A.N.



# SEAS, SHIPS AND SAILORS — by Norton —



# WAR STORY OF MOTOR SHIP "DURHAM"

By James A. Stewart

The smart motor ship "Durham" of the Federal Steam Navigation Co. was employed during the late war in carrying refrigerated cargo to England with many trips to Malta with supplies during the time the island was besieged. Ironically enough, this was a regular port of call on her peacetime schedule.

These wartime journeys to the George Cross Island were no picnic, since the Malta convoys were singled out for the most vicious attacks by enemy aircraft and surface forces. Many times, in company with other ships well known in the Australian trade, the "Durham" ran the gauntlet of fire in fighting supplies to Malta. The worst trip was in July, 1941, when the convoy was attacked for several days. With bombs and shells crashing around the ship, she fought off attack after attack. The "Durham" seemed to bear a charmed life. With ships becoming casualties on every side, she escaped all but the most superficial damage.

The attacks continued with unabated ferocity, other forces being joined by E boats, the skippers of which were determined to make every torpedo count. Before firing the missiles they raced toward the selected target at full speed holding on their course until within a few feet of their victim, then firing their torpedo and swerving aside at the last minute. Some of the E boats grazed the sides of some of the merchant ships. One E boat attacked the "Durham" in this manner, and was rammed and sunk as the ship swung to dodge the torpedo.

The convoy, sadly depleted, reached Malta, where the attacks continued as the ships lay in the Grand Harbour. "Durham" again escaped damage and after discharging her cargo sailed alone and unescorted on the return journey to England on August 21st.

She flew the French tricolor, and canvas sheets draped over the sides bore a painted replica of the same flag. The almost miraculous run of luck now deserted the ship. While passing through the narrow straits between the island of Pantellaria and the coast of Tunisia—the original "Bomb Alley"—she struck a mine during the early hours of the following day. The resulting explosion blasted a hole 400 square feet in area in the bottom immediately below number one hold. Water rushed into the double bottom with such force that a manhole cover in the floor of the engine room was forced up and the engine room began to flood.

The rapidly rising water threatened to put the engines out of action, when the chief engineer forced the cover back into place by jumping on it, and then kept it in position by sitting on it with water up to his neck while other members of the engine-room staff bolted it back in place. This crisis in the engine room having been taken care of, it was decided to haul in the paravane gear which had been blown into the hole in the ship's bottom. When the tangled cables broke surface it was seen that a live mine was jammed between them. This was cut loose by the carpenter, who climbed over the side, and at great risk to himself, attacked the cables with a hammer and chisel.

The inrush of water having been checked, the ship was able to limp along under her own power, reaching Gibraltar the following day. Fate had not finished with her, however. While she lay at anchor in Gibraltar Harbour, she was attacked by an Italian assault craft, actually a two-man submarine, the crew of which attached a limpet mine to the stern of the "Durham" and then hurried away.

The explosion which followed blew off the starboard propeller

and damaged the shaft of the port screw, as well as blowing a huge hole in the stern opposite number six hold. The force of the blast buckled the watertight doors in the bulkheads between the after holds, with the result that water poured through into the stern and midships compartments. The ship was rapidly settling by the stern when, with the aid of tugs, she was beached before she sank completely.

After four months' hard work she was refloated. The repairs were only of a very temporary nature, however, and the damaged holds were still open to the sea, the bulkheads being all that kept the ship afloat. In this condition, the ship lay in Gibraltar Harbour for nearly a year, since the dockyards were all engaged on repairs to fighting ships.

Eventually it was decided to tow the "Durham" to England for permanent repairs. The Admiralty salvage tug "Bustler" was sent out from Plymouth to take her in tow. The "Bustler" was a famous tug and had earned admiration for many difficult tows under war conditions. This ranked as one of the most difficult jobs of her career, involving as it did the tow of a rudderless ship with two holds open to the sea across a thousand miles of submarine-infested ocean. The tow had to be made at a slow speed to ease the strain on the bulkheads. Fortunately the weather remained fine, and they were not attacked by planes or submarines. At last the two ships reached Plymouth, where the "Durham" was placed in dock and the long repair job was begun. It was twelve months later that "Durham" now restored to her original condition, was ready to resume her travels.

The captain and chief engineer of the "Durham" each received the O.B.E., while the carpenter was awarded the British Empire Medal.

# HE HELPED TO BUILD THE R.A.N.

GEORGE LIONEL MACANDIE, FOR LONG NAVAL SECRETARY AND SECRETARY TO THE NAVAL BOARD, SPENT A LIFE TIME IN THE SERVICE OF AUSTRALIA'S NAVY TO ITS GREAT BENEFIT.

OF all the men connected with the Royal Australian Navy, none has had a longer, more useful, or more honourable association with the Service than George Lionel Macandie, C.B.E., who was for many years first the Naval Secretary and later the Secretary to the Naval Board, and who took part in the developments which led up to the establishment of the Navy, and served it faithfully and outstandingly in peace and throughout the two World Wars.

It was of him that Admiral Sir William R. Creswell, the "Father" of the Navy, wrote in a personal letter: "Of your ability no other proof or statement is required than the fact of your being in the Navy Office as its head, rising on each occasion of expansion and of the greater status and responsibility of the R.A.N. Your zeal, your hard work and the sense of duty throughout all our time of associated service, I cannot speak of too highly. But, above all, I want to thank you for your ever ready help and loyalty to myself which never wavered nor changed during the 19 years of service together. I could say much more perhaps, but, after all, what more is needed by a Government or a country of its officers than that they should be able, zealous, hard-working and loyal. Each and all of those marked your 19 years, for which I shall always be grateful to you."

That letter was written in 1920. Subsequently, Mr. Macandie served the Navy for a further 26 years until his retirement from the position of Secretary to the Naval Board in 1946, and Admiral Creswell's tribute would have applied equally to that later period of service.

George Lionel Macandie was born at Brisbane, Queensland, on

the 26th June, 1877. His name implies his Scottish descent. His father was William Macandie, of Forres, Scotland, while his mother was a native of Port William, near Ben Nevis.

Educated first at the State School, South Brisbane, young Macandie won scholarships which kept him at the Brisbane Grammar School for five years, during which period he secured the Junior and Senior Certificates. Leaving school in 1895, he served for three months in an accountant's office without pay other than the knowledge he there acquired. He then qualified by examination for entry into the Queensland Public Service.

In August, 1896, he was allocated to the Queensland Marine Defence Force office. The staff consisted of a Naval Commandant, Captain Walton Drake, a Staff Paymaster, one clerk (Macandie) and a messenger. The office controlled two gunboats and two torpedo craft, which were not then in commission, a Naval Store Depot, and Naval Brigade companies at various Queensland ports. Such was his introduction to the Navy, to which, as it turned out, he was to devote the energies of his life.

Mr. Macandie says he well remembers proceeding down the Brisbane River with the Queensland Navy, "Gayundah," "Paluma," "Mosquito" and "Midge," in single line ahead, en route to Peel Island, Moreton Bay, for an Easter camp. From such small beginnings he was to see the Navy develop until, on the 4th October, 1913, the Australian Fleet unit, led by the powerful battle cruiser "Australia," steamed into Sydney Harbour, in time to protect Australia in World War I.

In 1900, Captain W. R. Cres-

well was appointed Naval Commandant of Queensland in succession to Captain Drake, and from that time forward Mr. Macandie served with him as Secretary, until his chief retired in 1919 as Vice-Admiral Sir William Creswell. During that period the Royal Australian Navy, after a tough, up-hill fight, was born, and went on to develop into a lusty infant.

Just prior to the arrival of the Australian Fleet unit, a new Naval Board was established in 1911, of which Paymaster Captain Manisty was Finance Member and Naval Secretary, with Macandie as Chief Clerk. When Captain Manisty returned to the Royal Navy in 1914, Mr. Macandie was made Naval Secretary, and had occupied that chair for only three months when World War I broke out. There followed four years of hard work, long hours, and anxiety, during which the Naval Board established a high reputation in the community.

In 1920, Mr. Macandie was sent abroad for experience at Admiralty, and in various Naval Establishments. He returned in October, 1921. While in London he had the honour of receiving the C.B.E. from His Majesty King George V. As Secretary, Mr. Macandie had the responsible duty of attending on the various Ministers who dealt with Naval matters, of supervising the Ministers' correspondence with the public, and of dealing with Parliamentary questions.

Before his departure to England in 1920, the Honourable Alec Poynton, Acting Minister for the Navy during World War I, paid him a tribute in a letter in which he referred to "my pleasure to be associated with you in your capacity as Secretary to the Navy



MR G. L. MACANDIE, C.B.E.

Department, and it affords me much pleasure to testify to the assiduous manner you carried out your arduous duties during the most critical period of the war. Your wide secretarial experience and thorough knowledge of Naval and Departmental matters, and close devotion to duty, considerably lightened the heavy responsibilities placed on my shoulders as Minister. Your loyalty to me can never be questioned. You were always courteous and I unhesitatingly say that on all occasions matters were thoroughly explained before being submitted to me for decision."

It is a letter typical of many he has received, from Ministers, British and foreign visiting Naval Officers, and from First Naval Members of the Naval Board. For an important duty of Mr. Macandie's was that of assisting with local knowledge the succession of Admirals who were lent by Admiralty to fill the appointment of First Naval Member of the Naval Board, and who did such a great deal for the Royal Australian Navy.

As to visiting Naval Officers, two memorable events during Mr. Macandie's official life were the visits of the American Fleet in 1925, and of the British Special Service Squadron in 1927. He was the Navy Department's representative on the Reception Committees on both occasions, and received the thanks of the Prime Minister for the successful organization of the visits. Individual foreign warships visited Melbourne from time to time, and the attending to the courtesies associated with these visits devolved upon Mr. Macandie. It was in this connection that the French Government, "as an appreciation of the many services he rendered to the various French Naval Missions," bestowed upon him the decoration of "Officier du Nichan Iftikar."

The strain of World War II was greater than that of its predecessor, and Navy Office reflected the far wider activities of the

Royal Australian Navy in the second conflict. Signal traffic was enormous, and eventually a cypher staff of about 240 men and women, working three shifts round the clock, were engaged in dealing with it. The perusal of signals and the care of secret books and documents was a never-ending anxiety to the Secretariat, on whom devolved also the work associated with the political side of the Department, and the close attention to the requirements of the Minister.

But if you ask Mr. Macandie what troubled him most during his service, you will find that it was not the strain of war but the strains of peace during the two severe periods of retrenchment of the Navy, both in ships and personnel. These were times of sadness, to see fine ships, with years of life in them, scrapped; and to see officers and men—both the young and eager who had embarked on a Naval career, and the older, experienced, and tried and proved—passed out of the Service or shelved in the interests of "economy."

There was also the view held in some quarters, and advanced both in and out of Parliament, that Australia could not support a Navy, and should abolish it and revert to the payment of a small subsidy to the British Admiralty. Indeed, a Chief of the General Staff advocated this in a report to the Government. Fortunately, no shade of political opinion would support this view, and the Royal Australian Navy is still in being, and its place in the hearts of the people is, one feels, secure. None has done more to make it so than the subject of these notes.

Mr. Macandie retired in 1946, after having devoted nearly half a century to the Navy in Australia. Retirement has not meant the cessation of his interest in the Navy, nor his work in connection with it. Since 1946 he has been busy with the pen, and has written, from the wealth of his personal knowledge and from official documents, a most important

book, "The Genesis of the Royal Australian Navy," which is at present in the hands of the printers, while he has also just completed a "Life" of his old chief, Admiral Cresswell, a work none better equipped than he to tackle.

So he is busy in retirement, and his many well-wishers will wish him many years of industry and pleasure in a continuation of this self-imposed task of putting on permanent record some of his valuable and intimate knowledge of Australia's Naval story.

There are many among us who have been connected with the Navy, who will always remember how they have benefited from that knowledge and experience, and have been helped by the wise and kindly counsel of a man who, under a cloak of Scottish reticence, conceals a warm heart and a very real and sympathetic friendliness.

Mr. Macandie married, in 1904, Alice, the daughter of William Hood, of Brisbane, and they both find great pleasure today in their children and grandchildren, and in the garden which drags him from his literary labours and, we hope, will long afford him peaceful, sunny hours.

#### NAVAL PERSONALITY OF THE MONTH.

Continued from page 16.

Promotion to Captain was announced on the 30th June, 1948, and was followed by the present appointment to Navy Office as Deputy Chief of the Naval Staff.

Captain Gatacre married, in January, 1933, Wendy May Palmer, the daughter of the late E. A. Palmer, of Sydney. There is a family of two, a boy, Reginald Galfrid Ormond, aged 13, and a girl, Maydi Christian, aged seven.

Incidentally, owing to the exigencies of the Service, Captain Gatacre first saw his son when the boy was six months of age and did not meet his daughter until she was eighteen months old.

As to recreation, Captain Gatacre is fond of all sports, but finds his greatest relaxation at cricket, tennis, golf, and squash.



From our Correspondents in LONDON and NEW YORK

#### YEAR'S LARGEST SHIP

The largest ship to be launched this year in any part of the world is the new P. and O. liner "Himalaya," which was launched at Barrow-in-Furness, England, on the 6th. of last month. Of 31,000 tons, the speed of the new vessel will be 22½ knots, and it is intended that her schedule should cut the time for the Britain to Melbourne run from 38 to 28 days.

#### EARLIER "HIMALAYAS"

There have been two earlier "Himalayas" in the P. and O. Service. The first, built in 1893, was at the time the largest and most powerful vessel in the world. She was of 3,438 gross tons, and 2,050 indicated horse power. A clipper-hulled, three-masted steamer, square-rigged on all three masts, she was built of iron, and propelled by a horizontal trunk engine driving a screw. She was sold by the Company to the Government as a troopship during the Crimea

War for £130,000; and she did great service for the Government almost to the end of the century. The second "Himalaya," built in 1892, was a four-masted, two-funnelled, straight-stemmed steamer of 6,898 tons, built of steel, and propelled by triple expansion engines of 10,000 indicated horsepower.

#### BRIGHTER BOATS FOR RECOGNITION

Because of the many thousands of miles flown by aircraft searching for small missing boats, and the difficulties of sighting neutral-coloured craft, the Royal Australian Air Force search crews have proposed that all small seagoing craft, including fishing boats, should be given brightly coloured superstructures which, from the air, will stand out against the grey of the sea. It is pointed out that during a long search recently, the grey launch fliers were seeking was invisible from 1,000 feet against the leaden sea, while the yellow crash launch that was

taking part in the search stood out plainly, although its superstructure was tiny. It has also been suggested that all seagoing craft should be made to carry flares or rockets for identification. Such simple precautions, it is said, would save many lives, many hours of flying time, and grave risks to the searching airmen.

#### LONG PACIFIC TOW

A long ocean tow ended on the 15th. of last month when S.S. "Palana" handed the towline over to a tug five miles outside Auckland, New Zealand, after towing the Norwegian "Fennmoor," 2,300 miles at an average rate of 100 miles a day from the time she had picked the disabled ship up in mid-Pacific during September.

#### BRITISH RECOVERY PLAN

The first session of the British Commonwealth Prime Ministers' meeting in London last month was given details of the £3,000 million recovery plan upon which the Old Country is embarking.

Coal mining, steel, engineering, chemicals, oil, textiles, electricity, railways, housing, tourists, and shipbuilding come into the picture. In shipbuilding, the merchant ship target is a 10 per cent. increase to 17,500,000 tons.

#### UNITED STATES PASSENGER FLEET

The low state of the United States passenger ship fleet makes a large building programme desirable, according to a report in the "New York Herald Tribune." The United States today has 39 passenger ships in operation accommodating less than 15,000 passengers, compared to 113 active passenger vessels carrying 35,000 passengers at the time of Pearl Harbour, according to the Shipbuilders' Council of America. Seven ships are being re-

converted to passenger service, and two vessels building for the American Export Line, each to carry 972 passengers, would increase the total passenger capacity to a little more than 15,000 passengers, the council reported.

#### OPERATION SPLASH

The largest and most completely equipped lifeboat ever built to be dropped by parachute from an aircraft, made a successful trial drop in Long Island Sound recently. Weighing 5671 lb. with full load equipment, fuel and men, the boat weighed around 4,000 lb. when dropped from a B-29. Flying in at 1,500 feet over a rubber raft in which airmen, supposedly crashed, were paddling, the B-29 released the lifeboat from its bomb bay, and the boat came safely down suspended on

a 98-foot parachute, to plunge into the water and float upright only about 100 feet from the raft. The airmen paddled over, boarded the boat, cut loose the parachute, and started the boat's engine. With the fuel on board they could have cruised 500 miles in any direction had it been a real rescue.

#### THE BOAT

The air-borne lifeboat is all-metal, 29 feet 9 inches long, and is powered by an inboard engine, and is equipped with two self-righting chambers—at bow and stern—designed by the Goodrich Tyre Co. Carbon dioxide tanks automatically inflate these chambers the moment the boat is released by the aircraft. Twenty watertight compartments make up the hull. The cockpit floor, above the engine, is self-draining, so that bailing is not necessary. A canopy is available for cover in case of hot sun. Propeller and rudder are covered by a special guard which is discarded before the motor is started. Other equipment includes all necessary food, medicines, water, tool kit, radio, and about everything experience has shown may be necessary. It required just 57 seconds for the boat and parachute to reach the water after being released from the B-29.

#### TAILSHAFT TROUBLES IN LIBERTY SHIPS

Many of the 2,315 Liberty Ships in operation at the end of the war have had trouble with broken tailshafts, and in order to find a solution to this, the Todd Shipyards Corporation of Los Angeles have made a specially designed flywheel to reduce vibration, the first one being installed in the Liberty tanker "John Goode." Designed by Messrs. Gibbs and Cox according to recommendations of the American Bureau of Shipping, the cast-iron flywheel is seven feet in diameter, fifteen inches thick, and weighs 15,000 lb. It is expected that the flywheel will minimize danger of fracture or loss of the ship's tailshaft, while permitting it to rotate at full speed.

## SEA PIE

PERHAPS IT IS NOT AS MOTHER MADE IT, BUT FOOD AT SEA TODAY LEAVES LITTLE TO BE DESIRED, ESPECIALLY FOR PASSENGERS.

by Ronson Ramsay

IN the days of yore one would ask the question, "Who'd sell a farm and go to sea?" with some reason. There was more chance of picking up a square meal on a farm, be your position thereon ever so lowly, than there was if you transferred your activities to ploughing the waves.

But to-day things are changed. In 1945 it was the writer's experience to cross the Atlantic in a troopship, a large Western Ocean liner called the "Pasteur." He left London after a stay of some months there, resigned to the fact that a square meal of meat, even in so renowned a beef restaurant as Simpson's of the Strand, was impossible of attainment. But on board the "Pasteur" he fared well, not to say luxuriously.

Certainly there were only two dining saloon meals a day—and each of those of three sittings, for the ship was crowded, mostly with returning Canadian airmen—but there was meat in plenty at those meals, and always enough cold meat among the breakfast dishes—and bread to go with it—to enable one to emulate the late Lord Sandwich in providing in advance for a sumptuous midday meal in one's cabin.

Of course, you will always find plenty of grousing at ship's food. And especially at the tea, and that in particular among women passengers.

"My dear!" one will say, "what dreadful tea."

"Yes," he companion will reply. "But it's not the tea. It's the milk."

Yet they couldn't always blame the milk, even in the days when the seaman had a legitimate growl in some ships. Some of the passenger ships fared well. Take this newspaper advertisement in an Australian newspaper not far

short of a hundred years ago, as a suggestion of that fact.

#### BLACKWALL LINE OF PACKETS.

For London Direct.  
To sail with strict punctuality on Thursday, 22nd March.  
The favourite frigate-built ship OWEN GLENDOWER.

It went on to tell of how the "Owen Glendower" had a "Milk cow placed on board" for the first cabin passengers; and of how "a liberal supply of ale, porter, or spirits, and a weekly allowance of wine" was included in the dietary scale of the second cabin passengers; while the third class passengers were supplied with "a liberal variety of the best provisions," certainly a more conservative utterance than that addressed to the other two classes, but none-the-less encouraging.

That was in 1860, and the days of sail. Twenty-four years later, James Anthony Froude also speaks with favour of the milk cow carried in a passenger steamer in which he journeyed to Australia. One of a Scottish line, at that. "We had," he says in "Oceana," "a cow on board, and new milk every morning—and porridge such as only Scotch cooks and a Scotch company can produce."

The writer was himself in that same Scottish line at one time, a later period than that of Mr. Froude, indeed in the years shortly preceding World War I. But the food kept up to the standard that had impressed itself so favourably on the historian. In the half-deck and before the mast we fared full and plenty. Certainly we did not benefit from the ministrations of a milk cow, but had our weekly issue of Nestles or Ideal, which was so generous that we boys were able to save tins and vary our diet with bread

and butter smeared thickly with sweet condensed milk.

Butter, tea, sugar, and other dry stores were dispensed with as lavish a hand. The meals themselves were as plentifully provided, and excellent as to variety. Eggs were luxuries for Thursdays and Sundays—plum duff days—but there was no lack of meat, soups, fish, soft bread, puddings, and pies which, if not quite like mother makes, were nevertheless appetising and filling. Indeed, memory recalls one morning when one of us boys shoved a handful of tea into the enormous enamel teapot which served the half-deck, and hopped into the galley next door and held it under the big tap of the nearest of the three large boilers without looking at the boiler's contents first, and made a pot of scalding tea with Scotch Broth. It wasn't a bad brew, either.

The firemen and trimmers who came off watch at eight bells in the Second Dog got the black pan, and all sorts of trimmings from the saloon galley. The third class passengers fared the same as we did. As for the saloon passengers, here is a typical menu taken from the odds and ends of papers collected during the years at sea:

Olives.

Consomme Xavier—Creme d'Laferaux.

Boiled Tav Salmon, Hollandaise Sauce.

Salmi of Wild Duck.

Asparagus, Cream Sauce.

Roast Ribs of Beef, Horseradish.

Boiled Gammon of Bacon and Spinach.

Braised Turkey and Sausages.

Cauliflower, Baked and Boiled Potatoes.

Plum Pudding and Brandy Sauce.

Raspberry Jelly, Almond Slices.

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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## BEHIND THE NAVY

A Large, Closely Co-ordinated Organization  
Is At Work Enabling The Ships To Proceed  
On Their Lawful Occasions.

By A. E. Mollison

THE manifestation of the Navy to the general public is in the form of ships and the men who man them. The seaport resident, if he be in a naval base, sees the grey ships lying at their buoys or steaming in and out of the port, and is familiar with the blue uniforms of the libertymen in the streets of his city. Others have most of their knowledge of "The sure shield" from pictures and odd scraps of news in the press, almost invariably confined to ships and seamen. Certainly, those ships and men are the Navy. Without them there would be no Navy. But behind them, planning, building, and keeping those ships on the waters, and enlisting, training and caring for those men, is a large organization.

That behind the Royal Australian Navy is broadly based on the pattern of the British Admiralty. Let us take an overall look at it, and get a general idea of how it operates.

At the top of the "Tree" is the Australian Commonwealth Naval Board. It was established in 1904 by an amending Act to the Commonwealth Defence Act of the previous year, with a Director of Naval Forces as its Executive Officer. To-day it is constituted as follows: President, the Minister for the Navy. He is a Cabinet Minister, and represents the Government policy and views to the Board, and the needs of the Navy to the Government, and corresponds to the First Lord of the Admiralty in the Australian scene. The opposite number to the First Sea Lord in Australia is the 1st Naval Member of the Board. He is the senior Executive Officer and is also the Chief of the Naval Staff. He is concerned with all matters relating to Naval policy and maritime warfare; Naval Staff

business; transport; works; and ordnance stores. He is a Rear Admiral.

The Second Naval Member is Chief of Naval Personnel, and is concerned with all matters relating to personnel, and to supplies other than ordnance. He is a Commodore, and acts as Deputy for the 1st Naval Member when that officer is absent.

The Third Naval Member is an Engineer Officer, and is Chief of Construction, being responsible for all matters connected with Naval Construction and ships' repairs. He is a Rear Admiral.

The advent of the Naval Aviation Branch has resulted in the creation of the post of Fourth Naval Member, who is Chief of Naval Aviation, and responsible for that Branch. He is a Commodore.

The other two members of the Board are civilians, the Finance Member responsible for matters relating to finance and contracts; and the control of store accounting; and the Secretary, Department of the Navy, who is the Permanent Head of the Department, and administers the Department in accordance with regulations. There is also a Secretary to the Naval Board, who is not himself a Board member.

As Chief of the Naval Staff, the 1st Naval Member has on his Staff a Deputy Chief of Naval Staff responsible for all Staff matters—Operations, Plans, Operational Intelligence, Anti-Submarine Defence, Signals and Communications, etc. He has also a number of Directors directly responsible to him, i.e., the Director of Ordnance, Torpedoes and Mines, the Director of Naval Works, the Director of Naval Intelligence, and the Officer in

Charge of the Hydrographic Branch.

Other Directors are on the staff of the Deputy Chief of the Naval Staff, and are directly responsible to him. These are the Directors of Plans and Operations, of Training and Staff Requirements, of Naval Communication, and the Superintending Sea Transport Officer.

The Second Naval Member has various officers on his staff, whose concern is with personnel and stores. They include the Controller of Naval Demobilization and Manning, the Director of Reserves and Reserve Fleet, the Directors of Education and Vocational Training, of Personal Services, of Naval Stores, of Boom Defences, of Radio Equipment, of Victualling, and of Medical Services.

The Director of Engineering (Naval) is on the staff of the Third Naval Member, and is responsible for repairs and refits of ships, the conversion and fitting out of requisitioned vessels, operation of H.M.A. Naval Dockyards, advice on Naval Engineering Personnel, and other matters connected with engineering and dockyard work.

The Finance Member of the Board has the Director of Navy Accounts on his staff, with wide responsibilities regarding money transactions in Ships, Establishments and Offices, auditing, accounting, overlooking expenditure, preparation of estimates, dockyards cost accounts, and other matters relating to finance, besides the keeping of personal records of naval personnel.

There is naturally a large Secretariat, presided over by a civilian officer known as "Head of Naval Branch," directly responsible to the Secretary, and dealing with all secretarial matters. It includes also the Personnel Branch, which is concerned with all correspondence relating to Naval personnel; and the Director of Civil Personnel, responsible for the general administration of all civilian staff.

Navy Office, the Naval Board and the Directorates, constitute the central administration. Its powers radiate out to the geographical districts into which the Australian station is divided, in each of which is an administration on broadly similar lines to that of Navy Office, and responsible to Navy Office and, individually through the officers carrying out the work of the various Navy Office Directorates, to the various Directors in the Central Administration. Thus the Naval Intelligence Officer in a District is responsible to the Naval Officer in Charge of the district, but is also responsible to the Director of Naval Intelligence at Navy Office.

The whole is a closely co-ordinated organization which deals efficiently with the matters of building, repairing, fuelling, ammunition, storing, feeding, and generally providing for the upkeep of the ships of the Fleet. Within wide bounds it directs their comings and going. It looks after the welfare of their ship's companies, their food, mails, health, and general progress in the Service. And it enables the ships of the Royal Australian Navy, well found and well manned, to proceed on their lawful occasions, as may be desired and requisite.

SEA PIE.

Continued from page 27.

Savoury, Omelette au Cervelles.

Cheese, Dessert, Coffee.

Not a bad dinner, that! And in those days the saloon fare from London to Australia was £45. Some six weeks of feeding like a fighting cock, and transport with all found in the way of gear and attention for a distance of 12,000 miles or so for forty-five jimmy-o-goblins. Those were the days!

Sea travel under those conditions was the way to put on weight for anyone so inclined. A large proportion of a first class passenger's day was put in subscribing to the inner man. He had about seven meals or near meals during his waking hours. Called

with morning tea and toast, and a little fruit. Breakfast—on the same ample lines as dinner. It started off with cereals or porridge, and wended its way via fish, eggs in various ways, bacon, curry-and-rice, chops or steak, maybe dry hash or Irish stew or sausages or some other dainty, hot rolls, toast, marmalade, tea or coffee, to girdle cakes and syrup or some similar finale.

Beef tea and biscuits brought round by the deck steward at seven bells, or ice cream in the tropics. Lunch, thick and clear, two or three entrees—Lancashire hotpot, or sea pie, or devilled bones, or underground mutton, or fricasee of something, and always curry and rice; Bombay curry, Chittagong curry, Madras curry,

Cawnpore curry, Bengal curry, curried prawns, dry curry, vegetable curry, curried lobster, with Indian chutney and Bombay Duck. A good selection of cold collation, four or five kinds of cold meat, and a choice from the pies—Leicester Pie, Melton Mowbray Pie, and the rest of the family. And sweets and cheese, and coffee.

Afternoon tea at one bell, tea and cakes and tarts, or thin bread and butter. Dinner at two bells in the Second Dog. You have already been given a sample of that, and you cannot come back for a second helping at this stage. But enough has been said to show that all sea food was not bad, nor all sailors starved, even in the days before cafeteria messing and the improved conditions afloat.

## NAUTICAL QUIZ

- (1) Cromwell's soldiers were known as "Ironsides." What ship was known as "Old Ironsides"?
- (2) Do you know the names of the British admirals and those of their flagships in the following actions? (a) Battle of Matapan. (b) Sinking of "Bismarck". (c) Sinking of "Scharnhorst".
- (3) The ship that laid the first Atlantic cable had additional claims to fame. Do you know any of them?
- (4) Rodondo is a landmark well known to navigators on the Australian coast. Where is it?
- (5) The American author of "The Outcasts of Poker Flat" wrote a poem centring around one of the world's great ocean trade routes of bygone years. Do you know poet and poem?
- (6) The following islands lie in the approaches to ports. Can you name the ports? (a) Breaksea Island, (b) Anticosti Island, (c) Ailsa Craig, (d) Robben Island, (e) Ushant, (f) Rottneest, (g) Long Island, (h) Magnetic Island, (i) Shadwan Island.
- (7) Rear Admiral Collins was the first graduate of the Royal Australian Naval College to command the R.A.N. Squadron, and is the first graduate to become First Naval Member of the Commonwealth Naval Board. Is he the first R.A.N. officer to hold those positions?
- (8) Two classes of ships built in Australia during the recent war were named after Australian rivers. What classes were they?
- (9) What is the difference between clinker built and carvel built boats?
- (10) John Harrison made an instrument of great value to navigators. What was it?

Answers on page 48.



# News of the World's Navies

## PERSIAN OIL FOR U.S.N.

Delivery of 98,500,000 barrels of Persian Gulf oil will be made to the United States Navy during the next five years. A contract signed with the Caltex Oil Products Co. of California secures this quantity at a price of 182,850,000 dollars, or approximately 1.89 dollars a barrel. U.S. Navy authorities said that purchase of Persian Gulf oil at prices lower than United States rates will save the Government money and will leave more oil in the States for civilian use and to support national defence, while in addition savings will result from shorter transportation, since the oil products will be used in areas closer to the Persian Gulf than any other oil producing areas.

## R.N. FLIERS THRILLED NEW YORK

Nine British aircraft, five belonging to No. 806 Naval Air Squadron and four to the R.A.F., "stole the show" at the ceremony of dedicating the New York international airport at Idlewild early in August. Four Royal Navy fliers, led by Acting Lieutenant-Commander D. B. Law, D.S.C., R.N., gave a 15-minute demonstration of precision flying demonstrating manoeuvrability at speed. At a height of only 20 feet they looped and rolled in tight formation. A twin-engined Sea Hornet, with one engine cut out, flew upside-down at only 150 feet. The Navy fliers then demonstrated synchronised flying by taking off in two aircraft simultaneously but in opposite directions from the same runway.

## "A PROFOUND IMPRESSION"

During the ceremony at Idlewild, the British aircraft took part with nearly 900 American warplanes in a programme which lasted seven hours. The visitors received the greatest ovation of the day from an audience of 215,000

when they made their appearance nearly at the end of the programme, giving their display after the newest types of American fighters and bombers, some making their first public appearance, had made a mass fly-over. In congratulating No. 806 Naval Air Squadron on an "exceptionally fine and polished display" in New York, Rear-Admiral The Mackintosh of Mackintosh, C.B., D.S.O., D.S.C., Vice-Controller Air and Chief of Naval Air Equipment, said "You made a profound impression on 200,000 people who saw your show."

## U.S. COAST GUARD ANNIVERSARY

Among the American participants in the air display at Idlewild were U.S. Coast Guard personnel, who gave a special demonstration showing rescue work by helicopters. This demonstration was part of the Coast Guard's 158th. Anniversary observance. Founded on the 4th. August, 1790, as the Revenue Marine Service by Alexander Hamilton, first Secretary of the Treasury, the Coast Guard was composed of ten cutters. The Lifesaving Service was formed in 1847 and combined in 1915 with the Revenue Marine, which had been renamed the Revenue Cutter Service, to form the Coast Guard.

## IN WAR AND PEACE

During World War II, the U.S. Coast Guard, with 180,000 officers and enlisted men, safeguarded the coasts of the United States, hunted down enemy submarines, and participated in invasions in both the European and Pacific war theatres. Now composed of 17,000 men and 2,500 officers, the Coast Guard is charged with search and rescue work; the maintenance of lifeboat stations; care of more than 38,000 aids to navigation units; merchant ship inspection; International Ice Patrol; patrol of

the Bering Sea, and weather patrol. In the last year the service rescued 69 persons from a downed flying boat in mid-Atlantic; rescued more than 5,000 persons and protected property valued at 160,000,000 dollars; aided families stricken by floods in the Middle West and others surrounded by forest fires in Maine, and assisted hundreds of ships damaged at sea.

## "KNOCKED ME DOWN WITH A ROLLING PIN"

When Petty Officer Wren E. Kelly, of the Royal Naval Aviation Establishment H.M.S. "Sea Eagle" near Londonderry, Northern Ireland, suspected pilfering of larder stores, she and Wrens C. K. Anderson and A. Hiller, made fast all the doors and windows to the Main Galley late at night and locked themselves in the larder, in order to get at the truth of things and clear the W.R.N.S. cooks of suspicion. They waited in darkness until the small hours, when footsteps were heard, a key was inserted in the door, and the door opened. The intruder was struck with a rolling pin and detained while the Petty Officer of the Guard was summoned. The W.R.N.S. ratings concerned—who were commended by Vice-Admiral E. R. Archer, C.B., C.B.E., Flag Officer Scotland and Northern Island—were all of slight build, and had no knowledge of the number or character of the suspected thieves.

## U.S. NAVY FOR 1949

The United States Navy plans to operate 277 major combatant ships in the fiscal year 1949, according to Mr. Hanson Baldwin in the "New York Times." Auxiliaries, small combatant vessels and supporting ships of various types, including landing craft, will total 486, or a grand total of 763 naval vessels. The Atlantic Fleet, including naval forces in Europe

and the Mediterranean, will consist of six carriers; four escort carriers; 12 cruisers; 33 destroyers; 41 submarines; three destroyer escorts; and an amphibious "lift" for two regimental combat teams; the ships manned to 65 to 75 per cent. wartime complement. In addition will be two light carriers; one battleship; four cruisers; 18 destroyers and five destroyer escorts, manned with reduced complement for training of Reserves.

## THE PACIFIC FLEET

The United States Pacific Fleet for the 1949 fiscal year, including Naval forces in the Far East and Western Pacific, will consist of five carriers; three escort carriers; 15 cruisers; 48 destroyers; 35 submarines; five destroyer escorts; and amphibious "lift" for two regimental combat teams; the ships manned to 65 to 75 per cent. wartime complement. There will in addition be one battleship and 16 destroyers manned with reduced complement.

## "ANSON'S" ROMAN CATHOLIC CHAPEL

Cardinal Griffin, Archbishop of Westminster, presented a carved teak plaque to officers of H.M.S. "Anson" for installation in the ship's Roman Catholic Chapel—the first chapel of its kind in any ship of the Royal Navy. At the same time Cardinal Griffin announced that he had accepted an invitation to become an honorary Chaplain in the Royal Naval Volunteer Reserve. He is the first Cardinal or Archbishop to hold such an office. No Roman Catholic Archbishop has ever before been an honorary Chaplain, so that the additional appointments of the Archbishops of Liverpool and Edinburgh to similar offices in their respective Divisions are also a break with previous custom.

## END OF THE "RENOWN"

The last of the British battle cruisers, H.M.S. "Renown," left Plymouth on the 3rd. August on her last voyage, towed by tugs to

the Clyde-side breakers' yards. Thirty-two years of age, "Renown" took the Prince of Wales on his world tours, and brought the King and Queen, as Duke and Duchess of York, out here to Australia. Three years ago the King met President Truman on board "Renown" in Plymouth Sound. The ship is being broken up by Metal Industries Ltd., at Faslane, a wartime emergency port on the Gareloch. Built at the Fairfield Yard, Govan, at a cost of more than £3,000,000, her various refits since have cost more than £4,000,000.

## U.S. FLEET BACKS FOREIGN POLICY

The U.S. Vice-Chief of Naval Operations, Vice-Admiral Arthur W. Radford, recently said that the U.S. Navy's powerful Mediterranean fleet is being kept on the move to back up American foreign policies in that troubled area. "In the event of sudden war with a European power, it is this same fleet with its control of the seas, which would enable us to reinforce and supply American troops and civilians, or to evacuate them." "Our task forces are America's modern Minute Men," the Admiral stated. "We can depend upon them to display seapower for peace at any time in any part of the world."

## R.N. DIVING RECORDS

What is believed to be the deepest dive yet made in an Admiralty flexible deep diving suit form of dress, was made in Loch Fyne, Scotland, on the 28th. August, when Petty Officer Diver William Bolland, of Leicester, reached a depth of 335 feet in an experimental deep dive from H.M. submarine rescue ship "Reclaim." Petty Officer Bolland descended to 335 feet at 9.29 a.m., but it was not until 4.45 p.m. when he had been raised to the surface, that he was permitted to leave a decompression chamber. The former record, a dive of 440 feet, was held by America. This American record

was broken by another member of the "Reclaim" party, Petty Officer W. Soper, of Colchester, Essex, who on the day of Bolland's dive reached a depth of 451 feet. A third member of the team, Mr. B. Barrington, of Maidenhead, reached a depth of 358 feet, 14 feet more than the previous British record.

## BRITISH SEA CADETS

More than 100 British Sea Cadets went afloat during the Summer Recruiting Cruise undertaken by two of His Majesty's Motor Torpedo Boats. Led by M.T.B. 3008 (Lieutenant I. A. Beattie, R.N.), the boats sailed from Portsmouth on the 16th. August, and visited Newhaven, Dover, London, Lowestoft, Yarmouth and Felixstowe.



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# THEY WROTE OF THE SEA

And Whether The Genuine Sailorman Who  
Wrote The Shanties, Or Their Landmen  
Imitators, Their Work Holds Popular Fancy

By R.R.

IN writing of those who have written of the sea, one embarks on a large subject. Their name, if not legion, is certainly many, as might be expected among writers of English, for the sea is so much a part of their lives. And they write of many phases, and in a number of mediums. Here it is proposed to jot down just a few random thoughts on those who have written our sea songs—very random thoughts, and of necessity, because it is a large subject, on very few of those who have so written. For not only are they many, but so great a number of them hide their identity under that pseudonym "Anon."

Where should we start? Probably that exhortation to "Rule, Britannia," is as good as any, although it is by no means the first. Even about that song, well-known as it is, there is some doubt as to authorship. It lies between two—James Thomson, a Scottish borderer of the eighteenth century, and David Mallet. Both were poets, and collaborated in the production of the masque of "Alfred," in which "Rule Britannia"—with music by Thomas Arne—was first heard. It is usually attributed to James Thomson.

It shares with another well-known English sea song the privilege of being misquoted by many of its singers, who turn an exhortation into a statement. "Rule, Britannia, rule the waves; Britons never will be slaves," wrote Thomson. "Britannia rules the waves," roar many hearty singers. It is a mistake which gave rise to that jest related to *mal-de-mer*, "Why doesn't she rule them straight?"

The other well-known song?

David Garrick's "Heart of Oak." "Heart of oak are our ships, Heart of oak are our men," were Garrick's words, so often translated into the plural. Garrick was another eighteenth century writer. A little earlier than Thomas Campbell, whose "Ode to the Germans" does declare that "With Freedom's lion-banner Britannia rules the waves," and whose "Ye Mariners of England" is one of our best-known sea songs.

About the same period as Campbell was Charles Dibdin, that prolific writer of some 600 songs, including a number of the sea, one of the best known being "Tom Bowling." That song was written on the occasion of the death of Charles Dibdin's brother, who was for many years the master of a merchant vessel: "His form was of the manliest beauty, his heart was kind and soft; faithful, below, he did his duty; but now he's gone aloft." It was he, too, who in "Poor Jack" told of that "Sweet little cherub that sits up aloft" to keep a kindly eye on the sailor. He gave us, also, in "The Sailor's Consolation" that story of "A strong Nor'wester's blowing, Bill: Hark! don't ye hear it roar, now? Lord help 'em, how I pity them Unhappy folk on shore now."

Also of about that time we were told how "Til next day, There she lay In the Bay of Biscay, O!" Who wrote "The Bay of Biscay"? I suppose there are few who, if asked that question, would not have to do as this writer did—go and look it up. It was Andrew Cherry, an Irish actor and playwright of the late eighteenth and early nineteenth centuries. It is strange about these

old songs, they are so well-known, but the names of their authors are not generally so.

Allan Cunningham, the Scot-writer, was of about the same period, with his famous "A wet sheet and a flowing sea, and a wind that follows fast."

That fine sailor and cultured man, Captain W. B. Whall, Master Mariner, in his excellent "Sea Songs and Shanties" will have none of this type of song as a sea song. They are "not real sea songs but imitations by landmen. In this category are 'The Death of Nelson,' 'The Anchor's Weighed,' 'Heart of Oak,' 'The Arethusa,' and many others of a like nature. Nearly all these songs appeared originally upon the stage during the long period when we were engaged in naval warfare with Continental nations. . . . An older class of sea song is composed of 'Come all ye's! Such songs were chiefly written by some half-educated printer's tout, and printed for street ballad singers who sold them to the lower classes literally by the yard. . . . After any notable fight at sea, whether between fleets or single ships, one of these ballads was promptly put on the market, and usually began somewhat in this strain: 'Come all ye gallant sailors bold, And listen to my song.' Hence their general appellation. The destruction of the Spanish Armada gave birth to such songs, and there are still earlier examples."

No doubt Captain Whall was right, but at the same time the fact remains that many of these old "landlubber" songs have stood the test of time, and are being sung with gusto two hundred or so years after they were written. There is another class of sea song written by landmen. The ballad of the "Anchored" type. "Flying with feathery prow over the summer sea, Sheer through the seething gale, homeward bound was she." And in addition to the "Come all ye's" there are the "O' Mines"—"Shipmate o' Mine" and its brothers and cousins.

They, also, seem to catch and to hold the popular favour.

Sir John Squire has parodied Sir Henry Newbolt in another type of popular sea song in one of his "How They Do It" verses: "It was eight bells in the forenoon and hammocks running sleek, (It's a fair sea flowing from the West). When the little Commodore came a-sailing up the Creek, (Heave Ho! I think you'll know the rest). Thunder in the halyards and horses leaping high, Blake and Drake and Nelson are listenin' where they lie, Four and twenty blackbirds a-bakin' in a pie, And the 'Pegasus' came waltzing from the West."

They all serve a good purpose, these songs and ballads. And their popularity proves the deep hold the sea has on the minds and imaginations of the British peoples, even though they are not true sea songs, measured by the standards of the shanty. The depth of that hold is shown, also, in the revival of interest in the shanties. "It is somewhat peculiar," says Captain Whall, "that sea songs and shanties have been so much before the public in late years, when it is considered that the palmy days of those melodies were fifty years ago." He could add something in time to that, for he wrote it nearly forty years ago.

And the fact that his own collection, first published in 1910, had run into six editions by 1927, shows that the public wishes to have their sea songs and shanties before them, and that provided they have a good swinging air and tell a lusty story of the sea, it matters not very much whether they are written by those old anonymous seamen who first gave us "A-Roving," "The Banks of the Sacramento," "Blow, Boys, Blow" and the others of the genuine article, or by the landmen imitators.

## N.S.W. LEADING STOKER'S BRAVERY

Won British Empire Medal During Air Raid Fire on Ammunition Ship In Malta When One Of The Crew Of H.M.A.S. "Perth."

EARLY in 1940, H.M.A.S. "Perth" made her first appearance in Australian waters. She had commissioned in England shortly before the outbreak of war in 1939, and was on her way out here when hostilities were declared. Her passage was a long one, for she spent some months on patrol in West Indian waters, keeping watch over the German merchant ships interned in the Dutch West Indies.

She spent some months in Australian waters, but before the end of 1940 she was off again overseas, this time to the Mediterranean. She arrived at Port Said via the Suez Canal on the 23rd. December, 1940, reached Alexandria the following day, and entered straight away into the life of the area, spending the 29th, and 30th. December in support of a destroyer flotilla which was on a sweep to the westward. She saw the old year out without sighting the enemy in the Mediterranean. She was to see something of them the following month, however.

During January, 1941, she was in Malta, and while there experienced one of the very severe air attacks on the harbour, when the dockyard was subjected to very severe dive bombing. "Perth" suffered a near miss off the starboard quarter. Lying astern of her was a merchant vessel loaded with munitions, and this ship suffered a direct hit with a bomb, and was on fire. "Perth's" personnel did some excellent work in fighting the fire in this ship, and the exploits of one of "Perth's" company earned him the British Empire Medal, which was awarded on the 5th. August, 1941, "For bravery in boarding a burning merchantmen during an enemy air attack."

The man in question was Acting Leading Stoker Peter George Allom, R.A.N., of New South Wales, who had entered the Navy in 1934, and was a member of the ship's company of "Perth" from a few days after the outbreak of war until the ship's loss in the Sunda Strait action of the 1st. March, 1942. Here is the story of how he won his decoration.

"Acting Leading Stoker P. G. Allom, 20619, formed part of the fire party sent from H.M.A.S. 'Perth' to the ammunition ship 'Essex' when struck by a bomb during an air raid on Malta on 16th. January, 1941. He showed great devotion to duty in fighting the fire, setting an excellent example by his cheerfulness and resource at a time when things looked very serious. The fire was inaccessible, necessitating its being attacked through the square ports."

"This man, from the commencement of the fire, played hoses through the ports which were smashed as requisite, directing the very unwieldy hoses with great skill and resolution, until the fire was extinguished. Then despite fatigue he assisted in clearing debris, removing bodies and smouldering materials, until the dockyard authorities took control. By his example he added much to the morale of the remainder of the hands, combining to save a very unpleasant situation."

It is regretted that Acting Leading Stoker Allom did not live to see the end of the war. He was lost in action in H.M.A.S. "Perth" in her last fight that night in Sunda Strait, fourteen months later.

## QUESTION BOX

CONDUCTED BY

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

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

H. J. Deeble, Earlwood.—Further particulars regarding the German aircraft carrier Graf Zeppelin (July issue). When construction of this ship ceased, much of the air and ship equipment intended for it was sent to Genoa for incorporation in the Italian aircraft carrier Aquila. This Italian ship was formerly the liner "Roma," well known on the Atlantic service, and was being reconstructed as an aircraft carrier (fleet), being re-engined for a speed of thirty knots and to carry 26 fighter bombers. The "Aquila" was practically ready for trials when Italy surrendered, and was to have been dismantled. There has been no report of this having been done.

The Graf Zeppelin was found lying in a backwater of the Oder River near Stettin after the German surrender in May, 1945, and was seized by the Russians. It was proposed that she be towed to a Russian port for dismantling and breaking up. She has left Stettin for an undisclosed destination, but again no report has been received that she has been broken up; she may even yet appear in the Russian Navy.

"Peregrine."—The Howard Smith steamer "Peregrine" (July issue) had a sister ship of the same name, constructed a year later by the same builders, Thompson and Co., Dundee, for the same owners, General Steam Navigation Co., London, to replace the Australian ship. When this latter ship was lengthened, the extra forty feet was built in between the bridge and the funnel rather detracting from her previously neat appearance. Incidentally, though her engines

and boilers were not altered in any way (other than a complete overhaul) she showed quite a considerable increase in speed. As mentioned, she was sold to the China coast, being purchased by Moller and Co., Shanghai, but remained under the Red Ensign. She had a bad stranding in July, 1917, and shortly after, was taken over by the Shipping Controller, London, being used in various trades until 1920, when she was sold for breaking up. Her sister ship disappeared from the Register about the same time.

"Runic."—The White Star liner "Runic," 12,500 tons, was sold in 1929 to Chr. Salvesen and Co., Leith, and converted to a whaling steamer, being renamed New Sevilla, her tonnage being increased to 13,801. For many years she carried on her new work, until 20th. September, 1940, when she was torpedoed by an enemy submarine in 55.48 North, 07.22 West.

"Anglo Australian," steamer—Norton's "They Disappeared No. 10," (August issue). This ship was commanded by Captain Frederick Parslow who was second officer of the steamer "Anglo Californian," of the same line, and commanded by his father, Captain Archibald Parslow. In 1915, the "Anglo Californian" was attacked by a German submarine and Captain Parslow turned his ship away from the U-boat. Shortly afterwards, a shell burst over the bridge killing the Captain and the man at the wheel. Frederick Parslow was on the bridge, too, but was uninjured just at that time; lying on his stomach at the wheel, he coned the ship through a gap in the

boarding of the bridge front, with more shells bursting above him, being wounded by a splinter. Shortly after, the arrival of a destroyer drove the enemy off and "Anglo Californian" safely arrived.

She was sold to the Cunard Line, renamed "Vandalia," and later sunk. Frederick Parslow continued his career with Lawther Latta and Co. eventually commanding a number of their ships. His ship "Anglo Australian," on her last voyage, was in ballast, and the Board of Trade inquiry found her disappearance was caused by the ship breaking in two suddenly through sagging whilst supported at her ends between two waves, "there being a considerable concentration of weight amidships."

L. D. M. Roberts, Brisbane.—Mention is made in the September issue that the sloop "Marguerite" arrived in Australia in 1919, a gift from the British Government to the Australian Government. This is amplified by the following. Amongst the minefields laid by the German auxiliary cruiser "Wolf" were those at Cape Farewell, New Zealand, and Cape Everard, Victoria. Australian minesweepers, which included the tugs "James Paterson" and "Champion," and the ex-Bay steamer "Coogee" had swept the Everard minefield. Early in 1919, having received detailed information from the German Admiralty as to the exact locations of all fields laid by enemy minelayers, the British Admiralty sent the minesweeping sloop "Geranium," "Mallow" and "Marguerite" to New Zealand to clear those waters. The Australian Naval board had not been satisfied that the Everard field had been properly dealt with, and requested the Admiralty to make the three sloops available, upon completion of their New Zealand task, to re-sweep this minefield. The ships completed the Everard job in September, 1919, then proceeded to Sydney. Some time after their arrival there, they were presented to

Australia by Britain. Only two minefields laid by the German Navy in 1914-18, were not discovered by the British. They were both laid by the "Wolf," one being on the eastern coast of Malaya, north of Singapore, and the other the one laid off Cape Everard, well away from the regular sea lane from Wilson's Promontory and Gabo Island.

"Nemo," Lane Cove, N.S.W.—Referring to the reason why the gift cruiser "Shropshire" did not take an Australian name, it was originally intended (and was announced in the newspapers that she would) that she was to take the name of the sunken "Canberra." I understand that H.M. the King's approval to the change had been obtained, but before the actual change could be made, it was announced by the United States Naval Board that the name of the 13,600 ton cruiser "Pittsburgh," laid down on 3rd. September, 1941, at Quincy in the yards of the Bethlehem Steel Co., had been renamed "Canberra" in honour of the Australian ship sunk in action with the three U.S. ships "Quincy," "Vincennes" and "Astoria" in the Solomons, as mentioned in the August issue. The U.S.S. "Canberra" was launched on 19th. April, 1943, and commissioned on 14th. October, 1943. As it would have been confusing to have two ships of the same name operating in the same area and actions, and also to have shown a lack of appreciation, on our part, of the American gesture, it was decided to leave "Shropshire's" name unchanged. Instead the name of the Australian large Tribal class destroyer "Kurnai" was changed to "Batavia," to honour the American defence of that Peninsula, and also to reciprocate the kindly feelings of the American renaming of their cruiser.

## BOOK REVIEWS

By G.H.S.

"Three Years With Eisenhower," The Personal Diary of Captain Harry C. Butcher, U.S.N.R., Naval Aide to General Eisenhower, 1942 to 1945. William Heinemann Ltd., London and Toronto.

THIS is not a new book. It was first published in 1946. But it so happens that it is only within the past few weeks that a copy has come the way of this reviewer, and he has enjoyed it so much, and there is so much of naval interest in it, that it occurs to him first that there may be some others who are in the same boat—i.e., that they have not had the opportunity of reading the book itself—and second that it contains much that is of current interest, that to write about it at this stage may not be out of place.

As a matter of fact this is not a review. It is merely a culling from the book, from which there is quite a lot to cull. It is a revealing book, in disclosing the characters of the two chief personalities, General Eisenhower—"Ike"—and "Butch." Not that Captain Butcher intrudes himself, but as this is a personal diary written in the first person, he is with the reader all the time. And the reader is inevitably drawn to like both him and his Chief.

In this, his dedication is well chosen. "To General Eisenhower and the spirit of understanding which he inspired." And here we have the current interest. For what General Eisenhower was striving for during the whole of his period as Commanding General and Supreme Commander of the Allied forces in the European theatre was complete understanding and complete unity between the Allies and, one feels, especially between the Americans and the British. It was his theme song from the start. He preached the need at all his Press conferences, and at any convenient occasion.

In Algiers, in May, 1943, he received the Chinese Mission,

who presented him with an autographed picture sent personally by Chiang Kai-shek. "Of course, they wanted Ike's opinion on conduct of the war. He gave them Lecture A, on the need of Allies sticking together—for twenty minutes."

And also in Algiers in December of the same year at a Press conference when he was asked when he thought the war would end: "It is my conviction that the Allies will win the European war in 1944. The only thing needed for us to win the European war in 1944 is for every man and woman, all the way from the front line to the remotest hamlet of our two countries, to do his or her full duty."

Captain Butcher records an occasion in North Africa when Eisenhower called on General Alexander "to emphasize the need of the British respecting Americans and of preventing loose critical talk . . . In his current efforts to improve British and American relationships, I see in Ike something akin to a fireman atop an observation tower watching a forest for smoke or flame. He has put out some fires by logical argument that to win the war the Allies must stick together. As part of his 'prevention of fire' campaign, he visited with General Alexander, having already dealt with the question on the American side. Incidentally it is now 'Ike' and 'Alex.' Ike emphasised his thorough belief that to create the proper atmosphere for development of friendly relations, the top commanders must at all times preach it and also police it. Any American officer spreading anti-British sentiment is likely to be sent home. On the other hand, there have been instances where

certain British officers have spoken unwisely. General Alex. will undertake to deal with this type."

"I have observed," says Captain Butcher, "that GIs, Tommies, and French soldiers in combat or even in the forward area find upon close association a great deal in common. This is especially true of American troops who have been in the British Isles. At AFHQ, where Americans and British work and live together, the same is true. I agree with Ike that we have at AFHQ a crucible for forming an effective method of achieving Anglo-American co-operation. This may well spread to other theatres and perhaps even to our respective home peoples. It is possible Ike's effort here may well be regarded as the shining example to accomplish world organization for peace."

Later, Captain Butcher explains how things worked so well at AFHQ. It was when Admiral Cunningham sent to Eisenhower to enquire, just before the 4th. July, "what the Royal Navy might do to help the Americans celebrate their independence from the British." He suggested dressing ships. Ike was delighted that the Admiral had made the suggestion, which was elaborated on, and an impressive ceremony was arranged, with ships dressed and

salutes fired and bands playing.

"After the ceremony, I spoke to Brigadier Whiteley, our good-natured and efficient British Deputy Chief of Staff, about the significance of the day, and chided him about America being a 'lost colony.' Whiteley's reply was, in effect, that the British Empire would not have become an Empire if it had had to drag along the United States. It's this kind of kidding that makes this outfit click. This line of talk flows from Ike himself. Many times I've heard him talking to the British, joking about our different pronunciations of words. Often he asks them how they account for their pronunciation of 'gas mawsk' with first the short and then the long 'a'. Occasionally he says, 'Some time I'll take time off and teach you English English.' They love it."

Ships were the main factor in all the Allied operations. In "Torch"—the invasion of North Africa; in the Cross-Channel attack on Europe; and in Burma and the Pacific. When "Torch" was being planned: "The limiting factor is naval escort, and as the British are putting in all they can find, evening to stripping their fleet in the Indian Ocean, they feel the U.S. will have to assign more warships to Torch. The U.S. Navy is hard pressed to

meet all the demands placed upon it: escort of convoys, active fighting in the Pacific (a naval battle is even now raging in the Solomons). Increasing demand for warships of all kinds for a variety of urgent duties makes the ever-rising production of ships in America seem as if it is only moving at a snail's pace—yet it's prodigious."

Captain Butcher gives some interesting pictures of personalities. "General Marshall's whole attitude toward Ike was that of father to son. This morning at breakfast (Ike had already eaten and gone to the office) General Marshall gave me 'orders' to take care of Ike, keep him out of the office as much as possible, get him home early, get a masseur, have him rubbed down every evening before dinner, make him take a little nap before dinner, make him get a place where he can ride horseback or get some form of exercise, and, in general, do things that relax his mind and body, so he can have a fresh point of view while meeting ever-pressing decisions."

"He may think he has had troubles so far, including Darlan, but he will have so many more before this war is over that Darlan will be nothing," General Marshall told me. "You must look after him, he is too valuable an officer to overwork himself." . . . "It is your job in the war to make him take care of his health and keep that alert brain from overworking, particularly on things his staff can do for him. You must get a masseur. That will give him exercise and, most of all, relaxation."

General Eisenhower's detestation of the Germans was manifested when von Arnim was captured in Tunisia. "General Ike is sending our G-2, Ken Strong, to interview von Arnim when the C-47 bearing him stops at Maison Blanche. Ike refuses to see von Arnim, his hatred of the Germans, and particularly of the Nazi ideology, being so strong that he does not trust his own reactions before a representative of

the Prussian and Nazi regime."

Of the "Mulberry's." "The Commando Chief"—Lord Louis Mountbatten—"has some new wrinkles in warfare. Reconnaissance of the Channel coast of France indicates that the Germans are heavily defending the ports, realizing that the only way we could maintain a foothold for operations on the Continent would be through a port. Consequently, Lord Louis, who frequently surprises me by his amazing ability for discovery of ingenious devices for war, has consulted with scientists and has come up with three types of 'false ports', the use of which would make unnecessary for a time, at least, the occupation of an established port. One of these possibilities utilizes the principle that bubbles in water transmit energy. One scientist has proposed the laying of a perforated pipe line on the floor of the sea on the invasion coast through which a great volume of air would be released. The heavy upward flow of bubbles would absorb the force of the waves. Another scheme was to have huge canvas bags moored to form a floating mole. Another is to float across the Channel a huge artificial harbour and to sink a large number of old merchant ships to form a breakwater. Other ideas are in the works—anything that will create an artificial harbour will help an invasion. The guy is a Rube Goldberg—and an efficient one—at war."

Another matter causing concern to General Eisenhower, and to others, was the British and American insistence on "unconditional surrender" of the defeated enemy. "Mr. Macmillan, the British Minister, is back from his visit in London, but missed the P.M., who had already gone to Canada. His brother ministers of the Cabinet, particularly Sir Stafford Cripps, felt AMGOT could do more for democracy if it immediately held free and open elections in the territory we occupy in Sicily. According to

Bob Murphy, Macmillan felt dejected. The British public, he reported, seemed rather tired of the war but, oddly, is insistent on 'unconditional surrender'. The two simply do not fit. We can shorten the war by giving Italy honourable terms, not to mention the lives that would be saved."

It is interesting to note that Major-General J. F. C. Fuller, in his *Strategical and Tactical History, "The Second World War, 1939-45,"* recently published, comments on and strongly condemns the announcement at the Casablanca Conference of January, 1943, that the war aim of the Allies was "Unconditional Surrender." These words, he says, were to hang "like a putrefying albatross round the necks of America and Britain." Firstly because no great Power could submit to them, and therefore the war must be fought to the point of annihilation. Secondly, because it would mean the smashing of the balance of power in Europe, leaving Russia as the dominant Power. "Consequently, the peace these words predicted was the replacement of Nazi tyranny by an even more barbarous despotism."

The Navy helped at Salerno, as we know. "Admiral Hewitt suggested that the general situa-

tion ashore called for employment of heavy air bombardment and naval bombardment by battleships and other major vessels which could strike behind enemy positions. He asked Admiral Cunningham if such forces were available. In answer to Admiral Hewitt's question, the Commander-in-Chief Mediterranean ordered two battleships—they were "Warspite" and "Valiant"—and appropriate screening destroyers to Salerno Bay."

When things were going badly at Salerno, and General Eisenhower was naturally worried, there occurred an item of comic relief at Headquarters. "Yesterday a cablegram arrived from Cape Town, South Africa, reading: 'I offer donate ten thousand pounds toward war funds if you arrange for Mussolini's personal appearance on the stages of our Cape Town theatres. Three weeks' engagement.—Stodel African Theatres Ltd.'" Ike's comment on this is not given.

As was said at the beginning, this is not a review, it is merely a culling from the book. There is much more that one could cull. And it is all good reading. In the book one gets well-drawn pictures of fine men. One reads of foolish things done—mistakes made that will have effects for long.

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# WHAT THE NAVY IS DOING

A NAME well known in Australian naval annals will soon be appearing in these columns as a regular thing—that of H.M.A.S. Sydney, the new aircraft carrier. She will shortly be commissioned at Devonport, and will be re-named Sydney by Mrs. J. A. Beasley, the wife of the Australian High Commissioner in London.

Changes in appointment in the Royal Australian Navy, announced by the Naval Board since the last issue of "The Navy," include that of Captain R. V. Wheatley, R.A.N., who has been Commanding Officer of H.M.A.S. Swan, and Senior Officer of the 20th Minesweeping Flotilla since October, 1945, and who now becomes Chief Staff Officer to Rear Admiral G. D. Moore, C.B.E., Flag Officer-in-Charge, Sydney. Captain Wheatley succeeds Captain J. C. Morrow, D.S.O., D.S.C., R.A.N., who has been Admiral Moore's Chief Staff Officer since April last, and who

now goes to the United States to become Naval Attaché at the Australian Embassy, Washington.

Captain S. H. K. Spurgeon, D.S.O., R.A.N., who has been Naval Attaché at Washington for the past four years, will return to Australia and assume the appointment of Commanding Officer of the Sydney Shore Establishment, H.M.A.S. Rushcutter, and become Recruiting Officer, New South Wales. He will succeed Commander J. S. Mesley, D.S.C., R.A.N., who has been appointed Assistant to the Captain of the Naval Dockyard, Garden Island—Captain F. B. Morris, R.A.N.

Captain R. G. Poole, R.N., who, as it was advised in the previous issue of "The Navy," was to arrive in Australia to take up the appointment of Commanding Officer of H.M.A.S. Albion, the Naval Air Station in New South Wales, assumed command on the 27th September.

## SQUADRON

## DISPOSITIONS

### The Cruisers

H.M.A.S. Australia (Captain H. M. Burrell, R.A.N.), wearing the Flag of Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., Flag Officer Commanding the Royal Australian Naval Squadron, arrived at Westernport, Victoria, on the 15th October, and departed thence on the 22nd October for Melbourne, where she remains until the 8th of this month. She is due in Sydney on the 10th November, and two days later will commence 50 days availability for leave and for urgent defects. She will sail from Sydney early in January, 1949.

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

H.M.A.S. Shropshire (Com-

mander G. L. Cant, R.A.N.) is in Sydney, paying off into reserve.

**10th Destroyer Flotilla**  
H.M.A.S. Warramunga (Captain (D) 10, Captain W. H. Harrington, D.S.O., R.A.N.) is due to arrive at Sasebo on the 4th of this month, where she is relieving H.M.A.S. Bataan on duty with the British Commonwealth Occupation Forces. Warramunga will in turn herself be relieved in Japanese water by H.M.A.S. Shoalhaven in time to enable her to return to Sydney by the end of February next year.

H.M.A.S. Arunta (Commander F. N. Cook, D.S.C., R.A.N.) arrived at Westernport, Victoria, on the 15th October, departing on the 22nd of the month for Melbourne, where she remains until the 8th November. She carried

out Gunnery School firings from Westernport to Melbourne. Arunta is due to arrive in Sydney on the 10th of this month, and on the 13th commences 50 days availability for leave and for urgent defects. She departs from Sydney on a cruise about the middle of January, 1949.

H.M.A.S. Bataan (Commander A. S. Storey, D.S.C., R.A.N.) departs Sasebo on the 4th of this month after her period of duty with the British Commonwealth Occupation Forces in Japan, and is due to arrive in Sydney on the 19th. On arrival she will commence 50 days availability for leave and 45 days for refit. Bataan will sail from Sydney about the middle of January next for a cruise.

H.M.A.S. Quiberon (Commander J. L. Bath, R.A.N.) is in Sydney. She will refit from the 1st of this month.

H.M.A.S. Quickmatch (Lieutenant-Commander R. R. Brown, R.A.N.) is in Sydney, and will refit from 29th December, 1948, for 45 days.

### 1st Frigate Flotilla

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-Cole, R.A.N.) arrived in Melbourne on the 25th October, and remains until the 8th of this month, when she proceeds to Williamstown Naval Dockyard for refit and to grant leave. She is due to sail for Sydney on Monday the 3rd January, 1949, and will visit New Guinea shortly afterwards.

H.M.A.S. Condamine (Lieutenant-Commander J. H. Dowson, R.A.N.) is in New Guinea waters, under the operational control of the Naval Officer-in-Charge, New Guinea. She is due to leave New Guinea about the end of this month for the south, and on passage to Victoria will

call in at the Solomon Islands. Condamine is due to arrive at Williamstown Naval Dockyard on the 13th of next month for availability for leave and urgent defects.

H.M.A.S. Shoalhaven (Lieutenant-Commander Keith Tapp, R.A.N.) is in Williamstown Naval Dockyard, where she arrived from Sydney on the 13th of last month. She has availability for leave and urgent defects, and is due to sail from Williamstown for Sydney on the 6th December. Early in the New Year she proceeds to Japan to relieve H.M.A.S. Warramunga.

H.M.A.S. Murchison (Lieutenant-Commander W. F. Cook, R.A.N.) returned to Sydney last month after a three weeks' cruise around the New Hebrides.

### 20th Minesweeping Flotilla

H.M.A.S. Swan is in Sydney. Completing 50 days availability for leave, she and other units of the Flotilla—H.D.M.L.'s 1328 and 1329, and G.P.V.'s 960 and 963—are paying off into reserve, with the exception of G.P.V. 963.

H.M.A.S. Kangaroo, having been to Torokina and returned to Dreger, proceeded to Darwin towards the end of last month to recover Naval moorings there.

### 10th L.S.T. Flotilla

L.S.T. 3017 (Lieutenant-Commander H. K. Dwyer, R.A.N.R.) is in Williamstown Naval Dockyard, having been granted 50 days availability for leave and refit as from the 15th September.

L.S.T. 3501 (Lieutenant-Commander J. Burgess, R.A.N.R.) is at Williamstown Naval Dockyard. She will be operating as requisite until the middle of December, and it is anticipated that early in the New Year she will make another voyage to the South in connection with the Australian National Antarctic Research Expedition.

### Loading Ships Infantry

H.M.A.S. Kanimbla (Captain A. P. Cousin, D.S.O., R.A.N.R. (S)) arrived in Melbourne about the middle of October, on her return voyage from the United Kingdom, bringing Naval personnel for the Royal Australian Navy who had been enlisted in the United Kingdom. It is anticipated that she will make one more voyage to Japan before paying off for reconversion to trade.

### Australian

### Minesweepers

These two vessels, which are based on Flinders Naval Depot, form the Training Flotilla.

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

H.M.A.S. Latrobe (Lieutenant. 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 surveying in Queensland waters in the vicinity of Lady Elliot Island. She is due to return to a southern port by the 7th of this month, for availability for leave and urgent defects.

H.M.A.S. Barcoo (Lieutenant-Commander D. A. T. Gale, D.S.C., R.A.N.) has been engaged on surveying duties on the North-West coast. She is due back in Sydney on the 14th of this month, to be granted availability for leave and refit.

H.M.A.S. Jhiru has been operating off the Queensland coast with H.M.A.S. Warrego, as tender to that vessel.

### Miscellaneous:

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

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

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

H.M.A.S. Koola is at Sydney.

H.M.A.S. Woomera is in Sydney, granted availability for leave and refit.

H.M.A.S. G.P.V. 956 is at Sydney.

H.M.A.S. G.P.V. 957 is based on Cairns, engaged on R.M.S. duties.

## GENERAL

### Trafalgar Commemoration Ceremonies

The Royal Australian Navy conducted a spectacular Trafalgar Day Celebration in Melbourne in front of the State Parliament House between 1 and 2 p.m. on the 21st of last month. The ceremonies comprised the receiving of the King's Colour, the commemoration of the death of Nelson, and the celebration of his great victory in the Battle of Trafalgar. Four hundred and seventy-three officers and men, together with massed naval bands, took part, the officers and men, and the bands, being drawn from H.M.A.S. "Australia" and Flinders Naval Depot.

**Governor-General Present**  
The ceremony was witnessed by His Excellency the Governor-General (Mr. McKell), and Federal and State Ministers, and the heads of the Services and leading citizens.

Arriving at Flinders Street Railway Station, the officers and men participating—with two naval field guns and crews, and the combined bands—marched to Parliament House. Shortly after the procession arrived at Parliament House, the King's Colour was received by the Colour Party from a Colour Escort, and was marched into a space between two sections of the Royal Guard of Honour. The Governor-General, on his arrival a few minutes later, was received with a Royal Salute as the King's Representative. His Excellency inspected the Guard



of Honour, and then took the salute from a dais, at a march past of the whole parade in quick and slow time.

The commemoration of the death of Nelson and the Trafalgar Victory ceremony followed. The bands played "The Death of Nelson," followed by the harmonised "Last Post," while the Royal Guard rested on Arms Reversed. To the playing of the National Anthem, the Royal Guard then fired three volleys of the *Fou-de-Joie*.

#### Weeks of Rehearsal

The spectacle was the climax of several weeks of rehearsal at Flinders Naval Depot, the rehearsals having been conducted by Lieut. Commander G. L. Fowle, D.S.C., R.A.N., the Officer-in-Charge of H.M.A. Gunnery School at the Depot. Captain H. M. Burrell, R.A.N., Commanding Officer of H.M.A.S. "Australia," and Flag Captain to the Flag Officer Commanding the Royal Australian Naval Squadron (Rear Admiral H. B. Farncomb) was Parade Commander, and had charge of the ceremonial. Second in Command was Commander P. N. Cook, D.S.C., R.A.N., and Lieut. Commander E. J. Peel, D.S.C., R.A.N., was Officer of the Guard of Honour.

#### PERSONAL

The Department of the Navy has been informed by the Admiralty that Admiral Sir Louis Hamilton, K.C.B., D.S.O., who was First Naval Member of the Australian Commonwealth Naval Board from June, 1945, until early this year, has retired. Admiral Sir Louis Hamilton, who returned to England from Australia last February, comes of distinguished Naval families, and himself has had a most distinguished Naval career, serving with repute in both World Wars. As a Lieutenant in the war of 1914-18, he made a mark in operations against the Germans in Africa; and in the recent war he performed outstanding service in the North Russia convoy battles. While he was First Naval Member of the

Australian Commonwealth Naval Board, he played a leading part in the development of plans for the expansion of the Royal Australian Navy and for the provision of a balanced carrier task force, of which the aircraft carrier H.M.A.S. "Sydney," which will arrive in Australia next year, will be the first component.

Commander Lindsay Gellatly, D.S.C., R.A.N., has assumed his appointment of Executive Officer at Flinders Naval Depot. Previous to this appointment, Commander Gellatly was Executive Officer of H.M.A.S. "Australia." A native of Sydney, New South Wales, where he was born in 1908. Commander Gellatly joined the R.A.N. as a Cadet Midshipman in 1922. During the recent war he served with the Royal Navy in H.M. Ships "Norfolk" and "Welshman," and, returning to the Royal Australian Navy later, he was in H.M.A.S. "Shropshire" in operations against the Japanese in the South-West Pacific. He was awarded the Distinguished Service Cross in 1942 and was mentioned in Despatches in 1943. Commander Gellatly has specialised in Navigation.

Many of those who know him but have not previously heard of his retirement from the Royal Australian Navy, will be surprised to see the prefix "Mr." before the name A. E. Buchanan. Formerly Acting Captain A. E. Buchanan, D.S.O., R.A.N., Mr. Buchanan retired recently and has taken up the appointment of Commonwealth War Book Officer at the Department of Defence, Melbourne. Entering the Royal Australian Naval College as a Cadet Midshipman in 1917, Mr. Buchanan was promoted Commander in December, 1939, when he was serving in H.M.A.S. "Canberra" as Staff Officer (Operations) to the Flag Officer Commanding His Majesty's Australian Squadron. In 1943 he was appointed Commanding Officer, H.M.A.S. "Arunta." While in command of this ship, she took part in all amphibious operations

on the North Coast of New Guinea and in the Halmaheras, and covered landings of American forces in the Philippines. She was with the covering force of the A.I.F. landings in Borneo. Mr. Buchanan was awarded the D.S.O. after the Leyte Gulf operations and Surigao Strait actions, in which H.M.A.S. "Arunta" took part in a torpedo attack against a Japanese battleship. He received a further decoration last month, when, on the 20th October in Melbourne, he received the American Bronze Star Medal from the United States Naval Attache, Commander Stephen Jurika, U.S.N. The award was made "For meritorious service as Commanding Officer of the H.M.A.S. 'Arunta,' operating as a unit of the Bombardment and Fire Support Group and of the Minesweeping Support Unit of Destroyer Squadron Sixty, during action against enemy Japanese forces in Lingayen Gulf, Luzon, Philippine Islands, from January 3 to 10, 1945."

Two Reserve Officers of the Royal Australian Navy received American decorations during September, the presentations being made by Brigadier General H. B. Hester, the United States Military Attache in Melbourne. The officers are Lieut. Commander (Sp.) G. J. Connor, R.A.N.V.R., of Kew, Victoria, who received the Legion of Merit (Degree of Officer), and Lieutenant (Sp.) C. J. Hood, R.A.N.V.R., of Mont Albert, Victoria, who received the Bronze Star. Lieutenant-Commander Connor was on the staff of General MacArthur for three and a half years as a Naval Staff Officer, and was in the U.S. Cruiser "Boise" during operations in Brunei Bay, Borneo. The award was made for "exceptionally meritorious conduct in the performance of outstanding services." Lieutenant Hood was with the United States Army as a Liaison Officer for eighteen months, and his award was for "meritorious achievement in ground operations against the enemy."

# EX-NAVAL MEN'S Association of Australia

Patron-in-Chief



His Majesty The King

#### Federal Council

THE Federal President (Mr. F. F. Anderson) has reported having been present at the recent Western Australian State Conference of the Association. During his visit to the West, Mr. Anderson took the opportunity of attending the General Meetings of the Perth, Fremantle, and Victoria Park Sub-Sections. In recognition of his past services to the Association, the 1948 Annual State Conference of W.A. has recommended Mr. Anderson for the honour of Life Membership; this proposal will be placed before the next Federal Conference which will be held at Canberra, early in 1950.

The Association was represented at the official opening of the 7th Federal Conference of the Air Force Association, by Mr. H. S. Peebles (Federal Vice-President) who deputised in the absence of Mr. Anderson.

During the past two months Annual State Conferences of the Association were held in Victoria, South Australia, New South Wales, Queensland and Western Australia. Many subjects of importance were discussed and resolutions were adopted recommending Federal Council to take action to bring before the authorities again, such items as equal preference rights for ex-Royal Naval personnel, increases of pensions for War Widows, and a No. 1 priority for passages for all British migrants desirous of coming to Australia.

The first Annual State Conference held in New South Wales was officially opened by Rear-Admiral G. D. Moore, C.B.E., on the 28th August. In his speech before declaring the Conference open, the Admiral spoke of the

subversive elements within Australia, and also warned members that the need today was for ex-Servicemen to present a united front, and to give serious minds to the cares that will be before them. Also present at this Conference were the representatives of all the main ex-Servicemen's organisations within the State. Owing to the absence of the Federal President, the Federal Council deputised Mr. Peebles to act in his stead.

Mr. J. Jamison, Australian Capital Territory's Federal Councillor has just returned to Sydney after an absence of six months in the United Kingdom. Mr. H. Simons, Hon. Secretary of the Perth Sub-section, passed through the various States during last month, en route to Brisbane on 3 months leave. Mr. G. W. Scott, Federal Secretary, has just returned to duty after paying a short visit to the Northern Capital; whilst in Brisbane he attended the Sub-Section's November General meeting and renewed friendships with Mr. A. C. Nichols, Queensland State President, and many of his energetic office-bearers on the State Council.

The Victorian State Secretary (Mr. W. H. Sullivan) in a report sent to Federal Council last month, mentioned the successful inauguration of a further Sub-Section at Yallourn, a progressive town in the Gippsland district; this new body of ex-Naval personnel have adopted, and will henceforth be known by the name of the Latrobe Valley Sub-Section. Office-bearers elected at the first meeting were:—Mr. J. I. Watkinson (President), Messrs. B. T. Drummond and R. Powell (Vice-Presidents), D. N. Smith

(Hon. Secretary), C. G. Glen (Hon. Treasurer), E. T. Allen (Assist. Secretary), and Committee were C. L. Frederickson, J. R. Kightly, K. M. Grant, and Miss P. E. Parkinson.

Judging by the information conveyed to Federal Council by the State Secretary, and reading from the Annual Reports and Balance Sheets of the Victorian Sub-Sections, it appears that very rapid progress is being made in expanding the influence of the Association in the Southern State.

Association members who have visited Adelaide in recent months have reported on the hospitality they have received from Mr. W. A. Palmer, South Australian State Secretary, who is now fully established in his own office in the Naval Memorial House, 23 Peel St., Adelaide. The Association is indeed grateful to the people of South Australia for their valuable assistance to the Memorial House Fund. Dr. L. J. Dunstone, Past State President, and Mr. H. H. Handby, present State President, have rendered exceptional services to the State Council and Sub-Sections in South Australia.

The State Council and Sub-Sections of Western Australia still continue to raise funds for headquarters in Perth, by running regular dances in the Perth Town Hall.

The Association again appeals to sympathetic committees of canteens of H.M.A. Ships and Establishments for surplus funds to distribute to our State Councils for the purpose of maintaining headquarters from which ready assistance and guidance can be obtained for all ex-Naval personnel. G.W.S.

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### Queensland

Brisbane Sub-section has elected Mr. James Nixon as its Hon. Secretary. Mr. Nixon is one of our greatest enthusiasts and promises to do the association full credit in this capacity. He may be contacted at 640 Logan Road, Greenslopes.

Other offices filled at the October general meeting were those of vice-president, assistant secretary and treasurer. The appointees were Messrs. W. N. Macdonald, E. Hardy and Miss B. Lawless-Pyne respectively. Mr. Macdonald was elected vice-president to replace Mr. Nixon.

The new treasurer's address is C/- Somerville House, South Brisbane.

Miss L. Warner Shand and Mr. R. D. Osborne are the new auditors, replacing Mr. Annable and Miss D. Foxlee.

The State president (Mr. A. C. Nicholls) is representing the association, also the Ex-Naval and Mercantile Sub-branch of the R.S.L., on the (ex-servicemen's) committee which is making arrangements for Anzac Day, 1949.

The presence of the King will ensure next year's celebration being the most outstanding of its kind yet staged in Queensland. His Majesty will take the salute at the City Hall and later in the afternoon will deliver an Anzac Day address to the Empire from the Shrine of Remembrance.

State Council and Brisbane Sub-section have not yet completed arrangements for the reunion dinner. Members will be circularised and advised through "The Navy" when plans are advanced a stage further.

Brisbane Sub-section is investigating the possibility of acquiring an indoor bowls game. This should prove an attraction and induce more members to take part in our activities.

There is every likelihood that we will soon have a new venue for meetings. Negotiations are afoot and we are hopeful that finality on this subject will soon be reached.

The social committee will shortly get under way with arrangements for the children's Christmas Party. Funds are being raised for this purpose.

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### YACHTING NOTES FROM THE

## CRUISING YACHT CLUB OF AUSTRALIA

By P. M. LUKK, Vice Commodore



The C.Y.C. began its Summer Programme with the Founders' Cup Race on 17th September over the Bird Island-Broken Bay course. The fixture was brought forward this year to enable members who wished to compete in the Montague Island race. During the Friday the race was due to start the weather grew steadily worse with rain squalls and a freshening southerly. This was most unfortunate as far as I was concerned as "Wayfarer" was at Church Point. With Terry Hammond and the other boys who delivered "Mandalay" from Auckland to the Solomons as crew, we got outside about midday and found conditions pretty miserable, and the prospect of starting a race immediately after bashing our way to Sydney was not very tempting and we succumbed to the comfortable retreat rather than the arduous advance without reward.

This was a mistake, because by the time we moored and reached Narrabee Hotel in the bus, the conditions had eased a lot; in fact, "Keep plugging" would be a good axiom for the ocean-racing skipper. This was borne out in the race, when the only ones to stick it out gained first, second and third places.

The fleet had a fast run up the coast, but four dropped out at Broken Bay. "Bernicia's" spinnaker halliard strop parted, and "Womera," "Ellida" and "Moana Lua," decided discretion was the better part of valour. The others all struck trouble with gear after rounding the island. "Independence" burst her mainsail and ran for Newcastle, "Stormbird" changed to storm trysail and was doing quite well on the work back until the sail let go and she and "Alice" sheltered at Swansea.

"Alice" broke her bowsprit and suffered damage to some other spars, while "Christina" spent most of Saturday repairing a jammed main halliard and a broken topping lift.

Hal Evans had sail trouble in "Moonbi" and split three jibs, one after the other. "Peer Gynt" changed to her second mainsail before rounding the island, when a broken batten ripped her big sail. "Defiance" sheltered behind Norah Head during the worst of it and returned direct to Sydney later. It was a dirty night on Saturday and it took both anchors to hold "Wayfarer" on the finishing line. The rain squalls at times were thick enough to blot out Lion Island and Barrenjoey, and we were quite excited when a port light came into view about 12.30 a.m. It was "Peer Gynt," first in and first on corrected time. "Moonbi," next to finish, did not arrive until 11.30 a.m. Sunday, and "Christina," the only other yacht to complete the course, came in at 5.30 p.m., Sunday.

The maximum wind velocities for the period were as follows:

Friday, 17th: 42 m.p.h. at 1.40 p.m.

Saturday, 18th: 47 m.p.h., at 3 p.m.

Sunday, 19th: 30 m.p.h. at 1 a.m.

Beating under these conditions in a short race before one's stomach has settled down, can be most unpleasant and, in my opinion, the crews who finished deserve full credit.

The Sydney-Broken Bay race a fortnight later was very short and sweet in comparison. The wind was southerly again and the whole field finished within three hours, with less than half an hour sep-

arating first and last, which proves the old saying that even a haystack will go down wind. Nevertheless, considering the short course it is remarkable how the R.O.R.C. rating system re-shuffled the field, when the handicaps were applied. Little "Womera" with the lowest rating came out on top with a safe margin from "Coolalie" and "Nautilus" second and third respectively. "Alice" and "Archina" carrying high ratings dropped well back, while Reg Grout's "Akuna," under the burden of plus 20 per cent. for her many wins, although third to finish, was handicapped out of it. These percentages only apply in cases where the course is under 50 miles and the system will be reviewed next year to prevent it becoming unfair to consistent performers.

The Royal Prince Alfred Yacht Club adopted the R.O.R.C. rating for this year's Montague Island race, which was run in a mixture of head winds, calms and a hard run to finish up with. "Mavis" put up a remarkable performance to beat "Kyeema" and "Morna" over the line, but first place went to C.Y.C. Rear Commodore Merv Davey's "Tradewind." Hal Evans' "Moonbi," C.Y.C. point-score winner took second place, and "Kyeema" third.

The first two entries received for the next Hobart race are from Adelaide. They are "Seevogel," owned by Mr. W. Harris and "Neridah," owned by Mr. Haselgrove. "Merlan," owned by Mr. W. L. Curtis, of Geelong, is also a contestant this year.

Jack Earl has reached Tongatabu in "Kathleen," and I hope by next issue to report his safe return and the completion of his world cruise.

united with the transports of the Australian and New Zealand convoy in Colombo Harbour, the natural desire of the troops to demonstrate their admiration was suppressed. Captain Glossop having signalled a request from the "Sydney's" officers and men that—in order to avoid adding to the mortification of the wounded survivors lying on her decks—there should be no cheering."

"Sydney" Number 2 remained in the Mediterranean for some months after her action with the two Italian cruisers, and took part in many other actions against the enemy, including a sweep into the Adriatic in which a convoy was destroyed, and a bombardment of Scarpanto. It was early in January, 1941, when she left the Middle Sea to return to Australia. On the 12th. of that month she made the passage of the Suez Canal, and departed to the southward en route to an inspiring welcome home at her name city. Back in Australian waters, she

was employed on patrol and escort work under the command of Captain Joseph Burnett, R.A.N., who took over from Captain Collins shortly after the cruiser's return. It was while returning from the escort of a troopship, from Fremantle towards Singapore, that she was lost in action with the German raider "Kormoran" on the 19th. of November, 1941. She went down with all hands. The story of her end was pieced together as a result of interrogation of survivors from the German vessel, 317 of whom were picked up from boats and rafts, to which they had taken when their own vessel blew up after the action. The "Sydney" was southbound from Sunda Strait, the German northbound, when the two ships sighted each other shortly before dusk, some 300 miles west of Carnarvon, Western Australia. The "Kormoran," apparently a merchant ship, flying Dutch colours and using the name "Straat Malakka," turned and made off, broadcasting a signal that she

was being chased by an enemy. "Sydney" closed her to identify her, and when it was obvious that detection was imminent, the German suddenly dropped his gun concealments, hoisted German colours, and opened fire. The fraction of time for surprise enabled him to get a salvo into "Sydney" at point-blank range, which struck the cruiser on the bridge, and did vital damage, setting the aircraft and the ship on fire. "Sydney" fought back fiercely, and disabled the German vessel with a direct hit in the engine room. The two ships drifted apart in the darkness, exchanging desultory fire, and the last seen of the "Sydney" by the Germans after their own ship had blown up, was flickering flames in the distance. A widespread sea and air search for the cruiser, extending over some days, failed to uncover any trace of survivors. As Lieutenant Ross says in his "Stormy Petrel," "Truly it can be said of her and of all those fine chaps who passed on with her that they 'did their duty.' May we and our country always be worthy of them!" And now the third "Sydney" joins the R.A.N. Like her immediate predecessor of the name, she was originally laid down for the Royal Navy, being launched at His Majesty's Dockyard, Devonport, as H.M.S. "Terrible" on the 30th. December, 1944. A modern light fleet carrier, incorporating the lessons learned in the recent war, she is a vessel of close on 14,000 tons, nearly 700 feet in length and 80 of beam, and will carry Sea Fury fighters and Firefly strike aircraft, and be the striking spearhead of the fleet. She is commanded by an R.A.N. Officer, Captain Roy Russell Dowling, D.S.O., A.D.C., R.A.N. She carries a good name, and one that will always bring to mind the victories of those that previously bore it, and shed lustre on the Commonwealth of Australia and its Navy. That she will carry on the tradition established is a foregone conclusion.

## NAVAL FORCES OF THE COMMONWEALTH.

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

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

**Appointments.**—Captain Robert Godmond Poole is appointed on loan from the Royal Navy, with seniority in rank of 30th June, 1943, dated 5th August, 1948. Lieutenant Michael John Lyndon Blake is appointed on loan from the Royal Navy, with seniority in rank of 1st September, 1940, dated 1st May, 1948. Lieutenant Bruce John Bevis Andrew, D.S.C., is appointed on loan from the Royal Navy, with seniority in rank of 1st October, 1940, dated 14th July, 1948. Lieutenant William Burns is appointed on loan from the Royal Navy, with seniority in rank of 1st June, 1941, dated 15th August, 1948. Lieutenant Anthony d'Evelyn Trevor Sangster is appointed on loan from the Royal Navy, with seniority in rank of 16th April, 1942, dated 12th July, 1948. Robert Lindsay Davies (Lieutenant (A) Royal Australian Naval Volunteer Reserve), is appointed Lieutenant (Acting), with seniority in rank of 28th October, 1943, dated 16th August, 1948. John Valentine Lovell, Temporary Gunner, is appointed on loan from the Royal Navy, with seniority in rank of 22nd September, 1945, dated 16th August, 1948. Thomas Frederick Samuel Brown, Warrant Aircraft Officer, is appointed on loan from the Royal Navy, with seniority in rank of 14th February, 1945, dated 5th August, 1948. Robert Wilron Dunn, Temporary Warrant Aircraft Officer (Ordnance), is appointed on loan from the Royal Navy, with seniority in rank of 10th March, 1945, dated 9th August, 1948. Frederick

William Walker, Warrant Electrical Officer (L), is appointed on loan from the Royal Navy, with seniority in rank of 15th September, 1944, dated 13th July, 1948.

**Promotions.**—Lieutenant Walter Graham Wright is promoted to the rank of Lieutenant-Commander, dated 1st September, 1948. Instructor Sub-Lieutenant George Histed is promoted to the rank of Instructor Lieutenant (Dagger), with seniority in rank of 1st July, 1946, dated 1st July, 1948. Darrell William Bertram, Yeoman of Signals, official number 21373, and Geoffrey James Harle, Yeoman of Signals, official number 23134, are promoted to the rank of Warrant Communication Officer (Acting), dated 14th August, 1948.

**Confirmation in Rank.**—Instructor Sub-Lieutenant (on probation) Keith Morley is confirmed in the rank of Instructor Sub-Lieutenant, with seniority in rank of 1st January, 1948, dated 1st July, 1948.

**Fixing Rates of Pay.**—Lieutenant-Commander Alan Clive Mather to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Commander (on promotion) whilst acting in that rank, dated 8th August, 1948.

**Transfer to Emergency List.**—Lieutenant Bruce Colin Lovett is transferred to the Emergency List, dated 31st July, 1948.

**Transfer to Retired List.**—Lieutenant Harvey Barham Gerrett is transferred to the Retired List, dated 3rd June, 1948.

**Termination of Appointments.**—The appointment of Hubert Hodgkinson as Acting Lieutenant is terminated, dated 19th July, 1948. The appointment of Michael Robin Milton Seale as (Cadet Midshipman is terminated, dated 30th June, 1948. The appointment of Peter Adrian White as

Cadet Midshipman is terminated, dated 7th August, 1948. The appointment of Allen Bruce Lovell as Cadet Midshipman (S) is terminated, dated 23th August, 1948.

### AUXILIARY SERVICES

—The appointment of William Albert Palmer as Acting Temporary Commissioned Instructor is terminated, dated 18th August, 1948.

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

**Promotions.**—Temporary Engineer Lieutenants Jack Herbert Pigott and Harry Arthur Reed are promoted to the rank of Temporary Engineer-Lieutenant-Commander, dated 18th July, 1948, and 1st August, 1948, respectively.

ROYAL AUSTRALIAN NAVAL RESERVE.

**Appointments.**—The Reverend John Thomas Freeman and the Reverend John William Miller are appointed Chaplains, dated 20th August, 1948.

**Termination of Appointment.**—The appointment of the Reverend Neil Brown as Chaplain is terminated, dated 23rd June, 1948.

ROYAL AUSTRALIAN NAVAL  
VOLUNTEER RESERVE.

**Appointments.**—Frank Albert Slutskin is appointed Lieutenant, with seniority in rank of 1st April, 1946, dated 30th April, 1946. Lloyd Errill Chandler is appointed Sub-Lieutenant, with seniority in rank of 14th July, 1943, dated 27th August, 1946. John Hamilton Stace is appointed Surgeon Lieutenant, with seniority in rank of 10th March, 1944, dated 1st July, 1947. Clement Augustine Braddock Bannigan is appointed Commissioned Engineer, with seniority in rank of 30th June, 1943, dated 28th January 1948.

**Promotion.**—Lieutenant John Protheroe Williams is promoted to the rank of Lieutenant-Commander, dated 15th March, 1947. —(Ex. Min. No. 68—Approved 15th October, 1948.)

W. J. RIORDAN,  
Minister for the Navy.



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

**Appointments.**—Lieutenants Michael George Wallace Benson, Paul Wareham and George Basil Wilby are appointed on loan from the Royal Navy, with seniority in rank of 1st March, 1944, 16th December, 1944, and 1st September, 1945, respectively, dated 23rd August, 1948. Lieutenant (L) John Norman Orton is appointed on loan from the Royal Navy, with seniority in rank of 14th May, 1946, dated 27th August, 1948. Lieutenant (L) Roland Leslie Chapman is appointed on loan from the Royal Navy, with seniority in rank of 26th May, 1948, dated 23rd August, 1948. Harold Leonard Kent, Commissioned Aircraft Officer, is appointed on loan from the Royal Navy, with seniority in rank of 31st October, 1946, dated 15th August, 1948. Walter George Carman, Commissioned Aircraft Officer, is appointed on loan from the Royal Navy, with seniority in rank of 1st April, 1948, dated 16th August, 1948. Leslie Gerald Sibley, Warrant Electrical Officer (L), is appointed on loan from the Royal Navy, with seniority in rank of 25th September, 1946, dated 23rd August, 1948. Edward Thomas Lewis, Temporary Warrant Electrical Officer (L), is appointed on loan from the Royal Navy, with seniority in rank of 7th March, 1945, dated 23rd August, 1948.

**Promotions.**—Temporary Surgeon Lieutenants (D) James Richard David Cotton and William Ronald Thompson are promoted to the rank of Temporary Surgeon Lieutenant-Commander (D), dated 1st July, 1947. Midshipman Rory Ward Burnett, Richard Bradford Nunn, Ian Alexander Gregor MacGregor, Edmund John Melzer, James Maxwell Kelly, Kenneth Malcolm Barnett, John Bampfylde Snow, Alan William Simpson, Peter George Duncan and Robert Percy are promoted to the rank of Acting Sub-Lieutenant, dated 1st September, 1948.

**Confirmation in Rank.**—The following Lieutenants (Acting) (on probation) are confirmed in the rank of Lieutenant (Acting), dated 10th July, 1948:—Jeffrey Allan Gledhill, D.S.C., seniority in rank, 6th June, 1944; Jack Langford Hanna, seniority in rank, 10th June, 1944; John Gilson Butler Campbell, D.P.C., seniority in rank, 17th July, 1944; George Pirth Spencer Brown, D.P.C., seniority in rank, 6th August, 1944; Guy Alexander Brange, seniority in rank, 5th May, 1945; Clement John Schmitzer, seniority in rank, 22nd January, 1946; David John Robertson, seniority in rank, 4th July, 1946; Colin Matthew Alfred Wheatley, seniority in rank, 7th August, 1946; Keith Frederick Wilson, seniority in rank, 8th October, 1946; Noel Stewart Ferris, seniority in rank, 27th March, 1947; Robert Westbrook Barnett, seniority in rank, 3rd February, 1948; John Roy Norman Salthouse, seniority in rank, 3rd February, 1948.

#### EMERGENCY LIST.

**Appointments.**—Edward Arthur Eckenley McGlashan (Commander, Royal Navy, Retired), is appointed Commander, with seniority in rank of 8th May, 1946, dated 4th August, 1948.

**Termination of Appointments.**—The appointment of James Richard David Cotton as Temporary Surgeon Lieutenant-Commander (D) is terminated, dated 20th July, 1948. The appointment of George Raymond William Beavis, Commissioned Gunner, is terminated on reversion to the Royal Navy, dated 25th August, 1948. The appointment of Peter Elliot Rae as Cadet Midshipman is terminated, dated 13th July, 1948.

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

**Appointment.**—John Thurston McGane is appointed Sub-

Lieutenant (on probation), dated 31st July, 1948.

**Resignation.**—The resignation of Alexander John Butcher of his appointment as Engineer Lieutenant-Commander is accepted, dated 3rd September, 1948.

**Termination of Appointment.**—The appointment of Norton Gillham as Temporary Engineer Lieutenant-Commander is terminated, dated 12th August, 1948.

#### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

**Appointments.**—Geoffrey Edmund Barton is appointed Lieutenant, with seniority in rank of 22nd September, 1941, dated 10th January, 1946. Bernard Runchman Bayly is appointed Lieutenant, with seniority in rank of 11th September, 1942, dated 21st September, 1946. Charles Vincent Holloway is appointed Lieutenant, with seniority in rank of 7th October, 1943, dated 16th January, 1946. Roy Percy Hall is appointed Lieutenant, with seniority in rank of 13th May, 1945,

dated 10th August, 1946. Albert Edward Stennett is appointed Sub-Lieutenant, with seniority in rank of 3rd April, 1944, dated 20th February, 1946. Peter James King is appointed Sub-Lieutenant, with seniority in rank of 17th October, 1944, dated 4th July, 1946. Neil Gilbert Browning is appointed Sub-Lieutenant, with seniority in rank of 21st October, 1944, dated 9th August, 1946. Franklin Robert Fay is appointed Surgeon Lieutenant, with seniority in rank of 7th May, 1943, dated 13th September, 1946. William Charles Kierath is appointed Acting Lieutenant-Commander (S), with seniority in rank of 31st March, 1946, dated 24th January, 1948 (seniority as Lieutenant (S) 1st January, 1942). Charles Aitken King is appointed Lieutenant (Special Branch), with seniority in rank of 10th December, 1943, dated 4th May, 1946.

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

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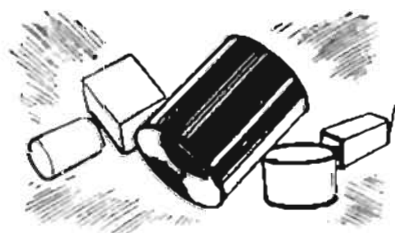
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(1) "Old Ironsides" was the American 44-gun frigate "Constitution." She inaugurated the series of successful single-ship duels which the American frigates fought with ships of the British Navy, her victim being the "Guerriere."

(2) The British Admiral at Matapan was Sir Andrew Cunningham, in the flagship "Warspite." (b) Admiral Sir John Tovey, C.-in-C. Home Fleet, flagship "King George V.", was at the sinking of "Bismarck." (c) Admiral Sir Bruce Fraser, C.-in-C. Home Fleet, flagship "Duke of York," was at the sinking of "Scharnhorst."

(3) She was the "Great Eastern." Built in 1857, of a tonnage of approximately 29,000 tons, she was the largest ship built up to then. She had both paddle and screw propulsion. She had to be launched broadside on, and stuck on the ways at her launching, remaining there for many months until finally started again with hydraulic jacks. The launch cost her

owners £120,000, and broke them. There was no dock in Britain capable of taking her. She ended her days as a floating fair towed round British ports; and was finally broken up on the Mersey in 1877.

(4) Rodondo is a steep to, practically inaccessible island off Wilson's Promontory, on the Victorian coast.

(5) The poet was Bret Harte, the poem "The Lost Galleon." The trade, that across the Pacific from Manila to Acapulco;

Ine sixteen hundred and forty-one,  
The regular yearly galleon,  
Laden with odorous gums and spice,  
India cottons and India rice,  
And the richest silks of far Cathay,  
Was due at Acapulco Bay."

(6) (a) Albany, Western Australia; (b) Quebec and Montreal; (c) Glasgow; (d) Cape Town; (e) Brest; (f) Fremantle; (g) New York; (h) Townsville; (i) Suez.

(7) No. The first R.A.N. Officer to hold those positions was Admiral Sir G. Francis Hyde, K.C.B., C.V.O., C.B.E., who commanded the Squadron, first as Commodore 1st. Class and then as Rear Admiral, from April 30, 1926, to May 17, 1929; and who was First Naval Member from 1931 to 1937.

(8) The River Class frigates of the R.A.N.; "Diamantina," "Lachlan," etc., and the "River" Class cargo vessels built by the Shipping Board, "River Burnett," etc.

(9) In clinker built boats the planking overlaps. In carvel built boats it lies butt to butt, giving the boat a smooth side. Clinker built originated in northern waters, carvel in the Mediterranean.

(10) The chronometer.



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DECEMBER, 1948.

No. 12.

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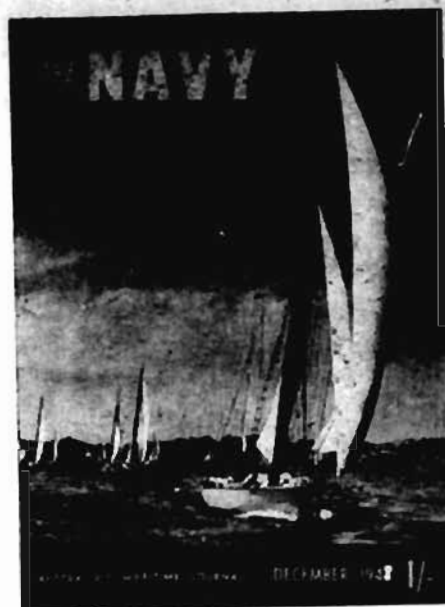
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Cover: CLAUDE FLOWMAN'S "MORNA" under mast-head Genoa, leads the fleet to the Heads at the start of a previous Sydney-Hobart race.

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G. H. GILL,

Associate Editor:

Captain

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Managing Editor:

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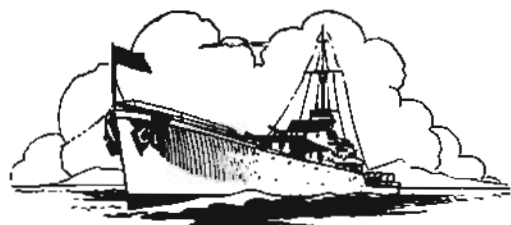
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"THE NAVY" is published monthly. Literary communications, photographs and letters for insertion (which should be short) should be addressed to G. H. Gill, 28a Beaconsfield Parade, Middle Park, Melbourne, Vic. The Editor does not hold himself responsible for manuscripts, though every effort will be made to return those found unsuitable with which a stamped and addressed envelope is enclosed. The opinions expressed in signed articles are those of the writers and not necessarily those of the Navy League.

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## THE NAVY FOR NEXT MONTH

We are doing our best to start the New Year off well with an issue of "The Navy" that is up to the best standard we have so far reached. There is some really good material in the offing, and here is a telescopic view of some of it, just to sharpen your anticipation.

### SCULLING AROUND

Our contributor "I.B."—whose "The Hungry Goose Line" and "Bits About Old Shiny" were features of the September issue and the present issue respectively—has "sculled around" considerably during his lifetime at sea, and gives us the benefit of some of his experiences in an article, "Sculling Around," which will appear next month. His reminiscences will awaken memories of those who know the Indian Coast, and of those who were at Mudros and Gallipoli during the 1914-18 War. Remember the old "Aragon," and the "K" lighters, the "Ben-my-Chree" and the four-funnelled "Mauretania"? And all the rest of the ships that crowded Mudros Harbour in those days? You will meet them again in "Sculling Around."

### ON, OVER, and BELOW

John Clark, one of our more or less regulars, has a few thoughts to offer and remarks to make on the development and trend of sea warfare, from the comparatively simple days when everything was fair, square and above board, to the complexities of the present, when naval battles are fought both above and below the surface of the waters, and on to the mysteries of the future of guided missiles and the Wellsian Warfare that is opened up by the advent of jet and rocket propulsion and the atom bomb.

### LANDFALLS

Most of us have had our moments in the matter of making landfalls. Few who have spent any length of time at sea but have experienced thrills, anxieties, and heartfelt relief—some, unfortunately, the exact opposite of the latter—when peering from poop or bridge for that first glimpse of expected land or coastwise light. In an article in the January issue of "The Navy," Reuben Ranzo will have something to say on the matter which will, we think, be of interest to you.

In addition, "The Navy" will contain all the usual features. "What the Navy is Doing," Maritime News, News of the World's Navies, a Short Story, the latest from the Ex-Naval Men's Association and the Navy League, and other items of general maritime interest.



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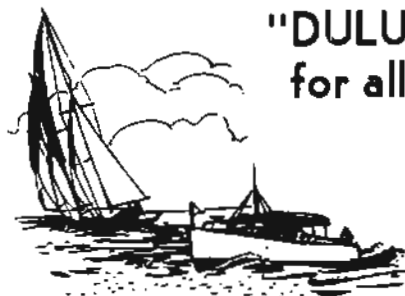
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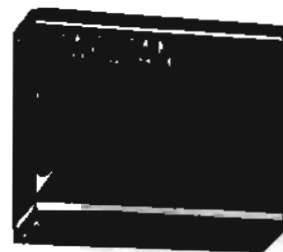
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## LETTERS TO THE EDITORS

### NOT THE PRINTER'S FAULT

Sir,

Today I received the October "Navy," which I have just read, and would like to bring to your notice a printer's error which you probably already have discovered. I am only doing so because the error makes the sentence in question inaccurate and in conflict with other sentences in the article. On page 25, column two, the sentence "The armoured cruiser "Ting-Yuen" was some distance from her consort . . .", the ship's name should read "King-Yuen." I have referred to my carbons and find it was correctly typed, so it appears to be a printer's error. As the "Ting-Yuen" was not an armoured cruiser, nor was she sunk, you will agree that this error leaves both the author and the magazine open to attack, so I trust you will consider "getting in first" with a brief correction next month.

With best wishes,  
Yours, etc.,  
K. F. Caldwell,  
25 Upper Melbourne St.,  
South Brisbane,  
Queensland.

Mr. Caldwell is the author of the interesting article "The Battle of the Yalu," which appeared in the October issue of "The Navy," and he quite rightly directs our attention to this error in our transcription of his story. We offer our apologies to him, and to our readers. In this case, however, the blame cannot be permitted to rest with that much maligned gentleman, the Printer. No! The fault lies with the Editor. Mr. Caldwell was himself correct in his manuscript.

The Printer did his job faithfully. The Editor fell down in correcting proofs, and altered "King" to "Ting." He hereby expresses his regret, and hopes that this explanation will repair any damage and that—on the presumption that he possesses one—there is truth in the adage that open confession is good for the soul.

Ed., "The Navy."

### SHIP "BEN LEE"

Sir,

I have noticed, with interest, that D.H. (Malvern, Victoria) has, in the August, 1948, issue of "The Navy," expressed a desire to gather information regarding the ship "Ben Lee." I served in that vessel for some considerable time about 40 years ago, trading between Australia, the West Coast of South America, and Europe and, should D.H. desire it, I would be pleased to relate to him the many pleasant memories I have of that fine sailing vessel. Should D.H. be interested, he could get in touch with me at the address below. I will greatly appreciate your passing this on to D.H.

Yours, etc.,  
Ernest Hutchison,  
(Master Mariner),  
80 Phillip Road,  
Claremont,  
Western Australia.

Thank you for your letter, and for the interest you display in "The Navy" and in the desires of your fellow readers. We have had pleasure in passing on the contents of your letter to "D.H." who will no doubt communicate with you direct.

Ed., "The Navy."

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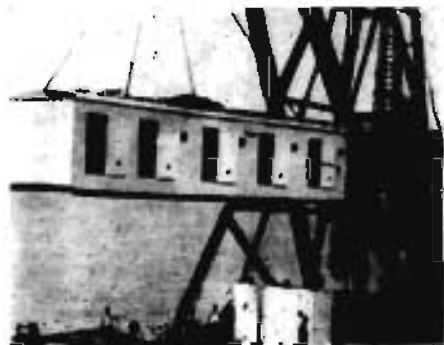
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In Matthew's Gospel, Chapter 7, Verses 21 and 22, Jesus states that MANY shall say in that day, "Have we not done many wonderful things in Thy Name," to which Jesus will reply, "I NEVER KNEW YOU." What a shock to so many.

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

Consider these Scriptures 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 no 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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### HIS ROYAL HIGHNESS

ON the fourteenth of November last, for the first time for 54 years, a male heir in the direct line was born to the British Throne. By the time that these words appear in print, the crack and rattle of saluting guns and the volleys of feu de joie, the strains of band music, the pealing of bells and the cheering of crowds that celebrated the event, will have echoed away into silence. But their significance remains.

The people of Commonwealth and Empire are deeply steeped in the tradition of the Monarchy. It is under a Monarchy that, with very few exceptions, has been benevolent, that the British Parliamentary system has emerged and developed, and that the freedoms of which we have justly been proud have been bestowed upon us. It is under a Monarchy that Britain has throughout her long history survived many stresses and strains. She has done so because of the quality of that Monarchy, and because of its evolution parallel with that of the Parliamentary system.

The Throne has always been close to the people. It has thus been enabled to exercise a unifying influence within the Constitution. To a large extent the character of Throne and of People have been moulded by each other. That is one of the reasons why Britain, Commonwealth and Empire can peacefully undergo revolutionary changes which would have wrecked less fortunate social-political organisations.

In his book "My Early Life," Mr. Churchill recounts a conversation he had in 1920 with M. Paul Cambon, when the French Ambassador brought to an end his long mission to the Court of St. James's. "In the twenty years I have been here," the aged Ambassador said, "I have witnessed an English Revolution more profound and

searching than the French Revolution itself. The governing class have been almost entirely deprived of political power and to a very large extent of their property and estates; and this has been accomplished almost imperceptibly and without the loss of a single life."

There can be no doubt that the steady, unifying influence of the Throne on the minds of the People during a period of such profound change did much to enable that change to take place so smoothly and so peacefully.

### THE ROYAL SEA SENSE

Throughout its history, the British Throne has been closely associated with the Navy and seized with an appreciation of the importance of Sea Power. It was an early British King, Offa of Mercia, who laid it down that "he who would be secure on land must be supreme at sea." It was another, Alfred, who is generally regarded as the father of the British Navy, and who first organised the fleet into a permanent fighting force.

Through many subsequent years the "King's Ships" were King's Ships in actual fact, built, owned and paid for by him. The Tudors did much for the Navy despite their niggardliness, and Ship Mooney was a contributory cause to losing Charles the First his head. James II was a failure as King, but he did much for the Navy during his tenure of the post of Lord High Admiral. It was a post that continued down to a little more than a century ago, and was last held by one who became King, William IV, when Duke of Clarence.

Since his day we have had other members of the Royal Family whose interest in the Navy has been that of serving officers. The two sons of King Edward VII, Albert Victor, the Duke of Clarence, and George, later King George V, both entered the Navy in H.M.S. "Britannia," voyaging to Australia in 1880 in H.M.S. "Bacchante." But for the death of his brother, Prince George would have remained in the Navy, as it was he reached the rank of Commander, and had two

commands—H.M. Ships "Thrush" and "Melanthis." His succession to the Throne debarred him from following his chosen career, but three of his sons entered the Navy and passed through Osborne and Dartmouth; Edward, the present Duke of Windsor; Albert, the present King; and George, the late Duke of Kent.

The present King saw active service in the Navy during the 1914-18 war, and was present at the Battle of Jutland in H.M.S. "Collingwood." Now his son-in-law, the father of the new Heir to the Throne, is a serving officer in the Royal Navy, and as such knows Australia, and is known to many Australians, from his visits to this country with the British Pacific Fleet during the recent war.

It can, then, be said that the association of the Navy with the Royal Family is a close and personal one, an association that is continued and strengthened by the arrival of this latest member of the Royal Family. In welcoming him, "The Navy" adds its voice to that of the millions of British subjects throughout the world to whom his arrival is a source of close and sympathetic interest, and warm gratification.

### THE SEASON'S COMPLIMENTS

This is the final issue of "The Navy" for the year 1948, and we take the opportunity of wishing our readers the Compliments of the Season—A Merry Christmas, and a Happy and Prosperous New Year.

It is something over twelve months since the Magazine appeared in its enlarged form, with its new, distinctive cover, and with the emphasis in its contents on the affairs of the Royal Australian Navy in particular and Australian Maritime matters in general. In endeavouring to supply a journal that meets the requirements of those inhabitants of this Island Continent who take a commendable interest in the Sea and its Ships and Men—the broad highway, the traversing vehicles, and those who sail and protect them, on all of which Australia depends for her safe and prosperous existence—we have met with considerable encouragement in the comments and letters of our readers, and from the approval and criticisms they have offered. These we appreciate, as we do also the help we have received from

those who make information available, the Department of the Navy, the Admiralty, the Ex-Naval Men's Association, the Navy League, and, last but not least, our various contributors.

To them also we extend the Season's Greetings, and our thanks. Nor do we forget those of whom this Magazine is mainly written—the Seamen. For this is a time when:

*The song of wind and sigh of sea,  
The rustling whisper of the foam,  
Blend in a yearning harmony  
That leads our thoughts to home.*

*To snowy coasts and rutty lanes,  
Where twisted smokes from chimneys rise,  
And flower-frosted window panes,  
And grey and silent skies.*

*To hazy sunshine of the South,  
And blue and gold of summer heat  
That trembles at the harbour mouth  
Where sea and beaches meet.*

*To cities with their noisy streets,  
Down quiet roads where few men tread,  
Where ever each his own folk meets,  
Our homing thoughts are led.*

*"Belike there's snow on Caith Hill . . ."  
"Ah! Sydney will be bright and gay . . ."  
"I wonder what they gave young Bill . . ."  
"Wad I were home the day . . ."*

*The song of wind, the sigh of sea,  
The rustling whisper of the foam,  
Blend in a yearning harmony  
That makes our thoughts to roam,*

*And calls to us, "Nowell! Nowell!"  
Across the tumbling sea away,  
And casts again the home hearth's spell,  
For it is Christmas Day.*

## 'The Navy'

is Your Guide

to Naval Affairs

# "WE'VE GOT THE SHIPS . . ."

WITH ITS EXPANSION PROGRAMME WELL UNDER WAY, THE ROYAL AUSTRALIAN NAVY IS NOW SEEKING THE MEN TO MEET ITS INCREASING MANNING COMMITMENTS. THIS ARTICLE TELLS SOMETHING OF HOW TO ENTER, AND WHAT THE NAVY HAS TO OFFER.

by Reuben Rozzo

FOR the Navy to be inviting young men to "Go to Sea, My Lads, Go to Sea," is no new state of affairs. Yeoman of Signals R. G. Roberts, R.A.N., in his excellent little book "Birth of a Navy," reminds us that from the outset of the building of the Royal Australian Navy a vigorous recruiting campaign was carried on. We were then in much the same position as we are today. We had the ships: in being or building and we needed the men to man them. So a colourful poster, picturing a cruiser racing through the seas with smoke pouring from her four funnels and with a high bow wave and foaming wake, led the eye on to its message.

## ROYAL AUSTRALIAN NAVY WANTED

### SMART ACTIVE BOYS

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training ship in Sydney Harbour, where she was moored in Rose Bay. The lads who joined "Tingira" were thus spiritually introduced to the very roots of their Service, and of Australia. For Rose Bay was named, by Captain Arthur Phillip, after "Old George Rose." Sir George Rose who, as Under Secretary to the Treasury, had selected Phillip for the position of Commander of the First Fleet and the first Governor of Australia, and who later became Treasurer to the Navy. And "Tingira," incidentally, means "Sea."

There had been plenty of appeals before then, by the Royal Navy, where recruiting by advertisement was carried on alongside that by agency of the Press Gang. The Press Gang originated in the reign of King John, and was for long the standby of the ways and means of enlisting men, but recruiting by advertisement was a

great method round about the end of the Eighteenth Century and the beginning of the Nineteenth.

"Volunteers for the Royal Navy, to be raised by the East-India Company," ran a typical advertisement of the period. "Now is the time for all Brave Fellows to come inward, and serve their King and their Country, and for their particular Encouragement they will be entitled to the following Bounties, viz., Every Able Seaman, including the King's Bounty, £31:5s. Every Ordinary Seaman, including the King's Bounty, £23:10s. Every Able-Bodied Landman, including the King's Bounty, £17:5s. Ready Money, One-Third of which will be paid immediately on the Volunteer being regulated, and the Remainder within Four Days after the First Muster. And positively before the Departure of the Ship for which he is entered . . . Repair, my Gallant Hearts of Oak, without Loss Of Time, to Lieutenant Donadieu, at the Nag's Head, Postern Row, or King's Arms, Tower Hill, the Principal Places of Rendezvous of the East-India Company . . . God Save the King! And success to the Navy of Great Britain."

A well-known Captain in those days, when prize money was to be had under a successful Commanding Officer, seldom had difficulty in getting a crew by advertisement. "Whatever may be the ideas of modern statesmen," wrote Lord Cochrane, "prize money formed then, as it will ever form, the principal motive of seamen to encounter the perils of war."

In the days of the Napoleonic Wars, when any ship of which he was Captain was certain to see plenty of action and its crew to share the rewards, Cochrane



Marching to the music of the Band, Naval Ratings at Flinders Naval Depot leave the Parade Ground after Divisions.

never had any difficulty in raising a crew by advertisement. "The most convincing testimony to Cochrane's powers of leadership," says Christopher Lloyd in "Captain Marryat and the Old Navy," "is afforded by the fact that when the 'Imperieuse' was commissioned every member of the crew of the 'Pallas'—Cochrane's previous ship—turned over to her . . . Only once, when he was still a young commander, did Cochrane have recourse to impressment. As the 'Imperieuse' was a bigger ship than the 'Pallas' there were a few vacancies to be filled. All Cochrane had to do was to post an advertisement on the walls of the dockyard: 'Wanted. Stout, able bodied men who can run a quarter of a mile without stopping with a sackful of Spanish dollars on their backs.'"

Times have changed in some particulars. We no longer have Press Gangs. Nor do Captains achieve fame as safe men to back if you are looking for Prize Money. And they do not seek to fill the complement of their ship by inviting applicants who can qualify as Marathon runners while carrying a sackload of Spanish dollars on their backs. But the Navy still wants men. Why, when war is over?

Well! The Navy is bigger now than it was before the war. Australia is depending more upon herself for her own defence, and the "First Line" is being strengthened. The expanded programme of the post war Australian Navy includes two aircraft carriers, and personnel more than double that of 1939. On the eve of the outbreak of war in that year the personnel of the permanent Navy

stood at between five and six thousand. At the conclusion of hostilities in 1945 it totalled over 33,000, mostly "hostilities only" personnel. Most of these were demobilised within 12 months of the end of the war. Immediate post-war recruiting, from April, 1946, to June, 1947, was for the interim Navy, and recruits were enlisted for two years, with a possibility of extension to 12 years.

Now that period of interim recruiting is over. The Naval Programme of construction and of manning has been decided upon, and reaches its limits of expansion in 1952. From June of last year, recruiting for that programme commenced, with a minimum of 12 years engagement. At the 1st. November this year, Naval personnel stood at 10,583, nearly double the 1939 figure. More are needed yet, to man the two aircraft carriers and other vessels under construction, the Naval Air Station, and ancillary services. And, in consequence, the Navy is carrying out a recruiting campaign.

What does it want, in lieu of men who can run a quarter of a mile without stopping weighed down by a sack of dollars? And



Schooling is not restricted to Naval subjects. Men in the Navy may, if they wish, continue their schooling up to Matriculation standard. Here is a class studying of sea.



At Flinders Naval Depot, Recruits under training march from the accommodation blocks to the schools after lunch.

what does it offer in place of the vision of Prize Money?

It wants young men, between the ages of 17½ and 23 years—higher ages in the case of certain tradesmen—of good character, medically fit, and of a certain educational standard, to sign on for 12 years, with the option of extending at the end of that period. It offers an interesting life of variety and possibilities of advancement, good pay, good food and accommodation, leave, and a gratuity or pension. That is the general picture. Let us examine it more closely.

Times, let us repeat, have changed. Not so long ago, the call was for "Able Seamen, Ordinary Seamen, and Able Bodied Landmen." They, when enlisted, were drafted straight to ships and off they went to sea. But the days when a Naval rating was one who, eventually, could "hand, reef and steer," and had an elementary knowledge of gunnery, communications, and one or two other specialist subjects, have passed. The advance of science, and its place in modern Naval warfare, has altered all that.

Today there are vacancies in the Royal Australian Navy for all classes of men. And any man with worthwhile qualities can



The Engine Room offers good opportunities of promotion. These Petty Officers are at the main engine controls of the frigate "Culgoe."

find a niche for himself, and more often than not receive training, and specialise in subjects, that will be of great value to him outside the Service, as well as within it. With radar, wireless telegraphy, electrical gunnery control, torpedoes and anti-submarine devices, aeronautical and other engineering and various highly technical courses, many ratings are not only seamen, they are also highly skilled technicians. There are other openings also. The Navy requires storemen, cooks, stewards, writers, sick bay attendants, stoker mechanics, fitters, and several other kinds of artificers. Even musicians.

Which reminds the writer of a broadcast during the early days of the war, when the speaker wound up his exhortation on a high note of the "Come then, let us to the battle" order, with "Let us, then, produce the Men, the Money, the Munitions!" Unfortunately he slipped on the last word of his alliterative peroration, and delivered it as "The Men, the Money, the Musicians!" But there was a fraction of truth in his utterance.

There are, anyway, openings for musicians in the Navy. Indeed there is hardly a tradesman

or non-tradesman, skilled or unskilled, who would not be suitable as a Naval recruit. Even a man who has had no training at all can, provided he is able to pass certain physical and educational tests, qualify as a recruit, join the Royal Australian Navy, and begin his training.

How does Tom, Dick, or Harry, feeling the urge to plough the main and see the world in the process, go about the job of joining up?

In the first place, he can apply to the Naval Recruiting Officer at any of the capital cities. These officers are stationed at the Naval Depot, Alice Street, Brisbane; H.M.A.S. "Rushcutter," Edgecliff, Sydney; H.M.A.S. "Lonsdale," Port Melbourne; Naval Office, Franklin Wharf, Hobart; H.M.A.S. "Torrens," Birkenhead, Adelaide; and Padbury Buildings, Forrest Place, Perth.

There he will be interviewed by a senior rating—a Chief Petty Officer or Petty Officer with a good record, and chosen for that and his capability for the job—and given a preliminary "once-over," his possibilities assessed, his qualifications checked, and he will be tendered advice as to the Branch which will probably be

most suitable for him if he himself has no particular fancy.

Qualifications? He must, first of all, be of substantially European descent, and the son of natural born or naturalised British subjects. He must, if under the age of 21 years, have the consent of his father to join, or, should his father not be alive, that of his mother or guardian. He must be within the age group of the Branch he wishes to join. He must pass a medical examination—eyesight is a particular matter in the case of seamen and communications ratings, and others whose duties entail "keeping the eyes skinned," but the wearing of glasses is not a drawback in other Branches.

He must be of a certain educational standard. This varies according to the Branch the applicant has in mind. But a sample is: Queensland—Passed Scholarship or High School Entrance Examination; New South Wales—Passed examination at end of first year at following schools: High, Intermediate High, Commercial, Junior Technical, District Rural, Agricultural High, or Technical High; Victoria—Merit Certificate (as issued to 1946), Junior Technical Certificate (as issued to 1945), or Eighth Year Certificate (instituted 1947); South Australia—Passed Examination end of a year in 8th. Grade at Higher Elementary or Area Schools, or at end of first year at High, Technical High, Agricultural High, or Boys Training Schools; Western Australia—Passed Examination at end of a year in 7th. standard at Central or Junior Technical Schools, or at end of first year at High or District High Schools; Tasmania—Merit Certificate (as issued to 1946) or passed Examination at end of first year at High or Junior Technical Schools.

Following his preliminary interview with the senior rating, he is passed on to the Recruiting Officer. He must name two referees, one of whom should be preferably his employer over the past

12 months. If, following his interview with the Recruiting Officer, his application is accepted, he is told when there is likely to be a vacancy in the particular Branch he has chosen, and informed that he will be advised—with 14 days clear notice—when he will be required to report. In the meantime, he should remain in his present employment until he gets that 14 days' warning. Then, when he is advised to do so, he reports at the Recruiting Office, takes the Oath, and off he goes to Flinders Naval Depot to begin his training in his new career.

The Oath? For how long does the New Entry sign on?

For twelve years. At the end of that period he has the option of further periods of engagement, two of five years each, and at the expiration of 22 years service he can re-engage for periods each of two years, provided that his age on completion of any two-year period does not exceed 30 years.

Ah! But let us go back a little. You say "He can apply to the Naval Recruiting Officer at any of the capital cities." What about a boy who lives away in the Bush? How does he get on?

He can write to the Naval Recruiting Officer in his capital

city, and arrangements will then be made for him to undergo his preliminary educational and medical tests in his home town. If these are passed successfully, he then comes to the capital city for his personal interview with the Recruiting Officer, and for his final educational and medical tests. His travelling expenses are paid, and also his living expenses if it is necessary for him to remain overnight.

Right! Now, what does the successful applicant get—as payment, and in lieu of the Prize Money that was an incentive in the days of yore?

Pay varies, according to qualifications. A tradesman, for example, gets more for a start than does the untrained man. There are cost of living adjustments which vary the pay from time to time. Married men naturally get more than single. And pay advances with promotion. Let us take an example, remembering that small variations may have affected these figures before they appear in print, but not to any extent.

We'll take a Stoker, Mechanic Branch, who enters without previous experience. His pay on entry, each week, including contin-

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All forms of training in Seamanship are practised at Flinders Naval Depot, including boat handling and sailing.



There are openings in an important branch of the Service—Communications.



# BITS ABOUT "OLD SHINY"

"FOR CENTURIES BRITAIN HAS POLICED THE PERSIAN GULF, THAT ANCIENT HOME OF THE OLD PHOENICIANS", AND HERE THE WRITER TELLS OF SOME OF THE WORK CARRIED OUT THERE DURING THE 1914-18 WAR.

By "I.E."

FROM Greenland's icy mountains to India's coral strand, and beyond, the maritime annals of the Empire record past glories of our sea captains enshrined in history's pages. But there have been many whose deeds have remained unsung. The "Shiny" has always called to the "Tight Little Isle," and from the Gate of Tears (Bah el Mandeh) to the gleaming golden dome of the Shewe Dagon the lure of the East has reached enticingly, with the old Indian Army, the Bombay Marine, the Royal Indian Marine, the Irrawaddy Flotilla Company, and the British India Steam Navigation

Company, trading to the uttermost corners of the seven seas manned by "Mahum Sahibs."

For centuries Britain has policed the Persian Gulf, that ancient home of the old Phoenicians. From Muscat to Basra, the Royal Navy, the Royal Indian Marine, the Rajputs, the Gurkhas, the Bengal Lancers and the old foot regiments of the British Army have fought, bled, and died in the hottest place on earth. As Kipling says: "The English scatter their dead around the world like cigar ends."

The British East India Company—the "John Company"—was

established in 1653, and from that year maintained its own regular navy. Officers and seamen were Europeans, the Marines being Sepoys. This force was called the "Bombay Marines." It was abolished in 1863, and the Royal Indian Marine was established, with headquarters at Bombay. The Bombay Marine, the Royal Navy, and the Royal Indian Marine have surveyed the Gulf, and the Euphrates and Tigris Rivers; kept law and order; quelled piracy, gun-running and slavery; and shown the flag from the earliest times of the John Company.

Little has been written of the extraordinary prestige Britain enjoyed in the Gulf. Few have heard the story of Mr. Midshipman Horatio Nelson in H.M.S. "Seahorse" at anchor off Apollo Bunder in 1775, writing home and wishing that he might join the Bombay Marine! or that his brother was an officer in that force and was killed in action with Malay pirates.

Let us consider a few of those who have represented the British in the area. There was one Henry Ormesby, a snotty attached to the Persian Gulf Survey in 1826. Being bored with the monotony of the work, he took French leave, lived for three years as an Arab, travelled through Persia and Mesopotamia, and arrived back in Bombay in 1830. He was promptly clapped under arrest, court-martialled, and reinstated in the service with the honour of Fellow of the Royal Society, at the age of 22.

In the 1850s, Henry Blossie Lynch commanded the "Ferooz" in the Burma War, and was awarded the C.B. Later he surveyed the Shatt el Arab and Euphrates to Bir, and thence overland to the Mediterranean. In 1915, one of



H.M.S. "Pyramus," 3rd. Class Cruiser. Built 1899; 2135 tons; eight 4-inch; 20 knots.

Major General C. V. Townsend's river steamers belonging to Lynch Brothers and used in the first advance towards Bagdad, was named "Blossie Lynch."

The tales one hears of inefficiency of the old Royal Indian Marine should be taken with a grain of salt. During the 1914-18 War, the R.I.M. vessels "Dalhousie," "Northbrook," "Hardinge," "Dufferin," "Lawrence" and "Minto"—all named after former Viceroy of India—did fine work in the Gulf, the Red Sea, and Eastern waters. Any body of seafaring men controlled by a Military Council—as was the R.I.M. in 1914-18—is bound to suffer. That was obvious in the conflicting orders issued by Indian Army Generals during the Tigris campaign, when the Director of the R.I.M.—Captain W. Lumsden, R.N., C.V.O.; later Rear Admiral Lumsden, C.I.E., C.V.O.—was snowed under with chits, those missives so dear to the hearts of the Burra Sahibs at Simla.

The R.I.M. boasted some fine officers in those days. Such men as Commander E. W. Huddleston (now Captain Sir Ernest Huddleston, K.C.I.E., C.B.E., Rtd.); Commander W. B. Huddleston, who was Principal Marine Transport Officer on the Tigris, 1914-16 (now Captain Huddleston,

old "Conway" boy, and now Captain Campbell, D.S.O., M.V.O., Rtd.—and R. C. Goad, who, captured in the retreat from Ctesiphon in 1915, was stripped by the Arabs and dressed in sacks, while endeavours were made to hack off a finger to get at a fine gold ring he wore.

Among the two-ringers were R. D. Merriman, who was a Kut prisoner of war and is now Commander Merriman, D.S.C., Rtd., G. C. Hallett, who served in the Tigris gunboats, and L. Sanderson, now Captain Sanderson, C.I.E., Rtd., who also served in the gunboats.

The R.N., the R.I.M., and the Merchant Service played their parts in the combined operations during the 1914-18 war. Ships that the Gulf ports—Gwadar, Muscat, Jask, Henjam, Bunder Abbas, Lingeh, Bahrain, Bushire and Kuwait—knew well, ships of the B.I. Company, Strick Brothers, Andrew Weir & Co., and Lynch Brothers river steamers (now Messers Ltd.) all played a prominent part in lawful peace-time trade and during the war of 1914-18.

There was certainly a gathering of the clans in the combined operations up in the Gulf during that conflict. The River Flotilla included all kinds of craft—goofas;



"Fly" Class China gunboat. 9½ tons; one 4-inch; one pom-pom; four Maxims. 9 knots; oil burner; complement 22.



The R.I.M. "Northbrook," 5820 tons; 16 knots; six 4-inch; six 3-inch. "Dufferin" and "Hardinge" very similar.



Stern-wheeler "Shusan," Flagship of S.N.O. River Tigris, 1915.



H.M.S. "Britomart." "Probably able to have engaged H.M.S. 'Victory' in action."

bellums; mahalas; stern-wheel paddle vessels which had been used in the Gordon Relief of 1885; the side-paddle vessels of Lynch Brothers—which traded in peace time between Basra and Bagdad—motor launches from the rivers of India and the Irrawaddy; the R.I.M. paddle ships "Lawrence" and "Comet"; and the old wooden, clipper-bowed sloops, "Cleo," "Espeigle," and "Odin"; all under the Senior Naval Officer, Captain W. Nunn, R.N.

As for those that manned this collection, they included Indians, Goanese, Anglo-Indians, Burmese, Somalis, Arabs, Australians, and British from the Old Dart.

No doubt many of you have read the sea stories of "Shalimar." P. C. Hendry, who adopted that pseudonym, forsook the Merchant Service to become a Lieutenant in the 4th Prince Albert Victor's Rajput Regiment, with the 6th Poona Division. In the retreat from Ctesiphon, Lieutenant Hendry, owing to his sea-going experience, was given command of the "Massoudieh," and so escaped being a Kut prisoner of war. The writer met him at Bagdad in 1917. To have commanded a company of Rajput warriors and a complement of materiel is surely the ideal combined operation.

In 1836 a Lieutenant John

Wood, of the Bombay Marine, was sent to report on the navigability of the Indus. Having sent in his report, he decided that a spot of walk-about would be of interest, so he visited Peshawar, went on to the Khyber Pass and Kabul, and then to Chitral, to see the source of the Oxus. He was the second explorer to reach that spot, the first being Marco Polo.

In 1895 a Captain C. V. P. Townshend defended Chitral Fort. With the Chitral Relief Column was a Captain Penton J. Aylmer, of the Royal Engineers, who won the V.C. at the blowing up of the gate at Nilt Fort at Hunza-Nagar, Chitral Relief.

In 1916, Major-General C. V. P. Townshend, C.B., D.S.O.—he had been awarded the latter for his defence of Chitral Fort—defended Kut-el-Amara, on the Tigris. He waited in vain to be relieved by the Tigris Corps under Lieutenant-General Penton J. Aylmer, V.C., C.B.; and Tigris gunboats under Captain Nunn. On the 12th March, 1916, was fought the disastrous battle of Dujaila Redoubt, within sight and sound of Kut. The battle led to the final surrender of the 6th Poona Division under Major-General Townshend, and the suspension of Lieutenant-General Aylmer.

Once again the Royal Navy, the Royal Indian Marine, and the Merchant Service combined in the relief operations. The new river steamer "Julnar" ran the gauntlet up the river trying to get supplies through to the starving Kut garrison, until finally, bullet riddled and shelled, she was beached a few miles below Kut. Lieutenant H. O. Firman, R.N., in command, and Lieutenant-Commander C. Cowley, R.N.V.R., a peace-time skipper in the employ of Lynch Brothers, were both killed and awarded posthumous V.C.'s.

There is no doubt that every Arab in Mesopotamia knew of the "Julnar's" mission, and Cowley knew that once he fell into the enemy's hands he was a dead man. Facts so far known are that he was captured alive. But his ultimate fate remains a mystery, except to his captors. In 1936 the writer had the pleasure of dining with the late Lieutenant-General Sir Penton J. Aylmer, Bt., V.C., K.C.B., at his home in London. By much use of knives, forks, spoons, salt and pepper pots, bread pellets and nuts, the tactical actions of the Battle of Dujaila Redoubt were fought over again. As Adjutant General in India, he had vigorously opposed the initial advance towards Bagdad, but he was the officer sent to try to extricate the 6th Poona Division. He was set a hopeless task, with a scratch army totally unfitted even for Indian frontier warfare, while the R.I.M. officers who were striving to support him had no ships of suitable construction for the intricate navigation of the Tigris.

Sir Penton Aylmer, who died in 1938, had strong ties with Australia, as his son-in-law was the late Major-General E. K. Squires, C.B., D.S.O., of the Royal Engineers, who died in Sydney just prior to the war of 1939-45. A number of the Aylmers of Ireland are pioneer settlers in New Zealand.

In 1916 the Admiralty and War Office took over the conduct of all operations in Mesopotamia, the late Lieutenant-General Sir P.

S. Maude, K.C.B.,—who died of cholera in Bagdad in 1917—being Commander-in-Chief of the victorious forces which recaptured Kut-el-Amara, a shell-shattered, empty ghost town; swept on past the old battle field of Ctesiphon; crossed the Diyala River; and captured Bagdad in March, 1917.

Many will recall the dour old seadog Jacky Fisher, creator of the Grand Fleet. After the initial lack of fighting ships on the Tigris, he pushed on the building of the "Fly" and "Insect" class of China gunboats. In the operations leading to the capture of Bagdad, the R.N. Flotilla consisted of four "Insect" class and sixteen "Fly" class gunboats, still under the S.N.O., Captain Nunn (later Vice-Admiral Nunn, C.M.G., D.S.O.) with a fine company of river craft under the direction of the Inland Water Transport, whose personnel came from China, India, Nigeria, Uganda, South Africa, Egypt, and all parts of the Empire.

There was an Australian link with the Persian Gulf in the presence there during 1915 of H.M. Ships "Juno" (S.N.O., Captain D. St. A. Wake, R.N.) and "Pyramus" (Commander Viscount Kelburn, later Earl of Glasgow). Both of these cruisers had been attached to the Australia Station in pre-war days. Persian irregulars, backed by German money, attacked the old seaport town of Bushire in 1915. A naval landing party from "Juno," "Pyramus," and the R.I.M. "Lawrence," supported the 11th Rajputs and the 96th Berar Infantry in totally defeating the tribesmen.

Not even the most ardent globe trotter would have considered paying a visit to the Sultan Seyyid Talmir bin Turki of Oman at Muscat, or dropping in to leave his card on the Political Agent, Major S. G. Knox, C.I.E. But the old composite antiquated gunboat "Britomart" called in there during 1917, and fired a salute of twelve guns in the Sultan's honour.

Perched high up on the rocky coast is the remains of an old Portuguese fort. Here the Sultan's master gunners returned the salute with gusto from the old muzzle-loading cannon. Fortunately they are not often called upon to make such a gesture, as on the discharge of each round huge lumps of the fort's masonry fell with a mighty splash into the sea, affording much delight to our own gun's crew in the "Britomart."

An unrehearsed combined operation took place in 1917 at a cavalry camp some 40 miles north of Bagdad, when H.M.S. "Sedgefly" was anchored in mid-stream to protect the camp from German Taubes, which had developed the habit of swooping down to machine-gun the camp and horse lines.

At Kut-el-Amara after its recapture, a Captain W. C. P. A. Wilson, of the 10th Wellesley Rifles, I.A., was in charge of the resettlement of Kut and the rebuilding of those who so gallantly fell in its defence. In 1976, the R.N. gunboats' crews supplying working parties. The writer was taken by Captain Wilson on a tour of the battlefields, a never-to-be-forgotten experience.

All round Sanniyat, Beit Aiesha, Sinn Banks, Dujaila and the Licquorice Factory, the stench of death was terrific. At night the jackals howled, yapped and fought over the ghostly battlefields, digging up the dead who lay for miles in a mass of trenches, posts and redoubts. Practically every foot of the torn ground was covered with dud shells, jagged shell splinters, Mills bombs, cartridge cases, rotting equipment, skulls and bones.

With a Naval surgeon, we shot hundreds of jackals along the Hai River and at the Licquorice Factory, the filthy, cunning brutes hiding in every trench and hole.

From Fai Fort to the Bridge of Boats at Bagdad, the British and Indian Armies fought side by side with the Royal Navy, the Royal Indian Marine, and the Merchant

Service. In 1914 Lieutenant-Commander P. S. McGachen, R.N.R., of the old battleship "Ocean"—sunk in 1915 at the Dardanelles—was killed in action at Kurna and is buried at Basra, the home port of Sinbad the Sailor. Near Sanniyat, Lieutenant-Commander E. G. Cookson, R.N. (posthumous V.C.) of H.M.S. "Odin," C. Cowley, R.N.V.R. (posthumous V.C.) and Lieutenant H. O. Firman (posthumous V.C.) are buried. To the westward of Umm-el-Tubul lies the unknown grave of those sailors who died in the advance on and capture of Bagdad. They were buried in darkness, the burial service read by Captain Nunn by the flickering light of a lantern, in a silence only disturbed by the rustling whisper of the river's voice.

We in the gunboats used to watch the P.B.I. plodding along in a cloud of choking dust, and on banking in near a military camp we offered hospitality to the "sodgers." That good cheer which existed between khaki and blue thirty years ago is a treasured memory of the "Old Shiny."

#### Death of Early Second Naval Member

On the 14th of November, the death was announced from London of Rear Admiral Constantine Hughes Onslow, who was one of the earliest of the Second Naval Members of the Australian Commonwealth Naval Board, and thus had a good deal to do with the Royal Australian Navy during its formative years. In the Board as it was first constituted in March, 1911, Captain B. M. Chambers was Second Naval Member. He retired during the following year, and on the 15th August, 1912, Captain C. H. Hughes Onslow assumed the position of Second Naval Member, remaining in the position until his retirement in January, 1914, when he was succeeded by Captain A. Gordon Smith, R.N.

## COMMANDER R. S. VEALE, V.R.D., R.A.N.V.R.

**C**OMMANDER Richard Stanley Veale, V.R.D., R.A.N.V.R., the Inspector of Naval Recruiting, and Chief Rehabilitation Officer, R.A.N., is a Tasmanian, having been born at Lefroy in the Island State on the 5th September, 1893.

He joined the Commonwealth Naval Forces as a Volunteer Cadet in the Australian Naval Cadet Corps on the 30th April, 1909, and is thus in his 40th year of continuous Naval Reserve service—which must be something of a record in Australia. Of this period, nearly 15 years have been spent in mobilised service—five years and four months during the 1914-18 War, and nine years and three months since he was mobilised on the eve of the outbreak of war in 1939 until the present time.

Cadet Veale transferred from the Australian Naval Cadet Corps to the Volunteer Naval Reserve—R.A.N.R.(M), the "M" standing for Militia—in September, 1911. Previous to that he had, during 1910, drilled in H.M.A.S. "Cerberus"—with 10-inch muzzle-loading guns. "Cerberus" used to be towed from her moorings in Hobson's Bay away down Port Phillip for these exercises. Now, in the Volunteer Naval Reserve, young Veale had sea training, in H.M.A. Ships "Parrymatta," "Paluma," and "Pioneer," and in August, 1914, was appointed Midshipman, R.A.N.R.

On the first of that month he was mobilised for service in the 1914-18 War, his first appointment being to the Examination Steamer on station at Port Phillip Heads. It was there, with the outbreak of hostilities, that he hoisted the signal which has been claimed to have caused the supporting battery at Point Nepean to fire a shot across the bows of the German steamer "Pfalz," which was trying to beat the gun and get away into the wide open spaces before war was declared—but which was captured. The Nepean battery's shot was the first fired by Australia in the war.

Midshipman Veale also took part in another incident in a German ship at Port Phillip Heads when he was in the party with Captain J. T. Richardson, R.A.N., when that officer seized the German codes in the steamer "Hohent."

His next experience was with the Naval and Military Expeditionary Force which captured New Guinea from the Germans. He sailed in the "Berrima" from Sydney on the 16th August, 1914,

and landed as Half-Company Leader at Kahakaul on the 11th September, and took part in the capture of Bitapala Wireless Telegraphy Station. His Commanding Officer, Lieutenant T. A. Bond, R.A.N.R., of Brisbane, was awarded the D.S.O. for his part in this affair.

Young Veale returned to Port Melbourne Naval Depot after New Guinea, and from January, 1915, underwent an intensive course in signals, and in July, 1915, was appointed to H.M.A.S. "Encounter," serving in that ship in the Pacific, and on the China Station. For a time he was on loan to H.M.S. "Fame"—one of the old coal-burning, 30-knot destroyers—and joined H.M.A.S. "Una" early in 1916, patrolling the Straits of Malacca and off the Anamba Islands, China Sea, returning to Melbourne in May, 1916, and being promoted Acting Sub-Lieutenant.

In June, 1916, he was appointed to the Naval Depot, Fremantle, in charge of the Examination Service and Port War Signal Station, and later as Staff Officer and Assistant Naval Transport Officer to the District Naval Officer, Fremantle, until the 1st July, 1919. From then on, he served in Port Melbourne and Williamstown Naval Depots until his demobilization in November, 1919. By this time he had his two stripes, having been promoted Sub-Lieutenant in August, 1916, and Lieutenant on 1st July, 1919.

Following his demobilization after the 1914-18 War, Lieutenant Veale continued to serve on the Active Lists of the R.A.N.R. and the R.A.N.V.R. In May, 1920, he was Officer of the Royal Guard for H.R.H. the Prince of Wales when the Prince landed from H.M.A.S. "Anzac" at Princes Pier, Port Melbourne; and also when His Royal Highness reviewed the Fleet in that month.

He qualified in Minesweeping in H.M.A.S. "Mallow" in 1923, and had several periods of sea-training in subsequent years in H.M.A. Ships "Marguerite," "Vampire" and "Yarra."

Commanding the Representative Naval Reserve Companies at the opening of the Federal Parliament in Canberra by His Majesty the King—then H.R.H. the Duke of York—in May, 1927, Veale attained his half-stripe the following July, and in August, 1927, was awarded the Volunteer Reserve

Continued on page 24.



Commander R. S. Veale, V.R.D., R.A.N.V.R., Director of Naval Recruiting

# SEAS, SHIPS AND SAILORS

By NORTON

## GREAT VOYAGES LITTLE SHIPS. N°2

**FERNAND MACILLAN, OF PORTUGAL,**  
LED THE FIRST VOYAGE EVER MADE  
AROUND THE WORLD. FIVE TINY SHIPS  
SET OUT FROM SEVILLE, SPAIN, IN 1519, BUT OF  
THE 273 MEN WHICH MANNED THEM ONLY 18  
RETURNED - IN ONE SHIP - 3 YEARS LATER!  
ALMOST EVERY DISASTER KNOWN AT SEA  
HAPPENED TO THIS FLEET - MUTINY, WRECK,  
AND STARVATION. PASSING THROUGH THE  
STRAIT AT THE HEEL OF S. AMERICA,  
MACILLAN VISITED VARIOUS PACIFIC ISLANDS  
INCLUDING THE PHILIPPINES, WHERE HE WAS KILLED  
IN 1521. THE SURVIVING SHIP REACHED SPAIN  
ON SEPTEMBER 6,  
1522 - FIRST AROUND  
THE WORLD!



**CENTENARIAN**  
ADMIRAL OF THE FLEET  
SIR FRANCIS BEVILLE, G.C.B.,  
THE ONLY ADMIRAL TO CELEBRATE  
HIS CENTENARY WHILE STILL ON  
THE "ACTIVE LIST," DIED IN 1892  
AGED 100 YEARS. 10 MONTHS  
FOR MERITORIOUS SERVICES, A  
SPECIAL DECREE BY COUNCIL IN 1870  
GAVE HIM THIS UNIQUE HONOR.

## FRIDAY THE THIRTEENTH

... OF AUGUST 1915, THREE GERMAN  
SUBMARINES SET OUT FROM KIEL -  
U72, U51, U52. AFTER A FRUIT-  
LESS 9 DAYS AT SEA U52 REACHED  
KIEL BADLY DAMAGED, WITH CREW  
NEARLY ALL CASUALTIES. U22  
GOT BACK FIVE DAYS LATER - IN  
DISGRACE, HAVING TO PROCEED  
AND SLINK BY MISTAKE ANOTHER  
GERMAN SUB. U7, FROM WHICH  
THERE WAS ONLY ONE SURVIVOR.  
U31 NEVER RETURNED -  
LIKE A FLOATING COFFIN THIS  
VESSEL ORIENTED ASHORE ON  
THE BRITISH COAST SIX MONTHS  
LATER WITH EVERY MAN DEAD  
IN HIS BUNK - GASSED.



A GOOD MANY LAY MORE  
THAN A MILLION EGGS  
BUT LIES THAN ONE IN  
2,000,000 PRODUCE A  
REPRODUCING OOD!!

## CHRISTMAS BOX!!

IT WAS A ROMAN CUSTOM FOR THE PRIEST  
TO PUT A BOX ONBOARD EVERY OUTGOING  
SHIP. AT INTERVALS DURING THE VOYAGE  
SUMS OF MONEY WERE PLACED IN IT TO  
ENSURE A SAFE RETURN. WHEN SHIP  
ARRIVED HOME, BOX WAS HANDLED TO THE  
PRIEST WHO KEPT IT TILL CHRISTMAS. A  
MASS WAS THEN SAID THE BOX OPENED,  
AND CONTENTS GIVEN TO THE POOR.  
HENCE CHRISTMAS BOX!!



17

# THE LATE CAPTAIN F. J. BAYLDON

THE DOYEN OF AUSTRALIAN SEAFARERS, HE TAUGHT MANY MERCHANT  
SERVICE OFFICERS MUCH OF THEIR PROFESSION.

By Captain Brett Hilder

**M**OST seafarers are irked dur-  
ing their first few years at  
sea by the discomforts, monotony,  
discipline, and restrictive nature  
of their trade. If they stay at sea  
they settle down into the rut, but  
in moment of idealism, or of ex-  
asperation, they want to leave the  
sea and settle down ashore. This  
desire is aggravated by a wife,  
but as a general rule we find that  
the climax passes after fourteen or  
fifteen years at sea.

Joseph Conrad had a name for  
this climactic of the approximate  
age of thirty: he called it "The  
Shadow Line." In a novel of  
that name he describes the rest-  
lessness which drives a man to  
give up a good berth, as the last  
rash act of his vanishing youth,  
though it may only result in a  
hasty marriage.

F. J. Bayldon was a promising  
young officer of the Union Com-  
pany when he reached the age of  
thirty, with an Extra Master's  
ticket and a commission in the  
Royal Naval Reserve. He prob-  
ably married about this time, and  
this may have had something to  
do with his next step. For he  
broke with the routines and regu-  
lations of the big ships, to get a  
command in the small island  
steamers of the Burns, Philp Line,  
trading to the wilds of the Sou-  
th West Pacific. In these islands he  
found neither routines nor regula-  
tions, but countless reefs and  
islets, very badly charted, if at all.  
He did quite a lot of chartwork,  
and there are two shoals outside  
Tulagi Harbour named after him.  
He had joined the island trade in  
1902, and in 1904 we find him  
credited on the Admiralty charts  
as "Sub-Lieutenant F. J. Bayldon,  
R.N.R., Master of s.s. "Tambo,"  
who sketch-surveyed the coasts of  
Vella Lavella."

Apart from his original hydro-  
graphic work, he was remarkable  
in that age and trade for his  
erudition and gentility, and to his  
brother officers he was known as  
"Gentle Annie." Not that he was  
a prude, for he drank, smoked  
and swore; but not sufficiently to  
maintain the traditions of "Bully"  
Hayes and his contemporaries. In  
1906 Captain Bayldon was pre-  
sented with an illuminated address  
by the passengers of s.s. "Morse-  
by" after a voyage through the  
Solomons to New Guinea.

After eight years as master in  
the island trade he made another  
break with routine by leaving the  
sea altogether to start a school of  
navigation in Sydney. This opened  
on the 3rd of May, 1910, and his  
long list of successful candidates  
began with the name of Charles  
S. Westerton, who passed the  
piloteage exemptions for the ports  
of Sydney and Newcastle. The  
school catered for all types of na-  
vical certificates, and later on for  
the Civil Aviation licences as well.

In 1916 the school moved from  
the Rawson Institute to the Royal  
Exchange building. Besides run-  
ning the school single-handed, Bay-  
ldon acted as ship-surveyor and  
compass adjuster occasionally. For  
his survey work in the islands he  
was promoted to Commander  
R.N.R., and elected a Fellow of  
the Royal Geographical Society.  
He turned his attention to early  
Pacific history, and was eventu-  
ally elected a Fellow of the Royal  
Australian Historical Society. He  
published a sail and rigging plan  
of Cook's "Endeavour," and  
supervised the rigging of the half-  
scale model of H.M.S. "Supply,"  
which was built for the Sydney  
Sesqui-Centenary Celebrations in  
1938. He also published a book  
for seamen on the Hurricanes of  
the Queensland Coast, and was

awarded the M.B.E. in 1938.  
His son, Dr. F. W. Bayldon,  
of Taree, is a very fine swim-  
mer, and held a State champion-  
ship for several years; he was an  
officer of the R.A.N.R., and al-  
though a medico by profession, he  
served as an executive officer dur-  
ing the recent war as Lieutenant-  
Commander.

Captain Bayldon died on the  
21st of July this year: his remains  
were cremated, and at the request  
of the League of Ancient Marin-  
ers they were taken to the Solo-  
mons in the Burns, Philp ship  
"Mullama," and scattered over  
the Bayldon Shoals. During his  
37 years of teaching he had over  
3,000 successful pupils, including  
over 90 Extra-Masters. The school  
was taken over last year by Cap-  
tain Heighway, who continues the  
tradition. The late Francis Joseph  
Bayldon was the doyen of Aus-  
tralian seafarers, and of his work  
and achievements we of the sea-  
service can be justly proud.

## MOTOR BOAT "GOT AWAY"

The Commander-in-Chief,  
America and West Indies—Vice-  
Admiral Sir William G. Tennant,  
K.C.B., C.B.E., M.V.O.—misses  
winning a motor boat in a fish-  
ing competition recently. In  
H.M.S. "Sheffield" (Captain G.  
B. H. Fawkes, C.B.E., R.N.) he  
was with the Royal Canadian  
Navy, Pacific Coast Squadron, in  
Esquimalt Dockyard, when a sal-  
mon fishing Derby was held at  
Sawwick Inlet. Admiral Ten-  
nant caught a 20 lb. spring sal-  
mon, the biggest fish of the day.  
But he failed to enter it—be-  
cause he did not think it large  
enough. So the prize, a very nice  
motor boat, "got away."



## QUESTION BOX

CONDUCTED BY

Captains 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.

"Paringa" of Narrabri asks if the ship "Paringa", whose name he has seen mentioned in newspapers, is the same steamer that he served in in 1913.

The "Paringa" mentioned recently is the P. and O.S.N. Co.'s motor ship of 11,063 tons, built in 1936 by John Brown and Co., Clydebank as the "Essex" for the Federal S.N. Co., London, a subsidiary of the P. and O. She took part in the Malta convoys, and on the occasion of the great attack on the aircraft carrier "Illustrious" on 16th. January, 1941, she was lying opposite that ship in Valetta. The "Essex" was loaded with a full cargo of high explosive, ammunition and torpedoes, and she shared the heavy attack.

In spite of an intense box barrage of the anti aircraft guns, the Stukas came in and a bomb went clean down "Essex's" dummy funnel, bursting with great damage in the engine room. Fortunately, the cargo did not explode, and a working party of sailors and soldiers were able to discharge her much-needed cargo, but the ship herself remained on the bottom of Grand Harbour until 1944, when salvage operations were begun. She was refloated after the German surrender in May, 1945, and towed to Britain where complete repairs were effected. Together with her sister ship "Sussex", she was transferred to the P. and O. line and renamed "Paringa", the "Sussex" being renamed "Palana."

The earlier "Paringa" was a steamer of 1,310 gross tons, built in 1908, by Scott of Kinghorn, for the Adelaide S.S. Co.'s Gulf

trade in South Australia. Her dimensions were 230.2 feet long by 36.1 feet wide by 13.9 feet deep. Together with the "Rupara," and on occasion with the "Innamineka," she ran from Adelaide to Spencer Gulf as far as Port Pirie and Port Augusta, until joined by the first "Moraltia" in 1912. She remained in this trade until 1931, when the "Moonta" took over, when she was laid up in Port Adelaide, awaiting a purchaser.

In 1935, she was purchased by a Chinese firm and arrangements were made for her to tow the oil tanker "Vincas" from her anchorage on Western Port Bay to Osaka. The tow began on 23rd. December, 1935, and the following day, the two ships were sighted off Wilson's Promontory, steaming slowly. On 27th. December, the "Vincas" was sighted at anchor off Lakes Entrance, lying to two anchors, in a heavy gale. When the seas went down, a boat went out to her and found that the tow line had broken, and "Paringa" had not been seen since.

Hopes rose when the motor ship "Hauraki" reported that she had been in touch by radio with the "Paringa" at 6 p.m. on 26th. However, in spite of air and sea searches, no trace of the missing steamer was ever found, although some hatches were picked up. There was considerable doubt as to whether these came from her. She had vanished with her crew of five white men and twenty-six Chinese. One of the Chinese in the "Vincas" said he had patched holes in the side of the "Paringa," and it is believed that either rivets worked out or plates

split, causing the ship to founder.

A. T. A. (Geelong) asks details of the collision between the steamer "Coogee" and a sailing ship.

The steamer "Coogee" was bound from Launceston to Melbourne under the command of Captain Carrington, when at 4 a.m. on the morning of Christmas day, 1903, she ran under the bowsprit of the Italian sailing ship "Fortuanto Figari," commanded by Captain Schiavino. The "Coogee's" masts and funnel were brought down, Captain Carrington and another member of the crew being killed. The "Fortuanto Figari" was bound from Melbourne to Newcastle, and was formerly the British ship "Kistna," of 2,149 tons built of iron in 1883 by Oswald, Morjaunt and Co., Southampton, for Edward Bates and Sons, Liverpool. She was sold to Figari Bros., Genoa, in 1901, and renamed "Fortuanto Figari." In 1905 she was sold and renamed "Victoria," and was out of Lloyd's Register in 1910, probably broken. "Coogee" was scuttled outside Port Phillip Heads on 27th. February, 1928.

T. Dennison (Ceduna) came to Australia in the steamer "Gothic," and now that a new "Gothic" is about to come into commission, asks the fate of the earlier ship.

The "Gothic" was a twin screw four masted steamer of 7,660 gross tons, built in 1893 by Harland and Wolff, Belfast, for the White Star Line, Liverpool, and used on the London-New Zealand service. Homeward bound in 1906, she was found to be afire, and considerable damage was done before it was extinguished. After repairs, she was transferred to the Red Star Line of Antwerp and renamed "Gothland."

In 1911, the "Gothland" came back to the White Star Line, was renamed "Gothic" and ran in the Australian trade. In 1914, she again went to the Red Star Line and was again named "Gothland." She was sold to Italian

shipbreakers in 1926, being finally broken up at Genoa the following year.

Reuben Ranxo's article on Naval Aviation (October issue) mentions the difficulties met with the "Furious." She was one of three sister ships, "Courageous" and "Glorious," each carrying a main armament of four 15-inch guns in a twin turret fore and aft. "Furious" was designed to carry two 18-inch guns in each of two single turrets, one forward and one aft. Before she was completed, she was partially converted to an aircraft carrier by having the fore turret removed and a flying-off deck 228 feet long and 50 feet wide with a hanger under it fitted over the fore deck.

Later, when the after 18 inch gun was fired, it was found that the ship was too lightly constructed to stand the shock of discharge. This after turret was removed and a flying-off deck 284 feet long and 70 feet wide also with hangers under it, was constructed. Landing-on was, however, a very hazardous operation, because of eddying winds round the huge funnel and the bridge structure, as well as from the effect of the funnel gases.

She was then converted into a flush decked ship with her funnel up-takes carried along each side under the flight deck and discharging over each quarter. About 1938, she had a small island structure installed on her starboard side, amidships. She has now been broken up, after giving the Royal Navy good service in both the 1914-18 and 1939-45 wars. Her sisters were also converted into aircraft carriers with island structures on their starboard sides of the flight decks. They were both war casualties.

K.J.M., Marsden Street, Shortland, Newcastle, N.S.W. With reference to your letter in the November issue of "The Navy," the information you seek is: "Scorpion" and "Crossbow" belong to the Weapon class of destroyers of four vessels. They are of 1,980

tons displacement; dimensions: 363 feet long overall, 38 feet wide, and 12½ feet draft. Guns: six 4-inch dual-purpose, and anti-aircraft guns. Ten 21-inch torpedo tubes, quintupled. Propelling machinery: two sets of Parsons geared turbines, two shafts, 40,000 horsepower, for a speed of 34 knots, two boilers.

Guns are arranged one pair on the forecastle deck (A position); a pair superfiring (B position); and a pair aft on deckhouse (X position). They have two funnels, the fore funnel not being apparent, for it is inside the lattice type mast; the second funnel is small and not very conspicuous. The class was to have been numerous, some seventeen having been cancelled on the cessation of hostilities. "Scorpion" was built by Thornycroft, Southampton; and "Crossbow" by J. Samuel White & Co., Cowes, Isle of Wight.

"Dunkirk," "St. Kitts," "St. James," "Cadiz" and "Slyps" are of the Battle class of destroyer, built by A. Stephen and Son, Glasgow; Swan, Hunter and Whigham Richardson, Wallsend; Fairfield S.B. Co., Govan ("St. James" and "Cadiz") and Cammell Laird and Co., Birkenhead respectively. They are 2,315 tons displacement, 379 feet long overall, 40½ feet wide, and 12½ feet draught. Armament: four 4.5-inch dual-purpose guns; twelve to fourteen 40 mm. anti-aircraft guns; two depth charge throwers, and ten 21-inch torpedo tubes, quintupled. The 4.5 dual-purpose guns are twin mounted in superfiring turrets on the forecastle.

The "Dunkirk" carries five of these guns, the fifth being mounted abaft the single funnel.

Machinery comprises twin screw geared Parsons turbines of 50,000 shaft horsepower, giving a speed of 34 knots. The new Australian destroyers "Anzac" and "Tobruk" are of this class, which generally resembles ships of the N class, "Norman," "Napier," etc., which were in the R.A.N. during the war.

"Contest" is a ship of the C class of destroyers, numbering 26, and was built by J. Samuel White and Co., Southampton, in 1944. She is 1,710 tons, 3,626 feet long, 35½ feet wide, and 10 feet draught. Armament: four 4.5-inch dual purpose guns four 40 mm. anti-aircraft guns and some smaller. Eight 21-inch torpedo tubes quadrupled. Machinery: twin screws driven by Parsons geared turbines, giving a speed of 34 knots, speeds up to 38 knots having been obtained in service. The main armament is mounted in single gun gunhouses superfiring on the forecastle and aft, similarly to the Q class of Australian destroyers, to which they bear a close resemblance.

"Myngs" belongs to the Z class of destroyers of eight ships, and was built by Vickers-Armstrong Ltd., Wallsend on Tyne, in 1943. Tonnage and dimensions are the same as the "Contest," as well as machinery. Armament is four 4.5-inch dual-purpose guns, two 2-pdr., three 40 mm. and two 20 mm. anti-aircraft guns, with eight 21-inch torpedo tubes, quadruple mounted.

The cruiser "Constance," mentioned as having been in Manila at the time of the death of the President of the Philippines, is actually a destroyer of the C class, built by Vickers-Armstrong Ltd., Wallsend on Tyne, in 1944, all details being the same as the destroyer "Contest" mentioned above.

Regarding the number of cruisers, destroyers, frigates, and sloops in commission. The Admiralty, of late has been very reticent as to details. The following is believed to be fairly accurate.

**Home Fleet: Cruisers** "Diadem" (3,700 tons, eight 5.25-inch dual-purpose guns), "Sirius" and "Cleopatra" (3,450 tons, ten 5.25-inch dual-purpose guns), and sixteen destroyers.

**Mediterranean Fleet: Cruisers** "Mauritius" (8,000 tons, twelve 6-inch guns), "Newcastle" (9,100 tons, nine 6-inch guns), and "Phoebe" (3,450 tons, ten 5.25



dual-purpose guns), twelve destroyers and six frigates.

West Indies Squadron: Cruiser "Sheffield" (9,100 tons, nine 6-inch guns), and sloops "Sparrow" and "Snipe."

Pacific Fleet: Cruiser "London" (10,000 tons, eight 8-inch guns) and "Sussex" (9,830 tons, six 8-inch guns), one flotilla of destroyers of eight ships, though these destroyers are believed to have been recalled to Britain.

South Atlantic Squadron: Cruiser "Nigeria" (8,000 tons, nine or twelve 6-inch guns), and sloops "Actaeon" and "Nereide."

East Indies Squadron: Cruisers

"Norfolk" (9,925 tons, six 8-inch guns) and "Birmingham" (9,100 tons, nine 6-inch guns), and four frigates.

Royal New Zealand Navy: Cruiser "Black Prince" (5,700 tons, eight 5.25-inch guns) and six frigates on passage from Great Britain. Most of these will probably be paid off on arrival in New Zealand.

Royal Canadian Navy: Cruiser "Ontario" (8,000 tons, nine 6-inch guns); destroyers "Athabaskan" and "Crescent"; frigate "Antigonish."

Royal Indian Navy: Cruiser "Delhi" (ex "Achilles," 7,030

tons, six 6-inch guns); some sloops.

Royal Pakistan Navy: Not given.

Royal Australian Navy: Details are given in each month's issue of "The Navy," to which the reader is referred.

It will be seen that the navies of the Empire are, at the moment, very meagre.

In Reserve: Twenty-seven cruisers, twenty-seven sloops, one hundred and fifty-five destroyers and one hundred and seven frigates. The Admiralty has given no indication as to which ones are refitting or are about to be recommissioned.

COMMANDER R. S. VEALE  
Continued from page 20.

Officer's Decoration, being the youngest officer then, and for many years afterwards, to receive that Decoration.

When Lieut.-Commander Veale was mobilised on the 29th August, 1939, for his current War Service, he had for over twelve years been the Head of the General Service Department of the Metropolitan Gas Company, Melbourne.

On the 2nd September, 1939, he took up the appointment of Extended Defence Officer and Chief Examining Officer, Port Phillip, and had under his direction his old 1916 ship—"Una"—which, as the Pilot Steamer "Akuna," was No. 1 Examination Steamer. From the 29th November, 1939, to the end of July, 1940, he commanded the Naval Reserve Depot, Port Melbourne, when his service suffered the interruption of a severe illness.

He resumed duty in October, 1940, and the following month commenced the expansion of the Naval Recruiting organization in Victoria, continuing in that appointment until the 12th January, 1942, when he was appointed Staff Officer (Operations) at Melbourne. In September, 1944, his appointment was amended to that of Senior Staff Officer, which included his former duties of Staff Officer (Operations), and added to them those of King's Harbour Master and Staff Officer (Coastal Craft).

Promotion to Acting Commander came in July, 1945, when he commenced duty at Navy Office, Melbourne, as Inspector of Naval Recruiting and Chief Rehabilitation Officer, R.A.N., in which appointment he still serves, with the added duties of Co-ordinator of Advertising for Officer-Candidates

and Recruits. He was promoted Commander on the 30th June, 1946.

During his present War Service, Commander Veale selected hundreds of recruits for war-time service in the Royal Australian Navy, and as a member of numerous Selection Boards selected many candidates for Officer rank, including the first entry of Victorians in 1940 under the "Yachtsmen's Scheme," and the first 12 W.R.A.N.S. recruited in the State.

Commander Veale has been a Councillor and Vice-President of the United Services Institution of Victoria since 1923, and a Committeeman of the Navy, Army and Air Force Club (Melbourne) since 1941, having been Vice-President of the Club in 1946-47. He has also been a Vice-President of the Royal Life Saving Society for many years.

Since establishing his home in Elwood in 1920, he has been prominent in the activities of local sporting and other bodies, as Patron and Office Bearer. As a youth he sailed in 14-foot racing dinghies on Port Phillip Bay. After the 1914-18 War he played cricket with Elsternwick Second Eleven until the resumption of Naval Reserve Training prevented his further regular play. He was "hooker" for Melbourne Rugby Club when Rugby was being established in the Victorian capital in the Nineteen-Twenties. He enjoyed a lot of Service boat sailing between the wars, and for many years was a keen rifle shot.

These days, his recreations are mainly fishing on Port Phillip Bay in 12-foot dinghies—with or without a "pusher"—swimming in the summer, and gardening—as necessary.

## de Havilland SEA VAMPIRE



The first carrier-borne jet aircraft, the de Havilland Sea Vampire represents a tremendous step forward in naval aviation. Now in production for the R.N.

The land version of this famous aeroplane is in service with the R.A.F. and foreign Air Forces, and is to be produced in Australia for the R.A.A.F.

DE HAVILLAND ENTERPRISE IS WORLD WIDE



From our Correspondents in LONDON and NEW YORK

### NO MORE "OCEAN GIANTS"?

The day of the "Ocean Giants," such as the "Queen Mary" and "Queen Elizabeth," is over, according to T. C. Lockwood, president of the Cunard-Donaldson Lines, says "The New York Times." Mr. Lockwood does not believe that any more such big ships will be built, and says that the current costs of building and operating such vessels is prohibitive. In addition, such vessels as the "Queens" were built for specialised trade. Few harbours in the world can handle them. Smaller vessels, on the other hand, can be shifted to other runs than that from New York to Southampton when conditions require.

### "CARONIA" IS LARGEST POST-WAR

In support of his belief that the giant transatlantic liner of 80,000 tons or so has seen its day, Mr. T. C. Lockwood pointed out that no luxury liner in

that class has been constructed or begun building in recent years. The largest since the war is the "Caronia"—of 40,000 tons—which is being constructed for the Cunard-White Star. This size of ship, Mr. Lockwood believes, will probably be the largest to be built in the future.

### MARINE CASUALTIES

According to statistics of the Liverpool Underwriters' Association which were made available last month, damage to machinery and propellers was the chief cause of marine casualties during August of this year. Of the 431 casualties during the month, 140 were caused by such damage. Collisions accounted for the second largest casualty list, with 126 being recorded by the British association. Strandings, accidents caused by bad weather, and damage caused by fires, followed in that order of importance. August casualties in 1948 were 88 fewer than in the same month of last year, and were also lower

than for the three previous months of this year, the figures for May, June and July being 535, 619, and 599 respectively.

### U.S. SHIPBUILDING

According to a report from the Shipbuilders' Council of America, issued last month, more than 1,000,000 tons of shipping was on order or under construction in the United States on the 1st. September of this year. This aggregate is treble the tonnage under construction on that date in 1947. This year's tonnage includes 72 vessels of 1,000 gross tons or more, totalling 1,052,869 tons, and two dredges totalling 24,672 displacement tons ordered or under way at 11 American shipyards.

### TANKERS HEAD LIST

The bulk of new American building consists of 61 oil tankers, aggregating 984,180 gross or 1,554,300 deadweight tons. The two largest of these are building at the Welding Shipyard, Norfolk, Virginia, and are 615 feet

in length and have a deadweight tonnage of 10,000. Fifty others are of the "super-tanker" category, between 26,000 and 28,000 tons. At least 16 of the tankers building in American yards are on foreign account. This is a situation, since ship construction costs in the United States are high, but it is made necessary by crowded foreign shipyards.

### SHIPPING TURN-ROUND

Following a meeting in September last year of representatives of the General Council of British Shipping, the National Joint Council for the Port Transport Industry, the Dock and Harbour Authorities' Association, and the National Dock Labour Board, a Working Party on the Turn-Round of Shipping in the United Kingdom Ports was formed. The Report of the Working Party was published about the middle of this year. It makes a number of recommendations for improving the turn-round, but a passage from its "Concluding Observations" has a bearing on port turn-round in Australia, as well as in the United Kingdom. It reads: "Every hour gained in dispatching a ship adds directly to the potential earnings of the nation in foreign exchange. We rely on all the national organisations associated with the turn-round of shipping in port to bring home to their individual members the importance of their contribution."

### U.S. SHIPPING TRADE DROPS

According to the "New York Herald Tribune," participation of American merchant ships in that nation's total water-borne foreign trade fell below 50 per cent. in May of this year, sinking to less than half for the first time since 1942, as revealed by Government figures recently released. An analysis of the figures by the National Federation of American Shipping showed the following trends: United States flag parti-

cipation in foreign water-borne transportation (in percentages)

	Of all U.S. Waterborne Trade	Of Dry Cargo Waterborne Exports
January, 1948	56.0	53.5
February	57.0	52.2
March	56.0	49.9
April	52.8	47.7
May	47.7	40.4

The Federation comments that "The decline is serious because it shows a steady trend toward our pre-war position of less than 30 per cent. It also implies a decline at a critical time in world affairs in the size of our active fleet."

### SHIP PROPULSION

In the July issue of "The Navy," reference in the section "News of the World's Navies" was made to the research and experiments being carried out by the Royal Navy in the field of ship propulsion by gas turbines. In an article on the subject in a recent issue of "The Trident," the writer reaches the conclusion that, in surface ship propulsion, the geared turbine will continue to hold the field as the main unit for some considerable time. In about ten years experimental units with large gas turbines and possibly atomic boilers will become common, and eventually each will become supreme in its own field, depending on whether power or reliability is the major factor required.

### JAPANESE MERCHANT FLEET

That world political considerations may impel American-aided restoration of the entire Japanese economy, including reconstruction of the Japanese merchant marine at the expense of American maritime interests, is the fear expressed in a detailed report on the subject made by Frazer Bailey, president of the National Federation of American Shipping. In expressing the concern felt by American ship-owners at this prospect, Mr. Bailey said that there was "a widespread

misconception regarding the historical earnings of the Japanese merchant fleet." Despite Japan's carrying record, Mr. Bailey said that the ratio of Japanese net shipping receipts to its exports was 4.7 per cent., compared with 36.5 for Norway, 24.1 for Greece, 13.4 for the United Kingdom, and 9.2 for the Netherlands.

### NOT APPROACH TO BUDGET BALANCING

With reference to the foregoing figures, Mr. Bailey said that "More important is the ratio of Japanese net income from shipping to the total Japanese national income. The same source"—a U.S. Department of Justice Report of 1937—"shows that net shipping income represented less than one per cent. of the total national income of Japan for the year 1937. To be more exact, the figure is 0.7 per cent. This may be compared with the shipping-income ratio to national income to other maritime nations as follows: Norway 11.2, Denmark 2.5, Netherlands 2.4, United Kingdom 1.3, Sweden 1.1." "It is therefore obvious," Mr. Bailey concluded, "that the item of net shipping income is not the proper approach to balancing the budget or increasing the living standards in Japan."

### WAR-PEACE SHIP DESIGN SOUGHT

According to a report in the "New York Times" last month, an attempt is being made in the Maritime Commission's design department to find a ship design as near as possible to the ideal for both peace and emergency uses. The ideal would be a vessel that is already converted to war when she starts her peacetime career. Known as "prototype" ships, two vessels in which draughtsmen and naval architects are attempting to minimize future conversion costs are nearing completion in the specification stage, and will be ready for the start of construction in January next year.

# News of the World's Navies

## FROM SEAS TO BUSH

From an original intention to plough the seas, the British cruiser "Hawke" is to be made into implements to plough the East African bush, according to a London newspaper report. Latest cruiser to have been projected in Britain, "Hawke" was laid down in 1944. She was to have cost £6,000,000 and to have been one of six sisters, of which family only H.M.S. "Superb" was completed. Now "Hawke" is being broken up, and her tough steel, made of secret alloy, will be cut into teeth for ploughs and harrows which will clear the scrub and plough the land of the East African bush, and will thus assist in growing ground nuts for making margarine. Another vessel in the hands of the breakers is the Battle class destroyer "Albion," which had been intended for the Pacific war.

## CARRIERS REFUEL PLANES

The United States Navy recently demonstrated the reported advantages of aircraft carriers over land bases in a transoceanic refuelling ferry operation. Twelve carrier fighter planes left Moffet Field, California, and flew 2,100 miles to Hawaii in three stages, refuelling aboard the carrier "Tarawa" 800 miles out of San Francisco, and again aboard the carrier "Princeton," 800 miles from Honolulu. The Navy claimed that this was a "fast and practical method" of ferrying large numbers of carrier-type aircraft "unhindered by having to land at fixed bases." By using carriers as "highly mobile air bases," the Navy said, planes would be able to fly in the best weather and, in the event of war, they could avoid any enemy action.

## RADIOACTIVE SHIPS SUNK

Two United States warships which were constructed for service during the 1939-45 war, and

subsequently served as "guinea pigs" at Bikini, were sunk in target practice off the Californian coast last month. They were the submarine "Skate," and the attack transport "Crittenden." The two vessels simulated an enemy invasion force appearing off the beaches of San Clemente Island and Aliso Canyon, Southern California. Forces including 60 warships, 275 aircraft and 30,000 men participated in the exercise under the command of Rear Admiral Bertram J. Rodgers, Commander of Amphibious Forces, United States Pacific Fleet. The "Skate" was attacked by aircraft of the type developed for anti-submarine warfare, while aircraft and warships using a combination of gunfire and torpedoes accounted for the "Crittenden."

## BRITAIN REFITTING WARSHIPS

Admiralty announced in September that some 100 ships of the Royal Navy are being refitted for service, to be ready for duty by April of next year, although it was pointed out that the work can if needful be done very much more quickly, within a couple of months or so, according to a report in the "New York Herald Tribune." The overhaul and refitting will in the main involve smaller ships. Records show that early in this year the Royal Navy had in reserve 65 destroyers, 136 frigates, two monitors, 31 submarines, 51 minelayers, and three fast minelayers. An Admiralty spokesman said that it was from these reserves that the ships to be refitted would be chosen, the work being carried out mainly at the large naval dockyards at Devonport, Portsmouth, Chatham, Sheerness, and Rosyth.

## U.S. NAVY REOPENING ATLANTIC AIR BASES

In conformity with a decision of the American joint Chiefs of Staff that the Atlantic is now the

area of major strategic importance, the U.S. Navy is reopening five air bases on the Atlantic coast. Four bases scheduled for immediate attention are at Jacksonville, Miami, and Fort Lauderdale, all in Florida; and Edenton in North Carolina. A fifth base, in Brunswick, Maine, will be reopened in about 18 months. In announcing the expansion at Jacksonville, Vice-Admiral John D. Price, Deputy Chief of Naval Operations for Air, said that the area would be made into a major fleet air base for the nation's largest carriers. "The shifting of strategic importance from the Pacific to the Atlantic has made imperative the establishment of such a base," he said. Berths for two large carriers will be provided by dredging. This will bring the Atlantic Coast berthing facilities for carriers to eight.

## FLEET AIR STRENGTH OF 14,500 PLANES

The new American programme is designed to bring the fleet air strength up to 14,500 aircraft. As a result of the expansion, the U.S. Navy expects to double the output of new pilots, and to be able to substitute unit relief instead of individual relief of carriers. In other words, squadrons will be relieved as a whole and a new unit taken on board, rather than replacing men one by one. Advantages of southern airfields includes possibilities of training throughout the winter, and greater density of traffic owing to better weather conditions. The two other East Coast air stations, at Quonset, Rhode Island, and Norfolk, Virginia, are already congested. The use of jet planes—which cannot be kept loitering about in the air for long—has increased the urgency for new fields.

## RALLY OF EX-NAVAL CRAFT

To illustrate what can be done

to convert former Naval and other Service craft into yachts, cabin cruisers and houseboats, a Rally was held by the Admiralty at Itchenor, near Chichester, during August. Prizes were given for the best converted craft, points being awarded for ingenuity and economy in the conversion work. The prizes were a 16-foot yacht's tender, a pulling dinghy, and an aneroid barometer, and the Rally was open to the owners of any craft originally purchased from the Director of Small Craft Disposals, Admiralty, Fairmile, Cobham, Surrey.

## U.S. NAVY'S GIANT CARRIER

Early last month the U.S. Navy disclosed figures describing its forthcoming 65,000-ton carrier, reference to which was made in these pages in the October issue of "The Navy." The new ship will have a flush, uninterrupted flight deck 1,030 feet long and 190 feet across at its widest point. This deck will have the strength and length to launch aircraft as big as the B-29 Fortress. Flag and navigation bridges will occupy telescopic shafts along the forward side of the vessel. Elevators for lifting planes from the hangar to the deck will also be located on the sides, and another large lift will supplement the operation further aft. Four catapults for shooting the planes into the air will be part of the increased power of the big "travelling air base."

## CONSTRUCTION SOON

Blueprints for the new giant carrier began to appear on drawing boards in October, 1945, and the present design was the 78th to be submitted and considered. The Newport News Shipbuilding and Dry Dock Corporation, at Newport News, Virginia, has received the contract for the ship, which is at present officially designated CVA-58, and it is anticipated that her keel will be laid late this year or early in 1949. She will cost in the neighbourhood of 124,000,000 dollars, and it is expected that she will be on the seas within about four

years, "although," as authorities point out, "with high priority she probably could be completed in less time."

## EX-NAVAL AIR RATINGS FOR R.N.V.R.

Some of the men who kept the Royal Navy's aircraft in the air during the war—air maintenance and ancillary ratings who served in aircraft carriers and naval air stations—may now enrol in the Royal Naval Volunteer Reserve, says an Admiralty announcement. Volunteers will be required to undertake a five-year engagement, to perform 80 drills of one hour duration each year, and 56 days training with the Royal Navy in periods of not less than 14 days during the five years. Compensation will be paid for travelling expenses between the homes of volunteers and the air stations to which they are attached. There will also be a training expense allowance, bounty and

efficiency grants. Training facilities will be available at the Royal Naval Air Stations at Culham, Oxfordshire; Bramcote, Warwickshire; Stretton, Lancashire; and Abbotsinch, Glasgow. Each of these Air Stations has an R.N.V.R. Air Squadron attached.

## U.S. NAVY'S LARGE RESERVE

For the first time in its peacetime history the U.S. Navy has more than 1,000,000 reservists signed up. With a 1949 goal of 1,175,000, the Navy announced recently that its last official count showed 1,003,458—almost one-third of them officers. Only members of the organized reserve who enrolled before June 24th of this year are eligible for draft exemption. Most of the Navy's million-odd are enrolled in the volunteer reserve, which does not hold weekly drills and is not exempt from compulsory military service.

# NAUTICAL QUIZ

- (1) On the 8th June, 1940, H.M. Ships "Glorious," "Ardent" and "Acasta" were lost at sea by enemy action. What were these ships and the circumstances of their loss?
- (2) The King George V Class of battleship differ in an outstanding particular from other British battleships. What is it?
- (3) The first action between surface ships in the last war was fought on the 23rd November, 1939. Do you know the ships involved?
- (4) Captain Robert St. Vincent Sherbrooke, V.C., D.S.O., R.N., won the Victoria Cross on the 31st December, 1942. How?
- (5) What was Admiral Sir Bertram Home Ramsay's great contribution to victory in the recent war?
- (6) How long does it take the earth to revolve through a degree of longitude?
- (7) In two well-known sea mysteries, the brig "Dei Gratia" found one of the ships concerned, and the steamer "Clan MacIntyre" was the last to see the other. What were the ships?
- (8) A certain article is almost as much an essential in the outfit of an oceanographer as it is in that of a piano manufacturer. What is it?
- (9) Why is a sextant so called, and what is the principle of its operation?
- (10) "We were the first that ever burnt into that silent sea." Who were?

Answers on page 52.

## SHORTEST WAY HOME!



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A drawing—by Norman Allen, "Rocky Darby"—of "Casablanca" in her heyday, when she was a smart little three-masted barque.

## CASABLANCA

One Time Handsome Three-Masted Barque "Casablanca" Has For Many Years Been A Hulk In The River Yarra. Her Days In That Lowly Capacity Recently Ended, She Has Now Been Sunk Outside Port Phillip. In These Brief Notes, Norman Allen—"Rocky Darby"—Gives Us Her Potted History, And Draws Her For Us At She Was In Her Pride of Sail.

LYING in the River Yarra and dismantled, "Casablanca," an other of Melbourne's old lighters, is waiting for the day when she will be towed out of Port Phillip Bay and scuttled.

"Casablanca," a three-masted

barque, was built by T. Royden and Son, Liverpool, in 1868, with the following particulars: Length 172 feet, breadth 28 feet, depth 17 feet 6 inches, and tonnage 547. She was evidently built as a general trader, and a glance

	Master	Owner	Port of Registry
1891-95	J. C. Page	J. C. Page	Liverpool
1895-98	R. Cantley	J. C. Page	Liverpool
1899-1902	T. C. W. Insell	J. C. Page	Liverpool
1902-03	T. C. W. Insell	W. W. C. Irvine	Liverpool
1903-04	F. Pyne	W. W. C. Irvine	Liverpool
1905-07	R. Mutch	J. Moran, Irvine	Liverpool
1907-10	W. H. Heays	W. H. Heays	Auckland, N.Z.
1910-11	W. H. Heays	J. Carlew	Auckland, N.Z.
1911-12	R. Owens	J. Carlew	Auckland, N.Z.
1912-48	Melbourne Steamship Co.	Coal-lighter	Melbourne, Vic.

through Lloyd's Register from 1891 until 1912 reveals that, during this period, she was often commanded by her owner.

Originally registered at Liverpool, her port of registry was changed in 1908 to Auckland, New Zealand, when she was placed in the trans-Tasman trade between New Zealand and Australia, under the ownership and command of W. H. Heays. Between 1911-12 she was bought by J. Carlew, and commanded by R. Owens.

The Melbourne Steamship Company bought her in May, 1912, and she was towed from Sydney to Melbourne by their steamship "Perth." In Melbourne she was converted into a coal lighter, serving in this capacity until September, 1948, when she was dismantled and stripped of any useful gear, prior to scuttling.

Her poop accommodation was of the normal type found in vessels of her period, and judging from the earlier layers of paint on her panels she appears to have had a saloon of white enamel panels, with teak styles and skirtings, and cream and gold mouldings. Her teak rail at the break of her poop still shows, through years of wear, the rope carvings on either side of it, as does the life rail at the foot of her mainmast.

The list of owners and masters from 1891 to 1912 is shown hereunder.

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# Little Rodney's Christmas

By "The Passenger"

"KIDS," said the Saloon Deckman with ill suppressed bitterness, "kids is fair cows!"

I looked my surprise at this piece of natural history.

"Fair cows, they is," he resumed. "When I first took on this 'ere job of saloon deckman, I were always afraid as 'ow they'd go a-fallin' over the side an' a-drownin' of their little selves. Now I'm always afraid they won't. Used to spend 'arf me time a-shoutin' 'oyl! I did, an' tellin' 'em, 'You didn't ought to stand on them there rails, darlin', in case you falls in'."

For a moment he stopped speaking, and gazed reflectively into the middle distance. Then he continued, dreamily, "Nowadays I wouldn't shout 'Man overboard', no, nor throw no perishin' lifebuoy, if ev'ry bloomin' kid on board 'ad fell in the ditch an' were comin' up for the third time an' 'ollerin' for 'elp all round the ship."

He mopped his head with a large spotted handkerchief, and his eye took on a homicidal glare. His sparse ginger hair was all be-draggled with water, and the sailor's cap he was holding in one hand was sodden and dripping.

"Little cows," he said, ceasing his mopping operations for a moment. When he resumed, so upset was he, that he used his cap instead of the handkerchief, daubing his face and spangly moustache with slimy pipeclay from its cover. In a sudden outburst of childish temper at this mistake, he threw the cap on the deck and jumped on it.

"Now! Now!" I said soothingly. "You mustn't call them names like that. Now have they been annoying you?"

"When I catches that little 'ound—young 'Orace Brown—I'll skin 'im," promised my friend. "Ere I've been a-rigging up the

deck for their flamin' kids' sports, an' 'e stands watchin' me with a lot of 'is cobbles—little girls an' boys—fixin' up a tub of water for the 'Bobbin' for the apple."

"I gets the tub full of water, an' puts the apples in, an' then 'e says—as innocent as a perishin' little angel with them big blue eyes of 'is—'Do you mind showin' us 'ow to do it, Mister Sailor?' 'e says. 'Me an' me sisters don't know 'ow to play this game.' So me, bein' all obligin' like, I kneels down an' sticks me 'ead over the water to show 'em 'ow to pick the apples up in their mouths, an' them two little snakes of girls pushes me 'ead an' 'at in, an' 'e lands me a kick be'ind from the back wot near paralyses me. To say nothin' of the water wot I swallows, me not drinkin' water natural. An' then the w'ole crowd of 'em 'ops it, 'owlin' an' screechin' an' larfin' down the deck."

I murmured my sympathy whilst he wrung the handkerchief out and resumed mopping. For a few moments there was silence, save for his heavy breathing. At last—more or less dry—he sat on the bench beside me and grudge-



"You're a liar," 'e sez. "You're only a common sailor."

ingly accepted the cigarette I offered. "It's a funny thing," he said, when he had got—as usual—the end of his cigarette chewed into a pulpy mess—"it's a funny thing, but I seem to be 'aunted by kids."

"There's Mrs. Jenkins, f'r instance. Presented me with six, she 'as. Fine perishin' presents. I don't think," he continued, with a morose laugh. "Takes after 'er mother, she does, the ol' girl 'avin'—in that there one direction—been generous to a fault, as the sayin' is."

"But," said the Saloon Deckman, with sudden fierceness, "it ain't enough to 'ave six perishin' kids 'ummin' on a bloke all the time, I must 'ave that bloomin' mother-in-law chucked in as make-weight. Though w'y the blazes she can't give some of 'er other kids a go, I'm 'anged if I know."

"Then, w'en a bloke comes away to sea, expectin' a bit of peace, there's flamin' passengers' kids to make 'is life a misery

Words failed him. He pulled the mess of wet tobacco from his lips and cast it from him. When he spoke again, his voice was sadly reminiscent.

"The 'orriblest little swine wot ever I come across aboard of a ship," he said, "were little Rodney. Did ever I tell you of 'im?"

I replied in the negative. "Well!" continued my friend, "it were in the ol' 'Southern Cross'. I were saloon deckman of 'er, an' this 'ere little Rodney an' 'is mother was passengers from Sydney to London. 'E were one of them very girly lookin' boys. Long, curls, 'e 'ad. An' 'e wore little w'ite sailor suits an' storr 'ats, an' 'e were one of these 'ere boy wonders."

"'Is mother were a widder. A young one, she were, an' not a bad lookin' sheila as sheilas go, an' she were dead keen on this 'ere little Rodney. 'E were bein' learned the violin, an' she reckons as 'ow 'e's goin' to be a second Crusoe, as the sayin' is. 'E

used to practice ev'ry day up on the boat deck outside my locker, till I near goes mad with the squeakin' an' screechin'."

"After about a week of it, I goes round to 'im one afternoon an' I says, 'Ere! I says. 'Ow about givin' that there a drink?"

"'Oo are you?' 'e says, as bold as brass.

"I'm an officer of this 'ere ship," I tells 'im. 'An' you better 'op it out of 'ere."

"You're a liar," 'e says. 'You're only a common sailor. The captain told my mummy. An', 'e adds, 'you mustn't talk to me like that. I'm goin' to be a famous musician,' 'e says.

"Well! I were so took aback that I didn't know wot to say. The Ol' Man we 'as that voyage were a young bloke a sight too big for 'is boots. 'E didn't know 'is place aboard of a ship. But I were surprised 'e'd so far forgot 'imself as to speak to passengers about me in that way, an' I see at once as I'll 'ave to speak to 'im pretty straight about it.

"An' little Rodney goes on. 'I'm goin' to London to be famous,' 'e says. 'My mummy says as 'ow crowned 'eads will be glad to 'ear me."

"'Yes!' I says, sarcastic like. 'If they're crowned 'ard enough with a flamin' bottle, they'll be glad to 'ear anything."

"'Oh!' 'e says. 'You swore! An' with that 'e ducks off. An' 'ang me if 'e don't tell 'is mother I'd swore at 'im, an' she tells the Ol' Man, an' the next thing I know I'm up before 'im an' 'e talks a lot of 'umbag about loggin' me, an' such like. I were so ashamed of 'im makin' such a fool of 'imself, that I didn't 'ave the 'eart to tell 'im off meelf. I just kep' me dignity an' let the matter 'ang fire, as you might say."

"Well! After that, little Rodney thinks 'e can do as 'e likes. 'E comes up an' practices 'is violin, an' gradual like, 'e gets the 'abit of 'angin' 'pound my locker, listenin' an' watchin' me.

Always very 'aughty, 'e were. But I bides me time, 'avin' a idea things might break my way later on."

"I notices as 'ow the Ol' Man an' little Rodney's mother is gettin' very thick together, an' one day little Rodney comes to my locker eatin' sweets. 'E were very 'ogish on sweets. 'E never chewed sweets. 'E just swallowed 'em 'ole."

"The Captain give me these," 'e says, gollopin' down two at once, an' very 'igh an' mighty in 'is talk. 'E's in love with my mummy,' 'e says. 'An' I see 'im a-kissin' 'er."

"'Oh!' I says, dignified like. That's all, Mister. Just 'Oh! But I were a-bidin' me time."

"Then it comes Christmas Eve. On that there 'Southern Cross' it were the custom for me to run the kids' Christmas party, dressin' up as Santa Claus an' dishin' out the presents off of the Christmas tree. The day before the party, me an' young 'Opkins, the apprentice, were talkin' about this in my locker.

"'Wot a joke it would be on you, Arthur,' 'e says, 'if some kid rigged up a booby trap over the saloon door. Say a bag of soot, so that as you walked in to the party it fell on your 'ead. You'd look a trick as Santy Claus all over soot. As though you'd come down the funnel. Wouldn't the kids at that there party larf?"

"'Yes!' I says. 'An' if 'e rigged a line up just inside the door, so that as I got the soot on me 'ead I tripped an' fell on me face on the floor.' An' we both larfs very 'earty at the thought of it. 'An' would you believe it, Mister," said the Saloon Deckman. "That there were wot 'appened."

"That 'ound of a little Rodney were a listenin' to every word wot we said, an' it put ideas into 'is 'ead, an' 'e goes an' rigs every-thing up. An' as Santy Claus walks into the saloon, the soot falls on 'is 'ead, and the bag busts, an' smothers 'im from 'ead

to foot. An' as 'e steps forward blindly, coughin' an' chokin' with the soot wot's got down 'is throat an' tangled up in 'is wiskers, 'e catches 'is foot in a line wot little Rodney 'as stretched across the door, an' 'e falls an' busts 'is nose. On the 'ard deck. Bled awful, it did."

"Good heavens!" I said. "Bled your nose?"

"Not my nose, Mister," said the Saloon Deckman, slowly. "Not my nose. You see, the Ol' Man, 'e must 'ave 'is nose in ev'ry perishin' thing aboard of that ship, an' so as to please little Rodney's mother, an' show 'ow 'e loves little children, 'e 'ad went as Santy Claus."

"I'd knoo as 'e was a-goin' to do that. That were w'y me an' 'Opkins larfed so much at our thoughts in the locker."

"Little Rodney? Oh! 'E spent Christmas Day bein' sick. I tol' you 'e were very 'ogish on sweets, didn't I? Well! Some careless person left a box of choc'lets in my locker. Very nice ones they was. Special, 'ad-made, with cream inside of 'em."

"Leastways, there 'ad been cream in 'em. But some one 'ad took the cream out of 'em, an' 'ad put in chewed-up plug ter-bacca instead. Little Rodney never chewed choc'lets. 'E just swallowed 'em 'ole. So 'e didn't find out about the chewed up ter-bacca till later. An' it were very strong ter-bacca. Strong an' juicy. An' it 'ad been well chewed."

"The widder? Oh! She married the Ol' Man out of sympathy. An' all along of 'im bein' so fond of little children, bless their 'earts. An', Mister, there's a lot more little Rodneys since then. An' there's a mother-in-law."

The Saloon Deckman looked dreamily over the sea, and a happy smile played round and about his straggling, tobacco-

Continued on last of 2nd. column, page 22



# WHAT THE NAVY IS DOING

THERE have been no changes of any magnitude in either appointments, or in ships dispositions, since these notes were last written. The Squadron having completed the Spring Cruise, most of the ships are in Sydney, and leave is being granted to ships companies. The Royal Australian

Navy commemorated the Royal Birth last month, both in the ships and at Flinders Naval Depot. It was a matter of special significance to the Navy, on account of the Naval associations of the Royal Family, and of the specially close ties that exist in this case, the new Heir to the Throne being the son of an active Naval Officer.

## SQUADRON

## DISPOSITIONS

### The Cruisers

H.M.A.S. Australia (Captain H. M. Burrell, R.A.N.) wearing the Flag of Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., Flag Officer Commanding the Royal Australian Naval Squadron, is in Sydney, having arrived there from Melbourne on the 10th of last month. She is now at 50 days availability for leave and for urgent defects. The present programme involves her departure from Sydney early next month.

H.M.A.S. Hobart (Acting Commander A. J. Travis, R.A.N.) is in Sydney, paying off into Reserve. H.M.A.S. Shropshire (Commander G. L. Cant, R.A.N.) is in Sydney, paying off into Reserve.

### 10th Destroyer Flotilla

H.M.A.S. Warramunga (Captain (D) J. O. Captain W. H. Harrington, D.S.O., R.A.N.) is in Japanese waters, where she relieved H.M.A.S. Bataan at Sasebo on the 4th of last month. Warramunga made her passage to Japan during October, calling at Mackay, Cairns, Darwin, Tarakan, and Hong Kong en route. She will remain with the British Commonwealth Occupation Forces until early February, when she will be relieved by H.M.A.S. Shoalhaven in time to reach Sydney by the end of that month.

H.M.A.S. Arunta (Commander F. N. Cook, D.S.C., R.A.N.) is in Sydney, having arrived there on the 10th of last month from Mel-

bourne. She is at 50 days availability for leave and urgent defects as from the 13th November. It is intended that she will sail from Sydney for a cruise about the middle of next month.

H.M.A.S. Bataan (Commander A. S. Storey, D.S.C., R.A.N.) is in Sydney, having arrived there on her return from a period of duty with the British Commonwealth Occupation Forces in Japan, on the 19th of November. Relieved by Warramunga, Bataan departed Sasebo on the 4th of last month, and proceeded to Sydney via Dregor Harbour and Cairns. She is now at 50 days availability for leave, and 45 days for refit. Her present schedule allows for her departure from Sydney for a cruise about the middle of January.

H.M.A.S. Quiberon (Commander J. L. Bath, R.A.N.) is in Sydney. She is refitting as from the 1st of last month for a period of 45 days.

H.M.A.S. Quickmatch (Lieut. Commander R. R. Brown, R.A.N.) is in Sydney. She will undergo refit as from the 29th of this month, for 45 days.

### 1st Frigate Flotilla

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-Cole, R.A.N.) is in Williamstown Naval Dockyard, at availability for leave and refit as from the 8th of last month. Culgoa is due to depart from Williamstown for Sydney on Monday, 3rd January,

and shortly after that will visit New Guinea.

H.M.A.S. Condamine (Lieutenant-Commander J. H. Dowson, R.A.N.) is at sea returning from New Guinea waters, where she spent October and November. Her passage south is being made via the Solomon Islands. Due at Sydney early this month, she is proceeding to Williamstown Naval Dockyard where she is expected on Monday, 13th December, for availability for leave and urgent defects.

H.M.A.S. Shoalhaven (Lieut. Commander Keith Tapp, R.A.N.) is in Williamstown Naval Dockyard, where she has been since the 13th October at availability for leave and urgent defects. She is due to depart from Williamstown for Sydney on Monday, 6th December, and will sail from Sydney early next month to relieve Warramunga with the British Commonwealth Occupation Forces in Japan.

H.M.A.S. Murchison (Lieut. Commander W. F. Cook, R.A.N.) is in Sydney, where she arrived on the 30th October, after a three weeks' cruise to the New Hebrides.

### 20th Minesweeping Flotilla

With the exception of G.P.V. 963, the ships of the 20th Minesweeping Flotilla—comprising H.M.A.S. Swan, H.D.M.L.'s 1328 and 1329, and G.P.V. 960—are paying off into reserve, in Sydney.

H.M.A.S. Kangaroo has been in Darwin from early November, recovering naval moorings.

### 10th L.S.T. Flotilla

L.S.T. 3017 (Lieut. Commander H. K. Dwyer, R.A.N.R.) is at Williamstown Naval Dockyard undergoing refit. This was to have completed on the 29th October, but completion has been delayed owing to the strike of Dockers and Painters.

L.S.T. 3501 (Lieut. Commander J. Burgess, R.A.N.R.) after a period in Williamstown Naval

## ... at Sea and Ashore

Dockyard has been operating as requisite carrying stores, etc., and departed Sydney early last month for the north. It is anticipated that early in the New Year she will make another voyage to the South in connection with the Australian National Antarctic Research Expedition.

### Loading Ships Infantry

H.M.A.S. Kanimbla (Captain A. P. Cousin, D.S.O., R.A.N.R. (S)) arrived in Australia during October on her return from the United Kingdom, bringing Naval personnel for the Royal Australian Navy. It is anticipated that she will make one more voyage to Japan before paying off for reconversion to trade.

### Australian Minesweepers

These two vessels, which are based on Flinders Naval Depot, comprise the 1st Training Flotilla.

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.) last month made a cruise from Flinders to Sydney, via Jarvis Bay.

### Survey Ships

H.M.A.S. Warrego (Commander G. D. Tancred, D.S.C., R.A.N.) having completed the 1948 Hydrographic Instructions, arrived in Sydney from Moreton Bay on the 5th of last month. She is at availability for leave and refit.

H.M.A.S. Barcoo (Lieut. Commander D'A. T. Gale, D.S.C., R.A.N.) has been surveying on the North West Coast, and is now in Sydney, where she arrived last month for availability for leave and refit.

H.M.A.S. Jabiru is in Sydney, having been, operating off the Queensland coast as tender to H.M.A.S. Warrego.

### Miscellaneous.

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)) is in Sydney.

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

H.M.A.S. Koala arrived in Melbourne from Sydney on the 29th October.

H.M.A.S. Woomera has been in Sydney, at 45 days availability for leave in two watches, from Monday, 27th September, until the 20th of last month.

H.M.A.S. G.P.V. 956 is at Sydney.

H.M.A.S. G.P.V. 957 is engaged in R.M.S. duties, based on Cairns.

## GENERAL

Royal Birth Commemorated  
The birth of a son to Her Royal

Highness Princess Elizabeth and the Duke of Edinburgh, was commemorated in time-honoured fashion by the Ships and Establishments of the Royal Australian Navy. Immediately on receipt of a signal from Admiralty on the morning of the 15th November, saluting ships fired a Royal Salute of 21 guns. Guards and bands were paraded during the firing of the salute, while all ships and shore establishments dressed with masthead flags until sunset.

Ceremonial at Flinders  
The Ship's Company at Flinders Naval Depot was paraded at Divisions on the Parade Ground, and the Royal Salute was fired in three sets of seven rounds from three-pounder saluting guns. After the first seven rounds the Guard fired a feu de joie while the band played the first half of the National Anthem; another feu de joie and the second half of the National Anthem followed the fir-



Commander F. N. Cook, D.S.C., R.A.N., Commanding Officer of H.M.A.S. "Arunta," admiring the water colour presented to the ship on behalf of the Aboriginal artist Albert Namatjira, by Mr. Rex Betterbee, who is an Commander Cook's left.

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ing of the next seven rounds; and after the final seven rounds a third volley of feu de joie was fired by the Guard while the band played the National Anthem straight through. The Commodore Superintendent of Training—Commodore W. A. Dallmeyer, D.S.O., R.N.—then led the Ship's Company in Three Cheers for the new Heir to the Throne.

### Dutch Awards For Former R.A.N. Officers

In Melbourne on the 5th of November, two former officers of the Royal Australian Navy—Lieutenant Lloyd T. Burgess, R.A.N.R. (S), and Commissioned Electrician Cecil V. Vowles, R.A.N.—were invested with the Dutch Decoration of the Knight of Orange Nassau by Lieut.-Colonel P. H. Wright, Consul for the Netherlands. Lieutenant Burgess and Commissioned Electrician Vowles were members of the ship's company of H.M.A.S. "Perth" when that ship—in company with U.S.S. "Houston"—was lost in action with numerically superior Japanese forces in Sunda Strait during the night of February 28th/

March 1st, 1942. Subsequent to the sinking of "Perth," and until their release in 1945, they were prisoners of war of the Japanese.

### R.A.N. College "Passing Out" Ceremony

His Excellency the Governor-General, Mr. McKell, visited Flinders Naval Depot, accompanied by Mrs. McKell, and took the salute at the March Past of the Cadet Midshipmen at the College on the occasion of the "Passing Out" ceremony on the 5th of November, following which His Excellency distributed the prizes won during the year. Afterwards, the Governor-General and Mrs. McKell were entertained at luncheon by the Commodore Superintendent of Training, Commodore Dallmeyer, R.N., and Mrs. Dallmeyer.

### Rear Admirals Present

Also present at Flinders Naval Depot for this occasion were Rear Admiral John A. Collins, C.B., Chief of the Naval Staff and First Naval Member of the Australian



Mr. A. E. Buchanan, wearing his American decoration, reading the Citation, which is held by Mr. U.S. Naval Attache, Commander Stephen Jurika, U.S.N. On Mr. Buchanan's right is Commander George Oldham, D.S.O., R.A.N., Director of Naval

Commonwealth Naval Board; Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., Flag Officer Commanding the Australian Squadron, and Rear Admiral C. T. M. Pizey, C.B., D.S.O., Head of the United Kingdom Services Liaison Staff.

To Rear Admirals Collins and Farncomb, who had themselves participated in the ceremony in years gone by as Cadet Midshipmen passing out of the College to commence their careers afloat, the day must have brought back many memories.

Others who attended the Ceremony on this occasion were Members of the Naval Board, Commander T. K. Morrison, O.B.E., D.S.C., R.A.N., the Commander of the Royal Australian Naval College, and Mr. H. D. Simpson, B.A., B.Sc., the Director of Studies.

### The Graduates

The Cadet Midshipmen who passed out of the College on the 5th November numbered 11, and were: Michael Calder, of Melbourne—the son of Commander N. K. Calder, O.B.E., R.A.N.; Francis Oliver Eliason, of Yarrawonga, Vic.; David Wilmet Falconer, of Geelong, Vic.; Charles Leslie Falkner, of Boonoke North, Widgiewa, N.S.W.; John Marshall Harries, of Pinjarra, W.A.; Ian Blyth James, of Hobart, Tas.; Rodney William Lang, of Townsville, Qld.; John Edward Cecil Williams, of Ashgrove, Brisbane, Qld.; Ian Keith Wilson, of Hawthorn, Vic.; James Alexander Woodger, of Tumut, N.S.W.; and Frank Russell Woods, of Albury, N.S.W.

### To Proceed Overseas

Those Cadet Midshipmen who passed out now proceed to the United Kingdom for training with the Royal Navy. They will serve in battleships, aircraft carriers, cruisers and destroyers, and will visit many countries in different

parts of the world. While with the Royal Navy they will take technical courses, including gunnery, navigation, torpedo, anti-submarine, aviation, radar, communications and combined operations.

During their period overseas they will attain the rank of Sub-Lieutenant, and will be appointed to ships of the Royal Australian Navy on their return to this country.

### A Real Australian Picture For H.M.A.S. "Arunta"

While H.M.A.S. "Arunta" was in Melbourne during November, a water colour by the Australian aboriginal artist, Albert Namatjira, was presented to the ship by the artist, who is himself a member of the Arunta Tribe, after which the destroyer is named.

The water colour—which is of Mount Sonder, in the MacDonnell Ranges, Central Australia—is an excellent example of Albert Namatjira's work. In it he conveys, in his own characteristic style, the vivid reds and browns and blues, the purples and deep shadows, which are to be found almost exclusively among the rocks and mountain masses of Central Australia.

The presentation was made on the artist's behalf by Mr. Rex Battarbee, who was the first to recognise his ability as a painter, and who helped and encouraged

him in his early stages. In accepting the picture on behalf of the Ship's Company of "Arunta," the Commanding Officer, Commander F. N. Cook, D.S.C., R.A.N., said that he and his officers appreciated the compliment which Mr. Namatjira had paid them. The "Arunta" was the first of the Tribal class destroyers to have been built in Australia, and they were proud that a further link with this famous tribe had now been forged as a result of Mr. Namatjira's gift.

### PERSONAL

Commodore Guy Willoughby, R.N., Fourth Naval Member of the Commonwealth Naval Board, and Mrs. Willoughby, were guests of honour at the Trafalgar Day Luncheon of the Royal Society of St. George, Melbourne, on Trafalgar Day, when an address was delivered by Commodore Willoughby.

In the November issue of "The Navy," it was recorded that Mr. A. E. Buchanan, formerly Acting Captain R.A.N., and Commanding Officer of H.M.A.S. Arunta, was the recipient of a decoration from the United States of America receiving the Bronze Star Medal from the U.S. Naval Attache, Commander Stephen Jurika, U.S.N. In the accompanying photograph we see Mr. Buchanan, wearing the decoration, reading the Citation, which is held by Commander Jurika. On Mr. Buchanan's right is Commander G. C. Oldham, D.S.C., R.A.N., the Director of Naval Intelligence.

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# BOOK REVIEWS

By G.H.G.

"THE SECOND WORLD WAR" by Winston S. Churchill. Volume  
1. "The Gathering Storm." Cassell and Co. Ltd., London.

**F**EW books on the recent war and events leading up to it could have been awaited with greater interest than those of Mr. Churchill, of which this is the first volume.

His position in undertaking the task of writing them is unique, for few men have been as intimately connected with events of world importance since the beginning of this century. By virtue of his family and political associations, he has been behind the scenes throughout the cavalcade of history over a period of more than fifty years. He has held the highest administrative offices, culminating in that of Prime Minister, when he piloted the Commonwealth and Empire through the worst storm Britain has encountered. Furthermore, he brought to his task the ability of a trained and practised writer and historian, an enviable facility in the use of the English language, and a virile and searching mind which reflects in his pages.

The theme of this book is: "How the English-speaking peoples through their unwisdom, carelessness and good nature, allowed the wicked to rearm." And this volume is divided into two parts—Book I, From War to War, 1919-39; Book II, the "Twilight War," from the 3rd September, 1939, to the 10th May, 1940.

It was in the evening of that last mentioned day that Mr. Churchill became Prime Minister, and at the outset of a mighty battle for the existence of Britain, the Commonwealth, and the Empire, that he acquired "the chief power in the State, which henceforth I wielded in evergrowing measure for five years and three months of world war, at the end of which time, all our enemies hav-

ing surrendered unconditionally or being about to do so, I was immediately dismissed by the British electorate from all further conduct of their affairs."

In discussing his feelings at the moment of acquisition of his great power as Prime Minister of Great Britain, Mr. Churchill says that he cannot conceal from the reader "of this truthful account that as I went to bed at about 3 a.m., I was conscious of a profound sense of relief. I felt as if I were walking with destiny, and that all my past life had been but a preparation for this hour and for this trial. Eleven years in the political wilderness had freed me from ordinary Party antagonisms. My warnings over the last six years had been so numerous, so detailed, and were now so terribly vindicated, that no one could gainsay me. I could not be reproached for either making the war or with want of preparation for it."

Inevitably, the recapitulation of those warnings plays a large part in the first book of this volume, since during the period of Germany's rearming Mr. Churchill's voice was practically the only one continuously raised in such warning, and raised to be disregarded or to arouse definite hostility among those who thought that peace could be attained and maintained by appeasement and sweet reasonableness, and that the Churchillian utterances were in cinema to war.

To reread what he said publicly, and wrote not only for consumption within the Commonwealth and Empire but also abroad, in that period, is to have brought home to one how much of it was so terribly true, how many of the warnings well founded; and one is struck by the fact that proof of his

rightness was not wanting at the time, so often did the immediately turning pages record what he had shortly previously foretold.

He must often have chafed at his inability to change or direct the course of events during those years. He admits to a recurring of the feeling of frustration. Yet looking back, he feels that in reality protecting wings were over him. He came to office in 1939 with a clean sheet so far as British policy in the between-war years was concerned. No one was as well placed as he, on his accession to the post of Prime Minister in 1940, to demand that in facing the position then, and the dark days that lay ahead, there should be no recriminations over the past.

The emergence—at first gradual and clandestine, later swiftly and openly—of Germany from her position of impotence after her defeat in the 1914-18 war to that of being the strongest military and air power in Europe, is the story of the first book in this volume.

The process started early. The defection of the United States of America from the League of Nations; the raising of tariff barriers; the abrogation of the Anglo-Japanese alliance; the naval disarmament following the Washington Conference of 1921. "It was argued in odd logic that it would be immoral to disarm the vanquished unless the victors also stripped themselves of their weapons. The finger of Anglo-American reprobation was presently to be pointed at France, deprived alike of the Rhine frontier and of her treaty guarantee, for maintaining, even on a greatly reduced scale, a French Army based upon universal service."

Of the termination of the Anglo-Japanese alliance: "The annulment caused a profound impression in Japan, and was viewed as the spurning of an Asiatic Power by the Western World. Many links were sundered which might afterwards have proved of decisive value to peace. . . . Although the Washington Naval

Agreement prescribed a lower ratio of strength in capital ships for Japan than for Britain and the United States (five: five: three), the quota assigned to her was well up to her building and financial capacity for a good many years, and she watched with an attentive eye the two leading naval Powers cutting each other down far below what their resources would have permitted and what their responsibilities enjoined. Thus, both in Europe and in Asia, conditions were swiftly created by the victorious Allies which, in the name of peace, cleared the way for the renewal of war."

One of the worst features of the between-war period—apart from the weakening of Britain's power on the seas—was the weakening of France, by pressure both from within and without. From within she was weakened by political dissension and by the too-early introduction of the 40-hour week—thus reducing her production vis-a-vis Germany. From without she was weakened by continual pressure to reduce her military power, to adopt a policy of appeasement in the interests of peace in Europe.

She herself was not blameless, but she was distracted by the advice, the suggestions, the requests she received. Just before the full fury of the German storm broke in 1940, her Ministers went to London for a meeting of the Supreme War Council. Various decisions were reached, finally the agreement on the solemn declaration "That during the present war they (France and Britain) would neither negotiate nor conclude an armistice or treaty of peace except by mutual agreement."

Writing of 1933, when France was being pressed to reduce her armaments, and when Germany, under Hitler, was openly pressing ahead with rearmament, Mr. Churchill says: "It is difficult to find a parallel to the unwisdom of the British and weakness of the French Governments, who none the less reflected the opinion of their Parliaments in this disastrous

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period. Nor can the United States escape the censure of history. Absorbed in their own affairs and all the abounding interests, activities and accidents of a free community, they simply gaped at the vast changes which were taking place in Europe, and imagined they were no concern of theirs. The considerable corps of highly competent, widely trained professional American officers formed their own opinions, but these produce no noticeable effect upon the improvident aloofness of American foreign policy. If the influence of the United States had been exerted, it might have galvanised the French and British politicians into action. The League of Nations, battered though it had been was still an august instrument which would have invested any challenge to the new Hitler war-menace with the sanctions of International Law. Under the strain the Americans merely shrugged their shoulders, so that in a few years they had to pour out the blood and treasures of the New World to save themselves from mortal danger. Seven years later when at Tours I witnessed the French agony, all this was in my mind, and that is why, even when proposals for a separate peace were mentioned, I spoke only words of comfort and reassurance which I rejoice to feel have been made good."

From 1934, when with the death of Hindenburg, Hitler became all-powerful head of the German State, the tempo increased, the danger to the Democracies became progressively greater. Strong action by the opponents of Fascism and Nazism could then have had results without recourse to war, for their strength was still preponderant. But the margin was closing, and the time was rapidly approaching when the Dictatorships would not stop short of war.

Nineteen-thirty-four showed the writing clearly on the wall. It was the year of the German Blood Purge, an illustration of the ruthlessness of the party in power in the Reich. It was the year of the

murder of Dr. Dollfuss; that of King Alexander and M. Barthou at Marseilles; of the Italian-Abyssinian clash at Wal-Wal.

The following year Hitler publicly announced the German contravention of the terms of the Versailles Treaty, and said that Germany had established Air Parity with Britain—a claim which Mr. Baldwin, in May, 1935, admitted was true.

In 1935, too, Hitler, decreed conscription in Germany. It was the year of the Anglo-German Naval Agreement, for which "there was a strong favourable Admiralty breeze." The limitation of the German Fleet to a third of the British allowed Germany a programme of new construction which, Mr. Churchill says, "would set her yards to work at maximum activity for at least ten years. There was, therefore, no practical limitation or restraint of any kind imposed upon German naval expansion. They could build as fast as was physically possible."

Where the Nazis made a mistake was in concentrating on the construction of battleships and aircraft carriers in the furtherance of a long-term naval construction policy, owing to Hitler's belief that war with Britain was unlikely until 1944-45. "By concentrating their available resources on cruisers and destroyers at the expense of battleships, they could have put themselves in a more advantageous position for a war with Britain in 1939 or 1940."

"The Naval Agreement had far-reaching effects in Europe. It was a diplomatic advantage to Hitler to divide the Allies, and "to invest the regaining of full freedom to rearm with the sanction of agreement with Britain." Mussolini "was encouraged by what seemed the cynical and selfish attitude of Great Britain, to press on with his plans against Abyssinia." The Scandinavian Powers, who had sustained the protest against Hitler's introduction of compulsory service in the German Army "now found that Great Britain had behind the scenes

agreed to a German Navy which, though only a third of the British, would within this limit be master of the Baltic."

The story develops. The Italo-Abyssinian War, 1935. Hitler's re-occupation of the Rhineland, 1936. The Spanish Civil War, 1937. The Invasion of Austria; Czechoslovakia; Munich—1938.

Mr. Churchill recounts the story—told by the German General Halder and since confirmed by other German Generals—of the plot that was afoot in Germany at the time of Munich, to arrest Hitler and other leading Nazis. "By the beginning of September," Halder says, "we had taken the necessary steps to immunize Germany from this madman. At this time the prospect of war filled the great majority of the German people with horror. We did not intend to kill the Nazi leaders—merely to arrest them, establish a military Government, and issue a proclamation to the people that we had taken this action only because we were convinced they were being led to certain disaster."

Just as orders for the arrest of Hitler and his associates were about to be issued, news arrived of Mr. Chamberlain's departure from England on his third visit to Hitler. Action was suspended to await the result of Mr. Chamberlain's visit. That result was that Hitler achieved his desires in Czechoslovakia, with "Peace in our time." He won—with a tremendously enhanced prestige that established him securely, and the plot was called off.

And so on to the outbreak of war in 1939.

Things were not all on the debit side. Britain had her Radar stations as her first line of air defence ready, and the Spitfires and Hurricanes. She had Audic, as an anti-submarine weapon. She had some of her battle fleet reconstructed, and five King George Vs under construction, and some nearing completion. And when war came the nation—and the Commonwealth—were united and determined.



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Mr. Churchill tells of the days of the "Twilight War," when most of the activity and action was at sea. Of the "Graf Spee," the "Altmark" and "Cossack"; of the formation of "Hunting Groups" which were the forerunners of the carrier task forces developed by the United States Navy; of the magnetic mine and its counters.

Not all the units of the battle fleet were great assets. "Through-out the war the 'Royal Sovereigns' remained an expense and an anxiety. They had none of them been rebuilt like their sisters, the 'Queen Elizabeths,' and when, as will be seen in due course, the possibility of bringing them into action against the Japanese fleet which entered the Indian Ocean in April, 1942, presented itself, the only thought of the Admiral on the spot, of Admiral Pound and the Minister of Defence, was to put as many thousands of miles as possible between them and the enemy in the shortest possible time.

But, when Mr. Churchill entered upon his duties as First Lord of the Admiralty in 1939, he felt that he had a good weapon to his hand. "It would be unjust to the Chamberlain Administration and their Service Advisers to suggest that the Navy had not been adequately prepared for a war with Germany, or with Germany and Italy. The effective defence of Australasia and India in the face of a simultaneous attack by Japan raised more serious difficulties: but in this case—which was at the moment unlikely—such an assault might well have involved the United States. I therefore felt, when I entered upon my duties, that I had at my disposal what was undoubtedly the finest-tempered instrument of naval war in the world, and I was sure that time would be granted to make good the oversights of peace and to cope with the equally certain unpleasant surprises of war."

Mr. Churchill emphasises that at that time, "On no account must anything which threatened in the

Far East divert us from our prime objectives in Europe. We could not protect our interests and possessions in the Yellow Sea from Japanese attack. The farthest point we could defend if Japan came in would be the fortress of Singapore. Singapore must hold out until the Mediterranean was safe and the Italian Fleet liquidated."

"As long as the British Navy was undefeated, and as long as we held Singapore, no invasion of Australia or New Zealand by Japan was deemed possible. We could give Australasia a good guarantee to protect them from this danger, but we must do it in our own way, and in the proper sequence of operations. . . . It was my recorded conviction that in the first year of a world war Australia and New Zealand would be in no danger whatever in their homeland, and by the end of the first year we might hope to have cleaned up the seas and oceans. As a forecast of the first year of the naval war these thoughts proved true. We shall in their proper place recount the tremendous events which occurred in 1941 and 1942 in the Far East."

This, as is to be expected, is a most valuable book, and as a fore-taste of what is to follow it is a first-class appetiser. Mr. Churchill marshals his facts and arguments in admirable form, he writes vigorously, incisively, and with lucid phrasing. We look forward with whetted interest to his further unfolding of this memorable story. And in the meantime, to those who have not yet done so, the reading of this first volume is earnestly recommended.

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H. V. EVATT,  
—Attorney-General of the  
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## VICTORIAN OFFICER'S DECORATIONS

R.A.N.V.R. Lieutenant Awarded Mention In Despatches and  
Distinguished Service Cross For Bravery And Skill in Bomb  
And Mine Disposal

One of the very few attributes of war is that of making  
manifest the courage of members of the Human Race. That  
courage ranges over a very wide field, from that of the dashing  
gallantry of individuals in the heat of action to the quiet forti-  
tude of the women in the homes far removed from the scene  
of hostilities, where is endured for months or years on end the  
gnawing anxiety as to the fate and welfare of husband, son or  
brother, or others near and dear in affection.

The last war was not wanting in examples of cool, sus-  
tained courage, in circumstances where the blood was not  
heated by excitement, and where the risks could be quietly  
calculated throughout sustained operations. A fruitful field  
for the exercise of courage of this nature was that of mine and  
bomb disposal.

Harold Leon Billman, Lieutenant (Special Branch) R.A.  
N.V.R., entered the Navy at Port Melbourne during the recent  
war. He was appointed Sub-Lieutenant on probation in No-  
vember, 1942, and proceeded to Flinders Naval Depot for the  
mining course. Early in 1943 he was attached to Base Staff,  
Cairns, on R.M.S. duties, proceeding later in turn on similar  
duties to Port Moresby and Brisbane, and later again—after  
his promotion to Lieutenant (Sp.) R.A.N.V.R. in March,  
1943—being appointed for duty with C.S.F. 7th. Fleet.

It was while with 7th. Fleet that he earned his decora-  
tions, a Mention in Despatches, which was awarded on the  
26th. June, 1945; and the Distinguished Service Cross, award-  
ed on the 6th. November following.

The Mention was "For courage, skill and undaunted devo-  
tion to duty in exceptionally hazardous operations." The Cita-  
tion accompanying the award of the D.S.C. lifts the veil a little  
more. It tells that: "Lieutenant Billman landed on Panoan  
Island on 20th. October, 1944, with the Assault Forces. He  
displayed bravery and devotion to duty and exceptional skill  
over a period of four months in dealing with Japanese Mines  
and unexploded bombs in the clearance operations in the Phil-  
ippines."

Lieutenant Billman returned to Australia in May, 1945,  
for an additional course in the Torpedo School at Flinders  
Naval Depot. The war ended while he was there, and he  
was demobilised in December, 1945.

## MELBOURNE PETTY OFFICER'S GALLANTRY

Mention In Despatches For Part Played In H.M.A.S.  
"Parramatta" During Fierce Enemy Air Attack.

At 11 o'clock on the morning of the 26th November, 1941,  
the Sloop H.M.A.S. "Parramatta" sailed from Alexandria  
in company with the Destroyer H.M.S. "Avon Vale," both  
escorting an ammunition ship. They were bound for Tobruk.

"The first day out," says Paul McGuire in his book, "The  
Price of Admiralty," "was quiet. During the second day, the  
27th November, an enemy aircraft flew over. 'Parramatta'  
fired, but the aircraft flew on with its intelligence." The  
weather came away with rain and wind and driving cloud. For  
many months the ship's company had been sleeping on deck  
through the hot nights. The inclement weather now drove most  
of them down below.

By midnight, "Parramatta" was about 25 miles north of  
Bardia. Thirty-five minutes after midnight she was hit by two  
torpedoes, one of which struck her midships, the other beneath  
the quarter deck. The ship's back was broken, her lighting  
failed, she listed heavily to starboard and very rapidly broke  
up and sank. Most of her Ship's Company, including all her  
Officers, were lost with her.

Among the names of those who went down with the ship  
is that of Petty Officer Steward James Lewis, who was later  
awarded a Mention in Despatches "for outstanding gallantry,  
fortitude and resolution" during a previous encounter with the  
enemy.

That was on the 24th June, 1941, when "Parramatta," in  
company with H.M.S. "Auckland," was escorting the laden  
Petrol Carrier, "Pass of Balmaha," from Alexandria to Tobruk.  
The recommendation for the award gives in some detail the  
story of Petty Officer Steward James Lewis on this occasion.

"During the actions against enemy aircraft on June 24th,  
1941, Lewis was in charge of the crew of the fire magazine.  
Throughout the six actions he was calm and efficient and  
encouraged, by his bearing, the men of his crew, although this  
station was isolated and the ship was frequently violently shaken  
by near explosions of bombs. After action, he volunteered as  
assistant to the Sick Berth Party and worked without rest in  
the care of the wounded and survivors until the ship had  
returned to harbour. During this long period, his manner  
never varied from one of cheerful courage. I personally saw  
this fated at work with the wounded, and consider it was  
admirable."

Petty Officer Steward James Lewis entered the R.A.N. on  
the 5th July, 1947, for twelve years, signing for another seven  
years in July, 1939. With the outbreak of war and until  
February, 1940, he was in H.M.A.S. "Australia," being ap-  
pointed to H.M.A.S. "Parramatta" on the 14th February, 1940,  
and remaining in her until her end. He was a citizen of  
Thornbury, Victoria.

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His Majesty The King

### Federal Council

The formation of another new Sub-section of the Ex-Naval Men's Association of Australia is contemplated for the Western District of Victoria; venue of the organisation has not been finally decided upon yet, but it is expected that Warrnambool may be the location, as it is the largest town in that part of the district.

Further enquiries have been made regarding a new Sub-section for the benefit of members and prospective members at Port Lincoln in South Australia; the State Council is anxious to contact all ex-Naval personnel in this area, with the view to seeking further applications for membership, and ultimately the inauguration of the fifth Sub-section in the Southern State. Members of Adelaide Sub-section are raising over £5 per month so as to enable the Committee to purchase and despatch food parcels to Naval war orphans in the United Kingdom. Mr. C. L. Tucker was recently re-elected President, and Mr. E. S. Johnson elected as Hon. Secretary, thereby replacing Mr. Sangster who resigned from office. Membership of the Southern Suburbs Sub-section has now past the 60 mark, with very good prospects of increasing the number of members before the end of 1948.

Officers and Committee of the Brisbane Sub-section are busy arranging the usual Christmas treat, which will be attended by orphans of deceased Naval war servicemen and members' children.

Combined Sub-sections in New South Wales are holding the regular Christmas children's party at Garden Island, Sydney. Funds for this project are raised each year by an Art Union conducted by members throughout N.S.W.

Mr. J. Jamison, the Australian Capital Territory Section's Federal Councillor, recently returned from a visit to the United Kingdom, and was present at the Federal Council meeting held on Thursday, 28th October. Fellow Councillors were pleased to welcome Mr. Jamison on his return to Sydney.

Mr. H. Simons, Hon. Secretary of Perth Sub-section in Western Australia, has since returned to his own State after visiting all Capital cities, including Canberra, during his leave of absence.

It has come to the notice of Federal Council of the recent formation in New South Wales of a new body comprised of ex-W.R.N.S. who have been discharged out here and others who have since migrated to Australia. This organisation is known as the Sydney Branch of the W.R.N.S. Association, the members of which desire to retain their own particular identity, but it is hoped that the closest possible co-operation will be maintained with our own ex-W.R.A.N.S. Sub-sections and their various State Councils; if this course is adopted, we feel sure that material benefit will accrue to all members concerned. Sydney Branch, Hon. Secretary of the W.R.N.S. is Miss Ena Land, of 61 O'Sullivan Road, Bondi. Miss M. J. Hartley is the Hon. Secretary of the ex-W.R.A.N.S. Sub-section, and can be contacted through the N.S.W. State Council office, first floor of 77 Pitt Street, Sydney.

The Federal President (Mr. F. P. Anderson), and his fellow Federal Councillors, take this opportunity of extending Happy Christmas and New Year good wishes to all officers and members throughout Australia, and to the

many readers of the "Navy" magazine wherever they might be during the present festive season.  
—G.W.S.

### Queensland

**F**UTURE meeting place of the Brisbane Sub-section will be the Alice Street Depot, better known as H.M.A.S. Moreton during the war years. This was arranged through the courtesy of the Resident Naval Officer (Commander H. S. Chesterman).

Facilities placed at our disposal include the use of a room in the Administrative Block for general and committee meetings on the first and third Mondays in each month, and the drill hall for social functions. There will now be more of a naval atmosphere associated with our doings.

First meeting at the Alice Street Depot was listed for December 6. To be more accurate, this was the long-awaited reunion which was to take the form of a Xmas party. A big attendance was expected. The children's Xmas party was scheduled for the following Saturday, December 11. Sufficient funds were raised from a November sweep to defray expenses.

State Council proposes to ask Federal Council to use its persuasive powers with Navy Board for the appearance of the R.A.N. Band in Brisbane on Anzac Day, 1949. Chief advocate for this step is the State President (Mr. A. C. Nichols) who opines that the presence of the band would be justified.

Messrs. L. H. Riddles and P. J. Barnett have been appointed to form a committee with two members of the Ex-Naval and Mercantile Sub-branch of the R.S.L., to

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"heave to" this rope  
holds fast!



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make plans for the appearance of  
naval personnel in the parade.

Brisbane Sub-section have in mind a big reunion, possibly on April 23. This will enable country members and others to renew friendships made during 1939-45. It may also act as a stimulus to membership of our association. It has also been suggested that the assistance of the City Council and State Government be sought in entertaining serving personnel during the celebrations.

The Federal Secretary (Mr. G. W. Scott) and Mrs. Scott spent a week in Brisbane early last month. Mr. Scott attended the monthly general meeting of the Brisbane Sub-section on November 1. We are indebted to him for appreciable donations towards the children's Xmas party and the funds of the State Council and Brisbane Sub-section.

Mr. H. Simons, Secretary of the Perth Sub-section, visited Brisbane recently. He called on the State Secretary (Mr. R. G. Gardner).

Mr. Norman Pixley, President of Brisbane Sub-section, is convalescing after a recent illness. Members wish him a speedy recovery.

Incidentally, the January general meeting will be held on the third Monday in that month. The date is January 19. The alteration is for the benefit of members who will be away on holidays over the festive season.

An invitation has been extended to the Rev. Father Steele to attend our meeting on January 19. Father Steele, who is a "Tobruk Rat," has some very interesting 16 mm. films of his recent visit to Syria, Gallipoli and Tobruk which we hope to induce him to show.

Mr. R. S. Marriott has consented to be our guest speaker on February 7. He will give an illuminated talk on a "trip to the Arctic."

## 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.**—Lieutenant Commander Thomas William Winter is appointed on loan from the Royal Navy, with seniority in rank of 15th November, 1946, dated 16th October, 1948.

**Promotions.**—Lieutenant Michael John Lyndon Blake is promoted to the rank of Lieutenant-Commander, dated 1st September, 1948. Lieutenant Allen Nelson Dollard is promoted to the rank of Lieutenant-Commander, dated 20th September, 1948. Lieutenant Geoffrey Stephenson Simpson is promoted to the rank of Lieutenant-Commander, dated 1st October, 1948. Sub-Lieutenant Peter Brassey Cooper is promoted to the rank of Lieutenant, dated 1st October, 1948. Lieutenant (S) Alan Gibb McParlane is promoted to the rank of Lieutenant-Commander (S) (Acting), dated 25th September, 1948. Cadet Midshipman Peter Maxwell Cumming, Ian Herbert Richards, Richard John Tulip, John Leonard Johnson, Paul Seymour Gaynor, Christopher Haddon Corbett Spurgeon, John Gordon Stacey and Geoffrey John Humphry Woolrych are promoted to the rank of Midshipman, dated 1st September, 1948. Cadet Midshipmen (E) Henry Hunter Gardner Dalrymple, Peter Scott Richardson and Blair Morgan Kerr are promoted to the rank of Midshipman (E), dated 1st September, 1948.

**Confirmation in Rank.**—Lieutenant-Commander (Provisional) Malcolm Russell Bromell is confirmed in the rank of Lieutenant-Commander, with seniority in

rank of 1st February, 1946, dated 15th September, 1948.

**Fixing Rates of Pay.**—Commander (E) Edwin Allan Good to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Captain (E) (on promotion), whilst acting in that rank, dated 15th September, 1948.

**Extension of Appointment.**—The appointment of the Reverend William Henry Henderson, O.B.E., as Chaplain is extended for a period of twelve months from 28th October, 1948.

**Transfer to Emergency List.**—Lieutenant Kenneth Hyett Bryant is transferred to the Emergency List, dated 17th September, 1948.

**Termination of Appointments.**—The appointment of Lieutenant-Commander Thomas William Winter on loan from the Royal Navy (Exchange Service) is terminated, dated 15th October, 1948. The appointment of Herbert Roy Clatworthy as Temporary Gunner (T.A.S.) is terminated, dated 7th September, 1948.

**EMERGENCY LIST.**  
**Appointment.**—Lionel Owen Shields (Ex Temporary Lieutenant (E)) is appointed Lieutenant (E), with seniority in rank of 1st April, 1943, dated 4th September, 1948.

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

**Promotions.**—Lieutenant Edward John Thomas Sweetman is promoted to the rank of Lieutenant-Commander, dated 12th September, 1948. Acting Temporary Engineer Lieutenant-Commander Henry Virgil McCray is promoted to the rank of Temporary Engineer Lieutenant-Commander, dated 3th September, 1948.

**Appointments.**—John Smyth McBryde is appointed Lieutenant-

Commander, with seniority in rank of 1st October, 1939, dated 31st August, 1946. Ronald Younger Filmer is appointed Lieutenant, with seniority in rank of 2nd February, 1943, dated 14th August, 1946. Cyril Holt McGee, D.S.C., is appointed Lieutenant, with seniority in rank of 1st July, 1943, dated 7th February, 1946. Gordon Alfred Ruddock is appointed Lieutenant, with seniority in rank of 21st September, 1943, dated 19th February, 1946. Donald Clarence Buris is appointed Sub-Lieutenant, with seniority in rank of 1st September, 1944, dated 5th April, 1946.

**Promotions.**—Surgeon Lieutenant Edward Pruett Cordner is promoted to the rank of Surgeon Lieutenant-Commander, dated 7th September, 1948. Surgeon Lieutenant Brian Oxenham is promoted to the rank of Surgeon Lieutenant-Commander, dated 12th September, 1948.

#### CORRIGENDUM.

With reference to Executive Minute No. 5—notice of which appeared on page 358 of Commonwealth Gazette No. 28 of 13th February, 1947—that portion relating to the appointment of Lieutenant-Commander (S) (Acting Commander (S)) Bernard John James Patrick Robinson on loan from the Royal Navy, is amended in that the date should read 5th November, 1946.—(Ex. Min. No. 72—Approved 27th October, 1948.)

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

#### LITTLE RODNEY'S CHRISTMAS.

Continued from page 35.

stained moustache. "All mothers-in-law is 'ell," he said. "But 'is 'is flamin' 'ell. She's a trimmer."

He was silent for a long moment.

"I thought things would break my way, Mister," he said, slowly. "I thought they'd break my way."

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## Answers to Nautical Quiz

- (1) H.M.S. "Glorious" was an aircraft carrier, and "Ardent" and "Acasta" two destroyers who were screening her on her return to the United Kingdom from Norway, when they were attacked by the German battlecruisers "Scharnhorst" and "Gneisenau" in the late afternoon of the 8th. June, 1940. The action began at 27,000 yards, and the "Glorious," with only 4-inch guns, was hopelessly outranged, was unable to get her torpedo-bombers into the air, and was destroyed by enemy gunfire. The destroyers fought gallantly with guns and torpedoes but were also overwhelmed and sunk, after "Acasta" had severely damaged "Scharnhorst" with a torpedo hit, causing the battlecruisers to abandon further operations and return to Trondheim.
- (2) They have 14-inch guns, eight of which are mounted in quadruple turrets, one forward and one aft, with a twin turret superposed forward.
- (3) They were the British Armed Merchant Cruiser "Rawalpindi," and the German battlecruisers "Scharnhorst" and "Gneisenau." The "Rawalpindi" on the Northern Patrol between Iceland and the Faroes, had a broadside of only four 6-inch guns, and was no match for the two German ships. She put up a gallant fight, and went down with the loss of her Commanding Officer—Captain Edward Kennedy, R.N.—and 270 of her ship's company, of which only 38 survived. The action was the cause of the two German ships abandoning their operation and returning immediately to Germany.
- (4) In command of the destroyer H.M.S. "Onslow," and of a force consisting of that vessel and the destroyers "Obedient," "Obdurate," "Orwell" and "Achates," the corvettes "Rhododendron" and "Hyderabad," and the armed trawler "Northern Gem," Captain Sherbrooke's ships constituted the close escort of a convoy of 12 merchant ships traversing the Barents Sea to Russia. The escort successfully protected the convoy against repeated attacks by a German heavy cruiser of the "Hipper" class, a pocket battleship, and three large destroyers. The convoy reached Murmansk safely. Of the escort, "Achates" was lost, and others of the ships damaged, "Onslow" very badly. Captain Sherbrooke was severely wounded, and lost an eye.
- (5) As Vice-Admiral, Dover, Sir Bertram Home Ramsay organised and carried out "Operation Dynamo"—the evacuation of Dunkirk. As Allied Naval Commander-in-Chief for the great assault on Normandy in 1944, he planned and carried out the Naval side of that operation.
- (6) Four minutes. For every degree of longitude east of Greenwich, local time is four minutes before Greenwich mean time; for every degree west, four minutes behind Greenwich mean time.
- (7) The brig "Marie Celeste" was found by the "Dei Gratia" on the 5th. December, 1872, about 380 miles from the Portuguese coast, sailing on the port tack but with no one on board. The "Waratah" was spoken by the "Clan MacIntyre" on the morn-

ing of the 27th. July, 1909, en route from Durban to Cape Town. It was the last time that the "Waratah" was seen.

- (8) Piano wire. It was introduced to deep-sea sounding by Lord Kelvin in 1874, when he was concerned in the successful laying of the Atlantic Cable.
- (9) The sextant is so called because its arc is a sector of a circle rather more than a sixth of the circumference. It works on the principle that a ray of light twice reflected makes, with the ray before reflection, an angle equal to twice the angle of inclination made by the reflecting surfaces.
- (10) The Ancient Mariner and his shipmates in Coleridge's poem:  
"The fair breeze blew, the white foam flew,  
The furrow followed free;  
We were the first that ever burst  
Into that silent sea."

"WE'VE GOT THE SHIPS."  
Continued from page 15.

uous allowances for uniform and good conduct, is £3/6/6 for a single man, £5/15/6 for a married. If he turns 21 during Recruit Training his pay rises to £3/17/0 and £6/6/0 respectively. It increases through the grades of Stoker, Stoker Mechanic, Leading Stoker Mechanic, and so on up to Chief Mechanician, when he can be receiving from £8/1/0 to £8/8/0 a week if single, and £10/10/0 to £10/17/0 if married.

In addition, of course, he receives a free uniform to start off with, and is fed—well, and accommodated—comfortably, free of all cost to himself. Further, there are opportunities for ratings—in this branch as in others—with exceptional professional and educational qualifications to be promoted to Warrant and Commissioned Rank, with higher pay and improved conditions generally.

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As mentioned above, rates of pay on entry vary according to qualifications. A qualified tradesman enters at a higher rate. An Ordnance Artificer, for example, enters at £5/5/0 a week if single, £7/14/0 if married: an Engine Room Artificer at £6/4/3 and £8/13/3 respectively, an Artisan (Joiners, Plumbers, Painters and Blacksmiths) at £4/18/0 and £7/7/0.

By the way, of course, all hands get free medical attention, and free dental treatment. And that—so far as ratings are concerned—includes dentures—and eye glasses.

So far, so good. The New Entry, having leapt all the hurdles, taken the Oath, and being now a member of the Royal Australian Navy, is dispatched—still in plain clothes—to Flinders Naval Depot. In whichever State he enlists, he proceeds to Victoria, to Flinders Naval Depot, for training. It is the great Naval School of Australia, and has succeeded "Tingira" in that role for ratings, as the Naval College at the Depot has succeeded Jervis Bay as the training school for Cadet Midshipmen.

Here the New Entry comes into close contact with the great Service in which lies his future career. Flinders Naval Depot—the "Stone Frigate"—is organized on the same general scheme as a ship, although it consists of red brick buildings and a parade ground on shore. The Commanding Officer is a Commodore, and he has various officers serving under him who are in charge of the Schools and the Departments of the Depot. The organization of the establishment as a whole is the responsibility of the Commander.

Flinders Naval Depot's other

name is H.M.A.S. "Cerberus," as which it was commissioned on the 1st. September, 1920. It takes its name "Flinders" from Captain Matthew Flinders, R.N., who charted the first outline of this Continent, and gave it its name of "Australia." The name "H.M.A.S. "Cerberus" is taken from that of the old turret ship H.M.V.S. "Cerberus," which belonged to the Victorian State Navy before the Royal Australian Navy was formed in 1911. She in her turn had taken her name from the mythical three-headed dog with three tails which, with its many eyes and sharp teeth, was the guardian of the entrances to Hell. Cerberus, you see, has been promoted. From being the custodian of Hell, he produces the custodians of what is today an earthly paradise—Australia. His motto, which is that of Flinders Naval Depot, is "Semper Vigilans."

Arriving at Flinders Naval Depot, the New Entry is "kitted up" with his uniform and personal gear, and starts his Naval life in the New Entry School, which is under the direction of the Training Commander, who has a staff of Officers, Chief and Petty Officers, and Leading Seamen, to assist him. All the men under training are organized into two watches, Port and Starboard, each of which is divided into two parts.

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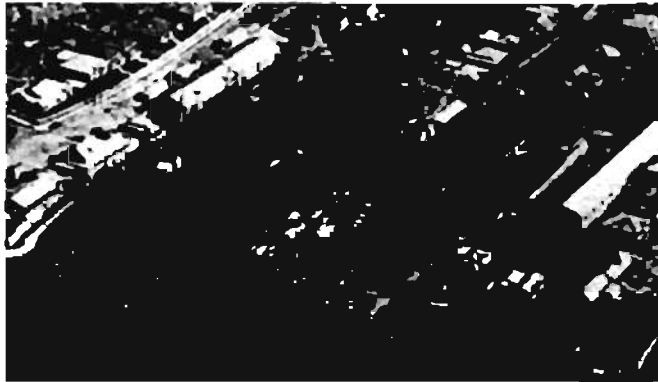
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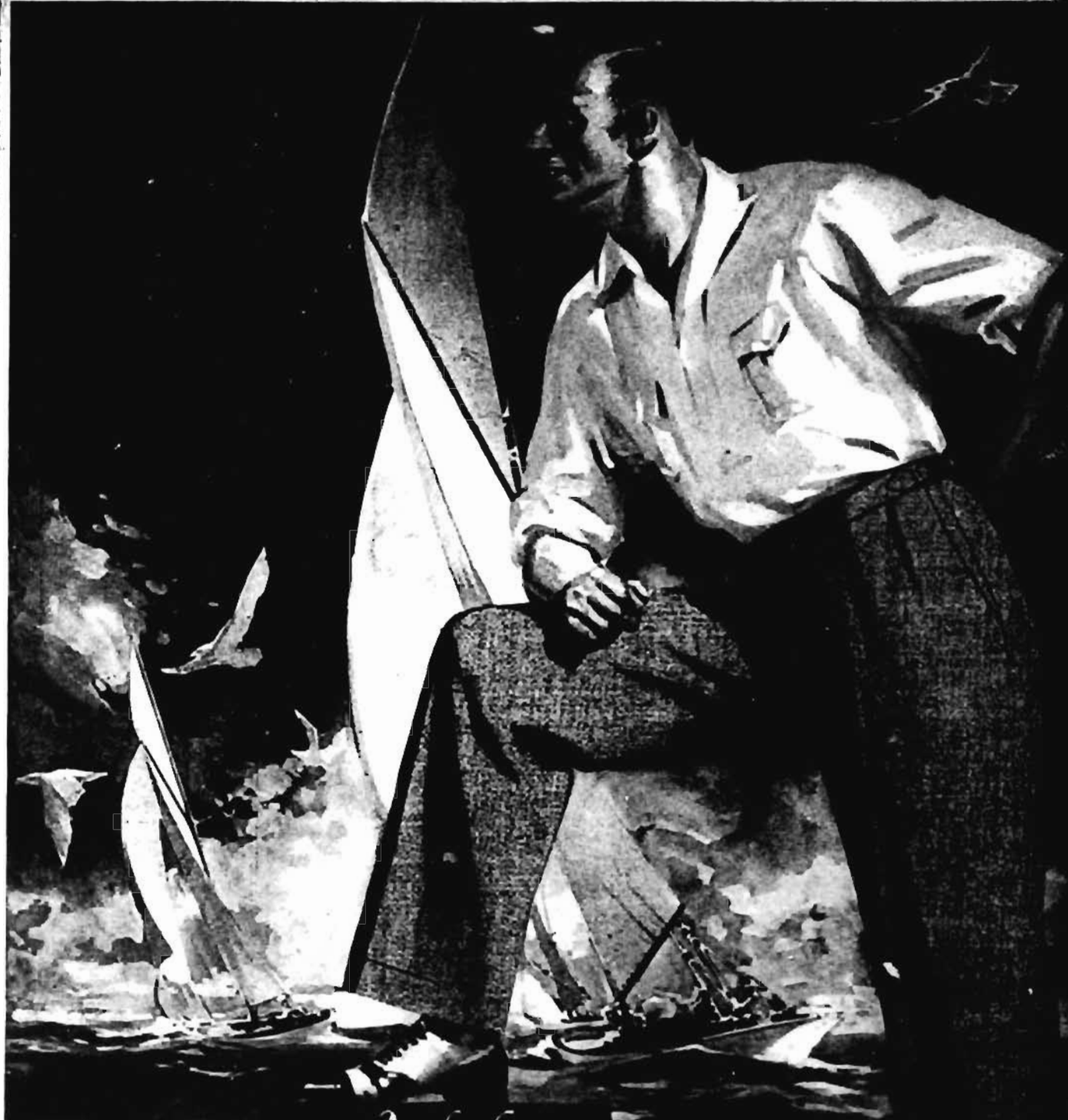
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