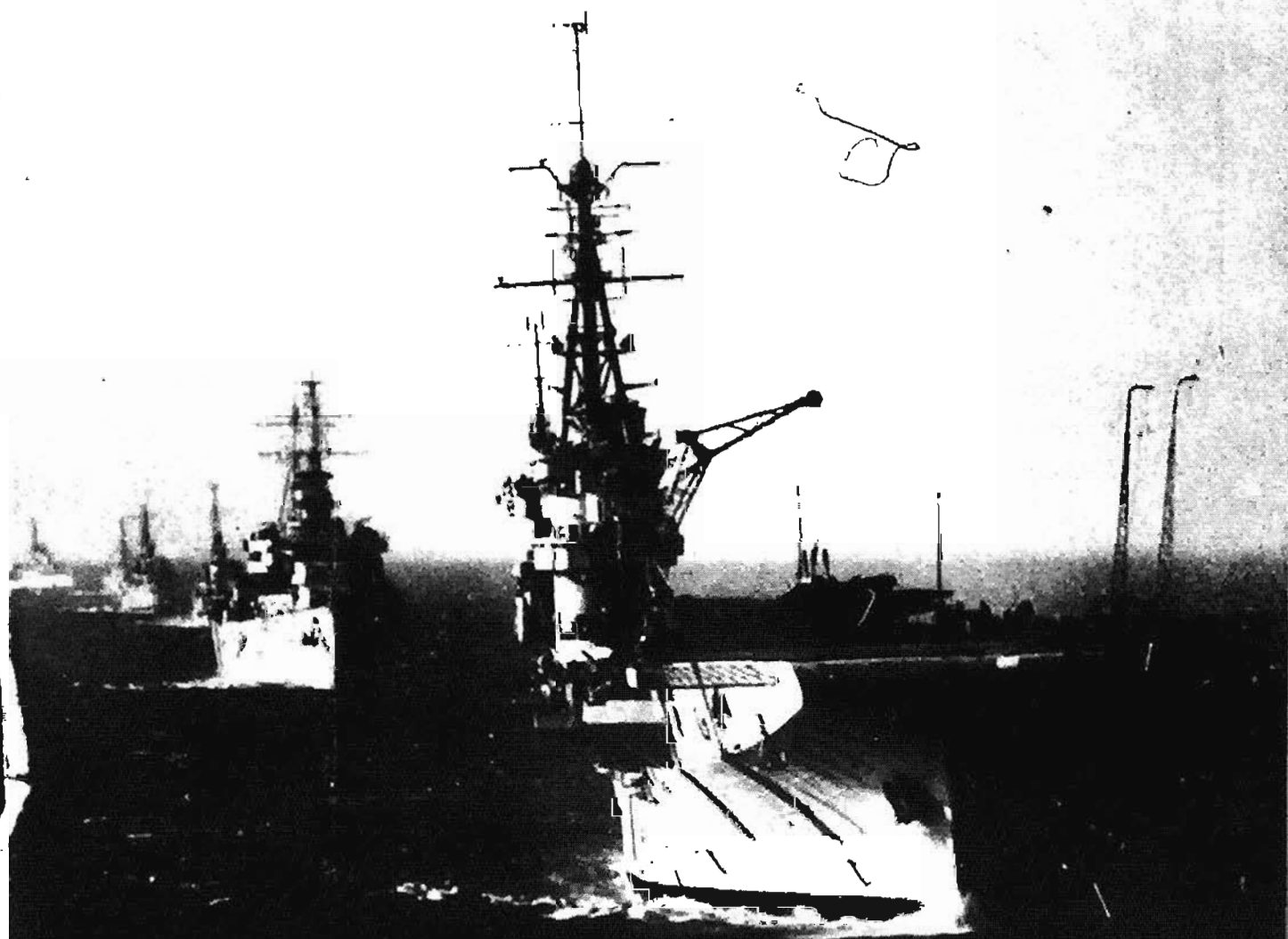


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THE NAVY



Cover: H.M.S. "Glory" and units of Beaulieu Squadron, photographed from H.M.S. "Tetrarch" entering Sydney Harbour. S.M. "Herald" Photo.

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January, 1949

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Whyalla - Australia's Progressive Shipyard

INDUSTRIAL expansion at Whyalla, S.A., is clearly illustrated in this aerial photograph showing the Broken Hill Proprietary's shipyard and blast furnace plant (on left). The photograph was taken prior to the launching of the s.s. "Iron Yampi" (seen in the centre foreground) on September 1, 1947. Four ships of this 12,500-ton ore-carrying type will be built. The yard has completed sixteen vessels to date. For ambitious and enterprising young Australians, splendid opportunities for remunerative employment exist at Whyalla.

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THE NAVY FOR NEXT MONTH

A good variety of material is in preparation for the February issue of "The Navy," and some of the articles of interest you may expect to find in the pages of the Magazine next month are listed herewith.

FULL CARGO OF GOLDEN GRAIN

Captain Brett Hilder, an Australian Master Mariner, who contributed the interesting article on Wave Formation which appeared in our issue of July last year, has favoured us with another contribution from his facile pen in "Full Cargo Of Golden Grain," in which he discusses the occasion two years ago when there was a shortage of wheat in the Eastern States, and full cargoes of grain were imported from Western Australia. Captain Hilder was at that time in one of the Commonwealth-owned "River" class freighters, and he describes the preparation of the ship, and the loading of the full cargo of wheat in bulk at Bunbury for discharge in Sydney.

SEAMEN IN PAINT

Portrait painters down the years have found subjects of outstanding interest in seamen, and the Brush people have thus acquired a record of their great Sea Captains which is invaluable. An Australian portrait painter—whose work frequently appears in the pages of "The Navy," to which she has contributed pencil and charcoal drawings of men associated with our own sea scene—now contributes an interesting article on the portraits of seamen handed down to us by the painters of the past. Watch for this article by Esther Paterson in the forthcoming issue.

LANDING SHIPS

The Landing Ships (Tank) of both the Royal and Royal Australian Navies have recently been given names in place of the initials and numbers—as "LST 3501"—by which they have previously been designated. One reason for the change is that to most people ashore the previous designation would have conveyed little. On this assumption, our contributor Reuben Ranzo is at work on an article on Landing Ships generally, which will appear next month.

GENERAL

Space restrictions denied publication of John Clark's promised article on Oversea and Undersea warfare in this issue, but we hope to use it next month. Also all the usual features—What the Navy is Doing; Maritime News; News of the World's Navies; fiction; and the latest from the Ex-Naval Men's Association, and the Navy League. Order your copy of the February issue of "The Navy" now.



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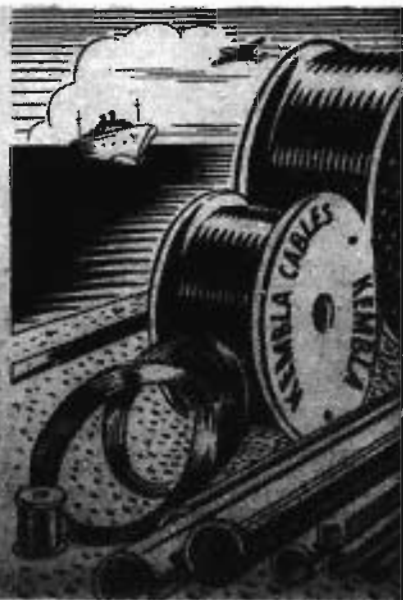
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LETTERS TO THE EDITORS

MELBOURNE NAVAL CENTRE

Sir,

On the 27th. October, 1948, a Billiard-Lounge Room and Library was officially opened in the Melbourne Naval Centre, 383 Flinders Lane, Melbourne, by the chairman of the Trustees, Sir William Angliss, for the use of all those who have served, or who are serving in, the Navy. All Naval and ex-Naval men must have happy memories of the leisure hours spent at "Navy House," Melbourne, during the war years, and with the closing down of that establishment in 1946, the Trustees of the Melbourne Naval Centre realised the need for another such building to cater for the many who have a desire to use such amenities as are at present available. The Trustees appreciate that the numbers of Naval personnel in and around Melbourne are not to be compared with those during the War Years, but there are still sufficient numbers of Naval and ex-Naval personnel to warrant such a room being opened, and they trust it will be patronised and thereby justify the establishment of a Naval Centre in Melbourne. Also housed in the Melbourne Naval Centre are the R.A.N. Welfare Officer and the State Office of the Ex-Naval Men's Association, where assistance and advice may be obtained in regard to Welfare, Rehabilitation, Employment, and many other problems which confront all Naval and ex-Naval personnel.

It would be appreciated if you could make the foregoing known to your readers in the pages of "The Navy." Any of them who wish for further information could obtain it from the undersigned at the address of the Centre, 383 Flinders Lane, Melbourne.

Yours Sincerely,
W. H. Sullivan,
Manager-Secretary,
Melbourne Naval Centre.

We are happy to publish your letter, to bring the facilities offering at the Melbourne Naval Centre to the notice of our Naval and ex-Naval readers, and we trust the Centre will receive the good support it deserves.

Ed. "The Navy."

THE FRIGATE "FAL"

Sir,

I have recently noticed the news in your June issue of the "River" class frigate, H.M.S. "Fal," being transferred to the Burmese Navy. This was of particular interest to me as I commissioned "Fal" in the East India Docks, London. I was her first Commanding Officer, and served in her from July, 1943, to March, 1944, when I left her at Freetown, Sierra Leone, to return to Australia after more than four years' service on loan to the Royal Navy. There are two unique points of interest with respect to H.M.S. "Fal." One: She was built at South Bank, River Tees, by Smith's Dock Company, where ships were being launched at a greater rate than they could be completed. She was thus loaded with a cargo of her own fittings, and with just the minimum of essentials in place, was steamed down to London under the Red Ensign by a Merchant Navy crew, and was there fitted out by Messrs. Green and Siley Weir. Two: When she was commissioned, "Fal" was lying against the Southern side of the dock with the meridian of Greenwich exactly bisecting the ship. When the ship's company went aboard they had to walk into the Eastern Hemisphere to do so, and then had to go back to the Western Hemisphere to get to their quarters. A further feature of interest was the Dedication

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LETTERS TO THE EDITORS

Ceremony, which was recorded by a B.B.C. van, and was later broadcast to Australia on the Pacific Programme on the 26th July, 1943.

Yours faithfully,
M. G. Rose,
Commander, R.A.N.V.R.
(President, Launceston Branch, Ex-Naval Men's Association of Tasmania).

Thank you very much for your most interesting letter, and for the sidelights on the "Fal." I am sure that our readers will be intrigued by these unique features associated with the ship.

Ed. "The Navy."

H.M.A.S. "SYDNEY"

Sir,

I have just finished reading the November issue of "The Navy." Again it is immensely interesting. One article in particular I have read with more than usual interest, namely "The Three Sydneys." Included in this article is a very good photograph of the second "Sydney." Having always had a soft spot for the "Sydney" I would like, if possible, a copy of this photograph. One of approximately 10" by 8" size. So can you tell me if and where I can order a copy and what the cost will be so that I can send a postal note in return? I hope this is possible. Can you tell me where and when the photograph was taken so that I can list it accurately? Lastly, I would like an assurance that the photograph shown is actually of "Sydney," because in the photograph, although the ship is camouflaged, I can only make out one 6-inch gun turret aft. As I recall it, "Sydney" still had eight 6-inch guns when she disappeared in November, 1941. So if you can tell me whether it is really of H.M.A.S. "Sydney," I would be most grateful. I have en-

LETTERS TO THE EDITORS

closed herewith my subscription order form and postal notes, something I have meant to do for some time.

Yours sincerely,
K. Symington,
20 Schwabel Street,
Marrickville, N.S.W.

Many thanks for your letter, and for your pleasant remarks about "The Navy." I am glad you found "The Three Sydneys" interesting. The photograph used as an illustration to that article is definitely of the "Sydney." It was taken when the ship was leaving Sydney Harbour in April, 1941. The fact that the superposed after turret does not show up clearly in the reproduction is due to the fact that we are unfortunately at present forced to use a paper which does not lend itself kindly to the printing of half-tone blocks. The turret shows up quite clearly in the original photograph. Enquiries are being made in regard to securing a copy of the photograph for you, and you will be advised by letter direct. Thank you for your subscription.

Ed. "The Navy."

"THE THREE 'SYDNEYS'"

Sir,

I was very pleased when I received my November issue of "The Navy," as I read with interest the account of H.M.A.S. "Sydney." I had a friend on board her, and have often wondered what happened to him. He was a Red Cross Captain, I think. His name was Harry Shipston. Please let me know when another subscription is necessary for next year, and I will forward it to you.

Yours sincerely,
H. A. Fox,
135 Allen Street,
Hamilton, Vic.

Thank you for your letter, it is pleasing to know that you found the article of interest.

Advice regarding your subscription is being forwarded.

Ed. "The Navy."

CAPTAIN HAWKSWORTH

Sir,
Captain "Bert" Hawksworth of Albany, passed to his rest in October after a lifetime of service in connection with the harbour of this port. Away back in 1902 when we landed at Albany we met dear old "Bert" on his job of working out the plan for the great Albany Harbour Scheme. This place is at last coming into its own, and he was one of those engaged on the planning and dredging necessary. The late Captain was known to thousands of seagoing men. A fine officer, and a friendly man.

Yours faithfully,
Claude J. Batelier,
Albany,
Western Australia.

Thank you for your letter. A reference to the death of Captain Hawksworth is made elsewhere in this issue of "The Navy."

—Ed. "The Navy."

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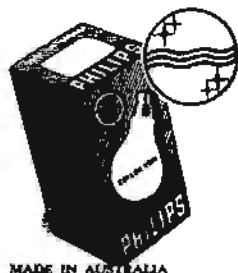
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The Navy

Navy Seeks Civilians For New Guinea The Navy League

Opportunities For Ex-Naval Personnel.

With the anticipated move of H.M.A.S. "Tarangau"—the Base Headquarters of the Royal Australian Navy in New Guinea—from Dreger Harbour, New Guinea, to Manus, Admiralty Islands, about the middle of the year, the Navy is desirous of obtaining the services of three civilians, one as Canteen Manager, one as Hairdresser, and the third as Tailor; and applications for the positions are invited by the Naval Officer-in-Charge, New Guinea.

Conditions are as follow:

Location:

Employment in any one of the three capacities would initially be at Dreger (next door to Pinschhafen), transfer to Manus being effected probably about the middle of the year.

Accommodation:

Canteen Manager: For the Canteen Manager, married quarters are available at Dreger, and temporary married quarters will be available at Lombron (Manus). This latter will ultimately be put on an official permanent basis. No rent would be charged for quarters at Dreger, nor for the temporary quarters at Manus, but rental may be charged when the permanent official residences are completed.

Hairdresser: Single accommodation is available at Dreger, the only cost being a charge of 3/- a day for meals. As to Manus, similar conditions to those applying to the Canteen Manager will obtain.

Tailor: As for Hairdresser.

Salary:

Canteen Manager: Salary £10 a week.

Hairdresser: Fixed salary will not be paid, but Hairdresser will be given an authorised price list for work performed. His net income is expected to total at least £7 to £8 per week, which could be

increased considerably were Ladies' Hairdressing undertaken.

Tailor: As for Hairdresser. Net income expected to total at least £7 to £8 a week.

Appointment:

In each case, subject to three months' notice of termination on either side.

Victualling:

The Naval Board have approved of the supply of Victualling Stores at the Naval Fixed issuing price plus 15% to the Canteen Manager, the Hairdresser, and the Tailor, and to their respective families, subject to the limitation of daily per capita rate of victualling for Naval personnel for all members of the households (i.e., at present 2/6d a day each person). This results in a considerable saving in living expenses compared with that of the normal civilian employed in New Guinea, or for that matter, in Sydney or Melbourne.

Working Accommodation, Etc.:

Hairdresser: Will be supplied with a suitable Hairdressing saloon and all necessary tools of trade, including chair.

Tailor: A suitable workshop and all necessary tools of trade, including an electric machine, will be supplied. Breakages, damage to machines or losses, are to be made good by the tailor. Materials may be purchased from Naval stocks at the prices at which these materials would normally be supplied to Naval personnel. Materials, other than those supplied through Naval channels may, however, be purchased by the Tailor. Naval trading firms will not be permitted to commence business in competition.

Applications:

Applicants for all three positions should apply to the Naval Officer-in-Charge, New Guinea, H.M.A.S. "Tarangau," Dreger Harbour, New Guinea.

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THE NAVY

Australia's Maritime Journal

Vol. 12

JANUARY, 1949

No. 1

THE FUNDAMENTALS

"WE are to consider," wrote James Cook in 1770, after coasting up the Eastern side of the Australian Continent, "that we see this country in the pure state of nature; the industry of man has had nothing to do with any part of it, and yet we find all such things as nature has bestowed upon it in a flourishing state. In this extensive country, it can never be doubted but what most sorts of grain, fruit, roots, etc., of every kind would flourish here were they once brought hither, planted and cultivated by the hands of industry, and here are provender for more cattle at all seasons of the year than ever can be brought into the country."

He spoke truly, and events have proved the rightness of his conclusions. By the road that he himself had followed, that sea road which gives to him who may use it the freedom to transport himself and what goods he will all over the world, the "grain, fruit, roots, etc.," were brought hither. With them came the hands of industry to plant and cultivate, and the cattle to fatten on the provender that the land provided.

It is less than two hundred years since Cook wrote those words. It is not to be doubted that what has been achieved in Australia by "the hands of industry" since then would have exceeded his expectations. The achievements have not been limited to agriculture. Something of what the country could do in that direction was visioned by him. But other potentialities were hidden from his sight. Those other riches in the soil—the minerals; the rapid advances that would be made through mechanisation, in agriculture as in other branches of human endeavour; the fruits, not alone of industry, but of the Industrial Revolution, which Cook preceded, but with which Australia, as an embryo nation, was born. There have been many changes in those less-than-two-hundred years. But one thing remains unchanged, the dependence of the land, in its integrity, in its prosperity, upon the sea.

THE LIFE-LINE

The Sea is Australia's life-line. By it she was born when Cook first sighted the coastline of "New Wales" on the 19th. of April, 1770, and coasted along its length some 2,000 miles to land on that island he named Possession Island, where he "a little before sunset, took possession of the country in his Majesty's name, and fired three volleys of small arms on the occasion, which was answered from the ship."

Eighteen years later, with the First Fleet, the first of the "grain, fruits, roots, etc.," arrived, and the "hands of industry" to plant and tend them; and the cattle to browse on the country's provender. They came along the life-line, the Sea, over which for many years the sustenance of the land in that near-natal period was to flow from the Mother Country. Fortunately for Australia the Motherland controlled that life-line. Lengthy though it was, both in miles and in months of passage, she could use it at will to sustain the new land and its handfull of people, and to protect them from interference by others.

Under the shelter of that protection the new land grew, in population, in strength, in industry and production, until there was two-way traffic along the life-line, and the products of a youthful Australia, which had flourished and multiplied, as Cook had foretold, to a degree beyond the immediate needs of the people of the country itself, flowed in the contrary direction, to enrich them in markets across the water.

THE NEED REMAINS

There came then a new need for the life-line. It became less an avenue of direct sustenance. The need for it as a protecting link, as the shield under which the land could develop in peace, remained. But it developed a new significance, the source of wealth as a safe highway to the overseas markets for Australia's surplus production. And today that significance remains, and is, indeed, enhanced.

The wealth of the continent springs from the land. But it would avail nothing, to farmers and country alike, if the fruits of Australian industry could not be shipped overseas; if the roads to the markets ceased abruptly at the coastline; and the Sea, with the life-line severed, became not the highway giving free access to the outside world, but the imprisoning plain across which none but enemies could travel at will. Were we

not free, with a healthy overseas trade protected by an efficient Navy, to use the world's greatest carrying highway—the Sea—we would be impoverished in Peace, indefensible in War.

AUSTRALIA AN ISLAND

Australia's future is bound up in the one fact that we must never overlook—that she is an island. That she is a very large one does not alter the fact. The man on the land in the centre of her mass, hundreds of miles though he may be from the coastline, is in the long run as vulnerable—and as safe—by virtue of her insularity, as is his compatriot standing on her beaches and staring out across the encircling sea. If that sea, and the roads stretching across it, are his, he is safe. But if they are denied to him, he is vulnerable, vulnerable to poverty by the inability to dispose of his products in peace, vulnerable to attack in war.

Nor need an enemy in war to assault him. He could efficiently destroy Australian economy merely by severing the life-line, coastwise and overseas, by which Australia—in common with every other island—lives. Think for one moment, if no wool, no butter, no frozen meat, no wheat, could be shipped overseas; if no iron ore could be shipped from South Australia to New South Wales, or limestone from Tasmania; if coal could be prevented over an extended period from carriage coastwise from Newcastle. Our clock would run down fairly fast.

WE MUST REMEMBER

That is something we must always remember. The integrity of our sea communications is vital to us, wherever we are, however we are employed, in this island continent. They are at once our great strength and our potential weakness. Without them we could languish. By them we could be assailed.

Time has brought changes, but it has not altered the status of the merchant vessel as the world's most important carrying vehicle. And we must be always in the position to assure the merchant vessel free use of our ports, and of the sea roads leading to and from them. For it, and its protecting Navy, are our greatest asset, and our ever-present need.

SCULLING AROUND

IN TOUCHING ON EVENTS IN A VARIED CAREER AT SEA THE AUTHOR OF THIS ARTICLE TELLS OF THE INDIAN COAST, OF EXPERIENCES IN MADRAS AND PENANG WITH THE "EMDEN", AND OF MEMORABLE MOMENTS IN THE GALUPOLI CAMPAIGN

By "I.B."

JOINING, as a passenger, the British India Steam Navigation Co.'s R.M.S. "Malda" in London early in 1914, the writer travelled out to Madras to join the R.M.S. "Erin" (Captain H. Kulner) of the same Company, on the Madras-Rangoon mail and passenger run as a junior officer. The old Indian-owned "Apar" Line of Calcutta, consisting of the steamers "Catherine Apar," "Gregory Apar," and "Aratoon Apar" were purchased by the British-India Steam Navigation Co., the writer joining the old clipper-hulled "Catherine Apar" (built in 1892) on the Rangoon Singapore run.

Muttra is famous in Hindu myth and history as the place where "Lord Krishna" dallied with the milkmaids. Poor old "Strawberry" is mated and milked in Australia. In India she is "Holy." Joining the "Muttra" at Calcutta on the Singapore-Madras run just prior to the out-break of War, a week's holiday was much enjoyed with an elder brother engaged in rubber planting at Kuala Lumpur.

"You will have to excuse me, sir," said the Superintendent of the Sailors' Mission at Singapore on the 4th August, 1914. "Now that war has broken out, I must buy six bags of flour and three

sides of bacon to last till the war is over, before there is a scarcity and prices rise." So, grabbing his topoi, the Superintendent jumped into a rickshaw, and off he went to the markets.

Completing the ship's business at the Mission and reporting on board to Captain Walton, a cold bottle of German "Gül Brand" Pilsner beer was much enjoyed whilst discussing the Superintendent's food hoarding. One sincerely trusts that the flour and bacon lasted for the "Duration."

"Once upon a time" Will's "Flag" brand cigarettes cost 9d. for 50. Fine Cut Capstan 1/6d. 4-lb. tin; and five bob bought 30 Burma cheroots. Who can doubt the veracity of the story of the "Big Bad Wolf?"

Some weeks later, with "Pulo Way" ahead, three grey smudges were observed rapidly overhauling the old British-India Steam Navigation Co.'s "Muttra." Passing close to port we were thrilled to watch His Majesty's T.B.D.'s "Jed" (Lt. Commander G. F. A. Mulock), "Colne" (Lt. Commander C. Seymour), "Chelmer" (Lt. Commander H. T. England), punching their sharp bows into the calm swell, the message "Good Luck and Pleasant Voyage" being semaphored, and the old Red Duster dipped.

All three T.B.D.'s earned distinction at the Dardanelles, the "Chelmer" being nicknamed "Mamma," and the "Colne" "Nurse," by the "Anzacs," on account of their daring exploits off Gaba Tepe. Lt. Commander Mulock served in H.M.S. "Discovery" with Captain R. F. Scott, R.N., in the Antarctic Expedition, 1901-04. During 1916-17 he commanded H.M.S. "Sawfly" on the River Tigris, retiring in 1922 as Captain, D.S.O. and being appointed Marine Superintendent for the Asiatic Petroleum Company at Shanghai. Lt. Commander Claude Seymour retired in 1926 as Vice Admiral, D.S.O., and Lt. Commander H. T. England retired as a Rear Admiral in 1935.

Rumours flew—the Dutch at Sumatra hand-in-glove with Huns, doubts of the German Far East Squadron; but with all the sublime confidence in the world, the old Mercantile Marine passed from their "lawful seaborne trade" to the unknown perils of war without the slightest deviation from their course. It is of interest that Vice Admiral T. H. M. Jeram, the Commander-in-Chief of the China Station 1913-15 as a Lieutenant commanded the 113 ft. torpedo boat "Childers" on her voyage to Melbourne in 1884, receiving the thanks of both the Victorian Government and Admiralty. He retired in 1926 as Admiral Sir Thomas H. M. Jeram, G.C.M.G., K.C.B., K.C.M.G.

The famous German light cruiser "Emden" was yet to shatter the peaceful calm of the Bay of Bengal. The artificial harbour of Madras; the open roadsteads at the French settlements of Pondicherry and Karikal, the anchor-



H.M.S. "Implacable," battleship of the "Formidable" Class. Built 1898. Ships of this class did good work at the Dardanelles.

ages at Cuddalore, Tranquebar, and Negapatam; always seemed the most depressing parts of the Indian coast, although one could often buy some quite good real Indian brass and copper chatties (cooking and water pots) in these parts.

Berthed on the south side of Madras harbour on 22nd. September, 1914, the officers of the "Muttra" were enjoying a smoke, yarn, and iced stinger, under the poop awning, when without the slightest warning, the brilliant beam of a searchlight swept across the harbour, its beam staying on the oil tanks for some moments. Then followed complete and blinding darkness. We sprang to our feet, rushed to the rail and peered seawards. Before anyone could voice an opinion, we saw the flash of gunfire, and a salvo of the "Emden's" four point ones came whistling with a crash and burst all round the oil tanks. One shell hit the "Chikama," moored astern of the "Muttra." Salvo followed salvo with a crash and a terrific burst of flames. The oil tanks were soon on fire—visible over 100 miles away at sea.

The Indian watchman on the wharf was killed outright. Shell splinters, bits of wood and iron, fell on board. In a few minutes the firing ceased. But not a soul slept a wink that night, as we expected the "Emden" might return and shell the ships in harbour "Fort St. George," lying south of

the harbour, was believed to have fired a few rounds at the "Emden," but it would have taken a pretty smart gun's crew to have got into action and hit the flashes of the "Emden's" guns—a fast-moving target.

The British-India Steam Navigation Co. was founded in the early seventies, its main trade being on the Indian coast, with branch services to all parts of the world. Although the run from Madras to Singapore was entirely uninteresting, much amusement could be found in the conveying of Tamil emigrants travelling back and forth from India to the Federated Malay States to work on the rubber plantations. The emigrants, returning to India after some years

of working, always came on board with British tin cabin trunks which they guarded with their lives, as they contained their worldly goods.

As a junior officer, one's duties were to assist the Doctor in births, marriages and deaths. The births usually happened quite easily, except that one mother gave birth to a baby girl whilst the ship was berthing. The Doctor and writer being required on deck, the necessary surgical gear was left with the mother; but on returning to see the proud parents some time after the ship had berthed, not only had the whole family disappeared ashore but all the Doctor's surgical gear as well.

A gruesome duty was the inspection of the emigrant and main decks during washing down, accompanied by the Doctor, Tamby Serang and Topaze's. The pock-marked bodies of any Indians who had died during the night were promptly rolled in a blanket with fire-bars and committed to the deep, the officer-of-the-watch swinging the ship without reducing speed, whilst the Indians set up a dismal wailing. Any suspected cases of smallpox were instantly separated from the emigrants. Owing to crowded space, little could be done except to lay the sick person on the sidley deck and leave the rest to the "gods."



The last of Anzac, as seen from H.M.S. "Cornwallis," a "Duncan" class battleship, built 1898. "Cornwallis" was torpedoed in the 1914-18 war.



"River" Class Destroyers of Thornycrofts, "Chelmer," "Jed" and "Colne," were of this class.

"If you've 'eard the East a'callin' you won't ever 'eed nought else," sang Kipling's old soldiers on the Road to Mandalay, but the writer has never seen the glamour of the East, only the untold misery, filth, squalor and poverty. Perhaps "Mother India" has that charm in the Burra Sahib's curio like Simla and Delhi. It certainly does not exist in the seaports, Calcutta, Madras or Bombay. The Eurasian girls employed by large firms in Bombay had a notorious reputation for street walking because of starvation wages. A visit to that sink of iniquity—Grant Road—was to witness one of the most dreadful exhibitions of prostitution one could ever see in any large seaport in the world. The swarms of beggars and deliberately maimed children; the squalor of the streets and the hideous cruelties inflicted on Indian women and men in the worship of their "gods" was unbelievable.

The fore-well deck was always a bright, animated scene, especially at meals. The emigrant's cook, armed with a huge spoon, ladled out the curry and rice on to dry plantain leaves to the queued-up natives, who ate it with their fingers. The funny, pot-bellied naked little boys and girls wore nothing but a dirty piece of string



"Cornwallis," the last ship to leave Suvla Bay, firing a parting broadside.

round their middles. The most pathetic aspect of the returning emigrants was their half-starved condition, due to the desire to save every possible pice before returning to their villages. In consequence they over-ate themselves while on board ship, and suffered for it.

Anchored astern of the old Russian cruiser "Jemtchug" in Penang Harbour on 28th October, 1914, dawn just beginning to break, the Serang in charge of the washing down drew our attention to a large four-funnelled cruiser which we thought was H.M.S. "Weymouth," entering harbour. Without any

warning came a crash, and a sheet of flame shot up from the Russian ship. The "Emden" had opened up with a broadside of her four point ones. We stood petrified at the roar, crash, and sheets of flame. In a few minutes all was over, the "Emden" rapidly disappearing seaward in the early morning mist.

Boats were manned, some dreadfully mutilated Russian sailors, alive and dead, being picked up; also some Japanese girls. The old French cruiser "D'Iberville" was lying alongside the wharf with her engines adrift, but the French T.B.D. "Mousquet," on patrol duty outside Penang, most gallantly attacked the "Emden." She was sunk, nine French sailors being saved.

Had the "Emden" been a British ship, the story of her career would have been an epic in our Naval annals. One cannot but admire the skill, courage and humanity of Captain Von Muller, the only Hun seaman who displayed the same traits that have made old England's and her sea captains' names ring from Pole to Pole.

In the piping days of peace, with Port Tewfik ahead; Newport Rock astern; the French pilot and his Arab boat's crew aboard; the Canal searchlight rigged; and the anchor aweigh, Port Said lay ahead.

In 1915 the Canal was indeed an eye-opener—sand-bagged trenches, Indian Army mountain guns, Indian sepoy, the East-Lancashires, the British Yeomanry, Gurkhas, the Imperial Service troops and Bikaner Camel Corps—a kaleidoscope of moving men, guns and animals. The old "Muttra" threshed along, hailed from the canal banks in Indian, broad Lancashire, and good old Cockney bat.

Port Said, with its bumboat men doing a roaring trade. Gone are the days of one new shirt for a couple of dozen oranges, a book of brumby flowers from Jerusalem, a stuffed sunfish, or a trashy French pencil with a beauteous naked damsel in the glass-ended top.

With all due respect to those magnificent ships, "Queen Elizabeth," "Queen Mary," "Awatea," "Aquitania," and "Dominion Monarch," who visited Australia during 1939-45, the night of Britain was seen in Port Said during the early days of 1915. Here were gathered the cream of the Mercantile Marine. Every shipping company in the Empire was represented: tramps, cargo steamers and ocean liners, the convoy bringing the A.I.F., the extraordinary looking French cruiser "Jeanne d'Arc," the Royal Indian Marine ships and the Royal Navy.

In 1892 the British Mediterranean Fleet, under Admiral Sir George Tryon, lay at anchor in Mudros Harbour. The navigator of H.M.S. "Fearless"—a Lieutenant H. C. Lockyer—quietly did some marine surveying. Many will remember the appalling collision between H.M. Ships "Victoria" and "Camperdown" on 28th June, 1893, in which Admiral Sir George Tryon and 350 officers and men lost their lives, and Commander J. R. Jellicoe (the late Admiral of the Fleet Lord Jellicoe) was amongst the survivors. It is also of interest that Sir George had written, in 1886, the idea that eventually became the seed of the Royal Australian Navy.

In 1896, Lieutenant Lockyer found himself again at Mudros, and again did some secret survey-



The Russian "Jemtchug," attacked by "Emden" in Penang Harbour, 28th October, 1914.

ing. Being at loggerheads with his captain, he named the hills in Mudros, Den, Madeb, Eir, Roc, Yam. On laying the result of his work before Captain Corrie, his C.O., most innocently remarked: "What funny names these Turks called their hills, Lockyer." He would have thought them less funny read backwards.

What a muddle "Alex" was in 1915—orders to unload, to reload, to sail and not to sail. The writer sailed to Mudros, whose harbour was packed with merchant ships and the Dardanelles fleet, preparing for the "Landing."

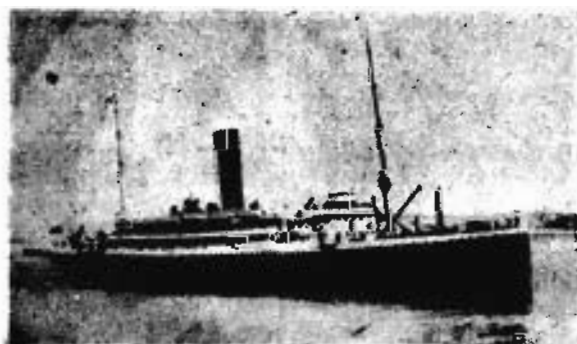
On the 15th May, 1948, the full ceremony of lowering the colours marked the passing out of commission of the battleship "Queen Elizabeth" at Pompey. As the ensign was hauled down for the last time, the Royal Marine band played "Sunset" and "Auld Lang Syne," the National Anthem ending the impressive ceremony. Never will one forget the thrill of pride when the "Lizzie" steamed past us at Kephalo, a brand new ship—the pride of old Britannia's heart.

Whatever failings, faults, or foibles the late General Sir Ian S. M. Hamilton was cursed or blessed with, there can be no doubt of his honour, and his love for the Old Country. No general in command of any Army did more than he to bring the Dardanelles armies to a victorious march to the Square of St. Sophia. He died in London on the 10th. October, 1947, leaving a record of military duties from Kandahar to Colenso, and the

Great War—second to none. The late Sub-Lieutenant Doolan, who was killed at the Dardanelles, and the writer, have cause to remember the late General with a gratitude unknown to him. It was thus wise:—

Two "K" lighters were ordered to "proceed forthwith" to load and land certain bulky packages for G.H.Q. at Kephalo. It being observed that the wellknown names of "Portnum and Mason" and "Bass" were plainly printed on the cases, a sample of each was sunk in a chosen spot for future inspection.

The fury of the Regimental Sergeant Major from G.H.Q. on discovering two cases missing, lingers still in one's memory. Never were two young officers subject to



"Aragon," the Headquarters Ship, at Mudros during the Gallipoli Campaign. Torpedoed in the Mediterranean in 1917.



The oil tanker at 1400 hrs, shelled and set on fire by the "Emden" on 22nd September, 1914.

such hate—the "K" lighters being searched from truck to keel. But one also remembers the smile of scaphic beauty on the face of a certain senior Naval Beach Officer at Suvla Bay when offered chicken-in-aspic and a stone-cold "Bass" for a snack. He neither batted an eye-lid nor observed the King's Regulations.

Slowly but surely the old Dardanelles armies are passing away—the Anzac, the immortal 29th, the 10th, Irish, the 11th, Northern, the 13th, Western, the 52nd, Lancashire, the 53rd, Welsh and the 54th, Anglian Divisions. Gone are H.M.S. "Minotaur"—Captain E. B. Kiddle (late Vice Admiral, C.B.); H.M.A.S. "Sydney"—Captain J. C. T. Glossop (Vice-Admiral, C.B., died December, 1934); H.M.A.S. "Melbourne"—Captain M. L. E. Silver (late Vice Admiral, C.B.E.); the A.I.F. transports and the vast concourse of drifters, trawlers, coasters; the fast auxiliaries "Newmarket," "Reindeer," "Gazelle," "Ben-my-Chree," etc.; transports, hospital ships, and that beautiful old Lady of the Herring Pond "Mauretania," whose lines were a joy to behold as she lay at anchor in Mudros Harbour—"a painted ship upon a painted sea."

The "Dardanelles Fleet," although too old and slow to lie in line of battle with the Grand Fleet, comprised perhaps the finest fighting ships, sea boats and steamers, the Navy ever had. They cost on the average a million pounds to build all about 1900 vintage, splendid ships, mostly designed by the late Sir Philip Watts.

Read, mark and learn—these names are the very foundation of the traditions of the Royal Navy. "Albion," "Majestic," "Magnificent," "Lord Nelson," "Swiftsure," "Triumph," "Irresistible," "Inflexible," "Implacable," and many others. "Implacable's" famous namesake is the sole survivor with the "Victory" of Nelson's "Trafalgar"—a grand old 74-gun ship-of-the-line. Funds are now urgently needed to preserve her.—What about it! Her successor gave her

name to "Implacable Landing." Her captain was the same Lockyer of the Mudros survey, who now laid his ship alongside the enemy's beach, shades of Sir Richard Grenville in the "Revenge."

The old R.M.S.P. "Aragon" at Mudros, and meeting the dapper, barking Captain R. F. Phillimore of the "Inflexible," fresh from the glorious victory at the Falkland Islands. Rumour said that the "Aragon" lay on so many empty bottles that it would be impossible to shift her. Anyway, she was torpedoed in the Aegean in 1917. The late Admiral Sir Richard F. Phillimore, G.C.B., K.C.B., K.C., M.G., M.V.O., was the son of an Admiral; he was the Principal Naval Beach-Master at the "Landing," was attached to Russian Imperial Headquarters 1915-1916, Commander-in-Chief at Plymouth 1922 till his retirement in 1926.

The old four-funnelled cruiser "Europa" was our depot ship, and one naturally gave her as wide a berth as possible. One remembers meeting on board her the late Captain Sir Lionel de L. Wells, R.N., late Chief of the London Fire Brigade, one of the most charming of officers, whom it was a pleasure to serve under.

During the early period of the war, Lord Fisher designed a landing barge for troops to land on the Baltic and Frisian Island coasts. Sent to the Dardanelles, they were called "Beetles" by the troops and "K" class motor lighters by the Navy. Some of these lighters were twin-screw. All had Diesel motor engines, and were the most awkward craft imaginable to handle in any wind or sea, except when fully laden.

Taking command of my first lighter, my coxswain being from the old "Prince George," we promptly rammed the old A.T.L. liner "Minnetonka," being unable to keep her head away in a strong wind and the C.E.R.A. being unable to put the engines full speed astern at the critical moment. We bunged a truly unsightly gash in the "Minnetonka's" plates, much

to her captain's wrath. Loading a full cargo of shells, 303 ammunition, tents and tucker, we sailed for Anzac, picking up a small party of British Tommies and an officer at Kephale. Approaching the beach near Fisherman's Hut, at night, all lights out and in complete silence, the British officer struck a match. The resulting hail of machine-gun bullets swept most of the Tommies down, the officer being killed outright.

Sculling round the Fleet to draw rations was always an ordeal, the coxswain disappearing into the bowels of a battleship for hours. But the A.S.C. dumps were a great source of attraction to the coxswain, as it gave the heaven-sent opportunity for a good scrounge, Army cheese being very much in demand.

Suvla Bay—what a tragedy! The "K" lighters carried out their job of landing the troops, and we young fellows had no illusion as to the disaster to our Armies. "The Stormy Peterel," the late Admiral of the Fleet Lord Keyes (died 1947), as Commodore and Chief of Staff to the then Vice Admiral J. M. de Roebeck (late Admiral of the Fleet Lord de Roebeck, died 1935), was often seen around about the Beaches, usually accompanied by Captain the Honourable Lionel J. O. Lambert, D.S.O. (heir presumptive to the 10th. Earl of Cavan). It was particularly noticeable, on Commander Lambert's appearance, how rapidly the "Beetle" subs and crews got busy, as he had an eagle eye for any slackness—"all ship shape and Bristol fashion."

Well does the writer remember assisting Captain E. C. Carver, R.N., endeavouring to prevent the slashing of the water hose by the parched Tommies on the beach at Suvla.

For many years Greeks of Constantinople have carried out towing and salvage work in the Aegean. The ocean-going tug, "Vincent Greek" was taken over by the Navy and renamed "Alice," in

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LANDFALLS

THEY DO NOT HOLD THE THRILLS OF THE DAYS OF LONG PASSAGES OF SAIL, BUT THEY CAN STILL HAVE THEIR MOMENTS OF ENTHUSIASM AND EXCITEMENT

by Reuben Rambo

MAKING a landfall today has lost a great deal of the thrill it once possessed. For one thing, sea passages are not of the length they were in the days of sail, when the cry of "Land ho!" from aloft after many wearying and lengthening days at sea must have electrified the ship's company to a degree not far short of that of Balboa's people when he pointed out to them the Pacific from the peak in Darien. For another, navigation is becoming much more of an exact science, and the navigator today can often get a preview through the agency of radar long before the expected coastline becomes visible from crow's nest or bridge.

As for those gallant souls who sailed off into the Unknown, with only Faith to tell them that they would make any sort of landfall at all instead of, perhaps, sailing clean off the edge of a flat world into nothingness. Well! few opportunities of making an entirely new landfall will come the way of their successors in the realm of exploration until the first voyagers leave this planet by rocket for the Moon.

Nevertheless some faint shadow of those greater thrills does remain today for seafarers, for it is likely that the first sight of land after even the short sea passages over beaten tracks which remain to us today will awaken enthusiasm and interest, especially among those who are sighting a coast for the first time.

The writer well remembers his first landfall, largely because it was entirely different from what he had expected. Indeed, for some time he did not realise it was land. It was the island of Tenerife, seen by him at his first coming up on deck just at sun-up. The ship was close under the land, making down for Santa Cruz. The shoreline

itself was obscured by the morning haze which was thinning to the sun higher up, so that the western sky, well above the horizon, was veined and patterned in a gossamer web of sparkling phantasy, occasioned by the sun shining through the dissipating haze on to the peaks of the island's northern hills. It was a lovely and unexpected sight, whose mystery was explained when the strengthening sun removed the veil and revealed the land in its continuous outline down to the water's edge.

Certain landfalls were the bane of Masters' lives. One is remembered. In the days when we steamed direct from the Cape to Melbourne, we often sighted Orway light—our Australian landfall—in the middle watch. One Master never failed to express the fear that Orway light might be that of King Island. It was a bugbear with him.

Sights—even apparently good ones—could be deceptive in those earlier days when navigation was less of an exact science. On the North Atlantic troopship run during the 1914-18 war we were bound for Montreal via Belle Isle Straits, being due to enter the Straits between Belle Isle and Newfoundland about four bells in the middle watch.

The previous day had been bright and sunny, with a glassy smooth sea and an apparently true and clearly-defined horizon. Excellent forenoon and noon sights had been obtained, tallying nicely with the dead reckoning position. There were icebergs about, and we circled one in the early afternoon while carrying out some firing practice on it with our four-point seven gun. Shortly afterwards it became hazy, turning to fog during the evening, and by midnight being as thick as one could wish.

The writer was second mate, and he relieved the bridge at midnight to find the Captain up there, the ship slowed to six knots, and regular soundings being taken. But the noon position had been good, and no one was perturbed, until the expected fog signal did not materialise at the anticipated time. It was after six bells, when the writer was returning from aft at the double with sounding tube and arm and news that the water was shoaling rapidly, that he heard a fog signal broad on the starboard bow. It was that on the northern end of Belle Isle. A few minutes later, and the ship would have hit the island fair and square amidships. That was one of the less pleasant landfalls.

Kipling's fisherman smelled the lead to get an idea of his position in the Channel. No doubt many of you have anticipated a landfall by the smell of the land. The spicy smell can be experienced miles out at sea off Ceylon in favourable circumstances, and the writer remembers a night during the recent war when, stealing along the coast of New Guinea in a corvette full of A.I.F. troops bound for Cape Sudest for the Allied assault on Japanese-held Buna, the heavy scent of tropical vegetation and sleeping earth drifted across the dark, still water from Oro Bay, to evoke whispered comments on the bridge.

Durban could be a deceptive place to make from the eastward from Australia, especially if good sights had not been obtained some hours beforehand. The Agulhas Current, sweeping strongly athwart the course to the southward, could lead a navigator astray.

Somewhat similar conditions prevailed in making the Channel in thick weather. We ran into thick weather when England-bound

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REAR-ADMIRAL C.T.M. PIZEY, C.B., D.S.O.

Head of the United Kingdom Services Liaison Staff in Australia.

REAR Admiral Charles Thomas Mark Pizey, C.B., D.S.O., is a son of the Manor and a West Countryman. He was born in the village of Mark, in Somerset, where his father was Vicar, and had his first sea experience following his period at the Royal Naval College during the 1914-18 War. Appointed to H.M.S. "Revenge" when she commissioned as a new ship, he had his baptism of fire at Jutland, where "Revenge" was one of the Sixth Division of the Battle Fleet under Vice-Admiral Sir Cecil Burney, who transferred his Flag to "Revenge" after his Flagship, "Marlborough," was torpedoed.

Midshipman Pizey was for two years in "Revenge," being promoted Sub-Lieutenant in 1918 and appointed to H.M.S. "Trenchant," a destroyer, with the Grand Fleet. He spent two years in "Trenchant," she being employed in the North Sea and with the Irish Flotilla. In 1920 came a temporary break with the sea when he spent a year at Selwyn College, Cambridge, doing a special refresher course with a number of other young Naval officers.

Following this University experience, he took his courses for Lieutenant, being promoted to that rank and appointed to the light cruiser H.M.S. "Danae," with the 1st Cruiser Squadron. His service in this ship was first in the Baltic, and later on a world cruise when "Danae" was one of the Special Service Squadron commanded by Vice-Admiral Sir Frederick L. Field, K.C.B., C.M.G., in H.M.S. "Hood," the other ships of the Squadron being "Repulse," "Delhi," "Dragon," "Dauntless," and "Dunedin." Thus Rear-Admiral Pizey had his first association with Australia, for the Special Service Squadron visited all the British Dominions and Colonies on its cruise, and was in Australian waters during March and April, 1924.

Following the Special Service Squadron cruise, he spent a number of years in destroyers in the Home and Mediterranean Fleets, being promoted Lieutenant-Commander in December, 1928, and the following year being appointed once again to H.M.S. "Revenge," but this time as Flag Lieutenant to Vice-Admiral Sir Howard Kelly, Second-in-Command, Mediterranean Fleet.

Back to destroyers in 1931, and his first command—H.M.S. "Torrid," with the Home Fleet, which was followed by a change in temperature which ran in opposition to the names of his com-

mands, as he was appointed from "Torrid" to "Boreas," and in this ship exchanged the Home Fleet's north wind latitudes for balmy airs of the Mediterranean.

In 1933 he was promoted Commander, and was appointed Executive Officer of H.M.S. "Woolwich," the Destroyer Depot Ship with the Mediterranean Fleet. He was in the Mediterranean during the period of tension of the Abyssinian Crisis and the Nyon Patrol of the Spanish Civil War, remaining there until his appointment in 1938 as Commanding Officer of H.M.S. "Fortune" and Division Leader of the 7th Destroyer Flotilla. In June, 1939, he was promoted Captain.

With the outbreak of War in 1939, Captain Pizey commissioned the Armed Merchant Cruiser "Ausonia" in command, and was for some months employed on Atlantic Patrols and Convoy Escort work. From 1940 until 1942 he was Captain (D) 21st Destroyer Flotilla of the Nore Command, and in command of H.M.S. "Campbell." The Flotilla was employed throughout on English Channel and North Sea operations, largely on anti-E Boat work, and the defence of East Coast convoys. It was for his service in these operations that he was awarded the D.S.O., besides being twice Mentioned in Despatches.

During this period the German cruisers "Scharnhorst," "Gneisenau," and "Prinz Eugen" made their dash from Brest up Channel in February, 1942, and the 21st Destroyer Flotilla took a hand in that. The Flotilla was at sea off Harwich when the signal was received telling that the German ships were coming through the Straits of Dover, and the Flotilla moved to intercept them to the eastward of the Straits. They picked up the German ships by Radar at 10,000 yards, obtaining the first sighting at 8,000 yards, and approaching in a good torpedo attack position on the enemy's bow. The attack was pressed home under continuous heavy air attack and heavy fire from the enemy ships, and the destroyers were within 3,000 yards of the German cruisers before they turned to fire their torpedoes, scoring a hit on "Gneisenau" which was one of the contributing factors to that ship's taking no further part in the war. It was for his part in this action that Rear-Admiral Pizey was awarded the C.B.

From 1942 to 1943 he was Chief Staff Officer to Rear-Admiral (Destroyers), Home Fleet, and in command of H.M.S. "Tyne" at Scapa Flow.

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REAR-ADMIRAL C. T. M. PIZEY, C.B., D.S.O.

VISIT TO P. & O. "STRATHEDEN" BY N.S.W. SEA CADETS

On December 14th., by kind permission of her Commander, Captain S. W. S. Dixon, a visit was paid by a party of 36 Sea Cadets representing all Sydney Training Depots, to P. & O. S.S. "Stratheden."

The party was in charge of Lieutenant Commander P. R. W. Page, R.A.N.V.R., of T.S. Australia, North Sydney, himself an officer with 20 years' service at sea in the P. & O. Company.

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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.

R.L., of St. Kilda, Vic.: The steamer "Star of Australia" was one of the four sister ships built by Messrs Workman, Clark & Co., Belfast, the other ships being "Miniro," "Star of Japan," and "Star of Scotland." Details of the "Star of Australia" are 6,825 tons gross, 440.0 feet long, 55.1 feet wide and 29.7 feet deep, single screw and flush decked fore and aft, built in 1899 for J. P. Corry & Co.'s "Star Line," of Belfast. After trading in that firm's service until 1915, she with others of the same line, as well as those of the Tyser Line and Milburn's Port Line, were taken over by the newly formed Commonwealth and Dominion Line, being later renamed "Port Stephens."

In 1912 however, she had broken her propeller shaft some 600 miles east of Aden, and as there was no other way to communicate with the shore or other ships, a lifeboat with two officers and four men set off to get help, and after five days at sea, they were picked up by the steamer "Glenloch," which set out to find the disabled ship. This she did, and putting a tow line aboard her, towed her to Aden. From there she was towed to Britain, by one of the Dutch firm of Smits tugs, for repair. Earlier in her career, in 1904, she met up with a Canadian barque, bound for South America from Canada with a cargo of timber, in distress. The "Star of Australia" took off all the crew, including the master's wife, and the barque was set on fire to prevent her becoming a danger to shipping.

In 1920, the "Star of Australia," now known as the "Port Stephens," under command of Captain Rob-

inson, and bound from Panama to Hull, came across the disabled American steamer "Tashmoo." She towed this vessel some 1,200 miles into Queenstown, the latter part of the passage being in a howling gale of wind.

With the coming of the depression and the building of new economical ships, her days were numbered and she was laid up for quite a while. Soon after she went to the shipbreakers.

There were five other ships of almost similar dimensions, these were the "Marere," "Niwaro," "Matatua," and the four-masted, "Drayton Grange" and "Oswestry Grange." These were ten feet longer.

J.L., of Williamstown, asks about the sailing ship "Kinkora," which he deserted away back in 1896.

The "Kinkora" was a full rigged ship of some 1,900 tons, owned by Fredale and Porte, and sailed from Victoria, British Columbia, with a cargo of lumber in 1898, and after a long passage was beached on Clipperton Island in the North Pacific in August of the same year.

A.E.K., of Launceston.

The steamer "Pericles" was a four-masted vessel of 10,925 tons, built in 1908 by Harland and Wolff, Belfast, for the Aberdeen White Star Line, G. Thompson and Co., Aberdeen. In March, 1910, she left Sydney for London, and called at Hobart and Melbourne before proceeding westwards. At 3.30 p.m. on March 31st, 1910, she struck a sunken reef a few miles from Cape Leeuwin, and her master, Captain Simpson, realised that she would soon founder, so all passengers and

members of the crew were ordered into the boats. The ship soon foundered and the lighthouse keepers at Leeuwin, who had seen the ship sink, lit fires to make smoke signals for the boats to find their way through the surf to landing beaches. The steamer "Monaro," of the Melbourne Steamship Co., was signalled and picked up all hands, taking them to Fremantle. There were no casualties.

A.A.S., of Pymble: The steamer "Asturias," recently in Australian waters, is not the vessel you are enquiring about. That one was built in 1908 by Harland and Wolff at Belfast for the Royal Mail Steam Packet Co., Liverpool. At midnight on 20th March, 1917, whilst in use as a hospital ship and showing the illuminated red crosses and green lights along her life rail, she was torpedoed by a German submarine. She was beached in a sinking condition, but was afterwards refloated and repaired. Forty-one members of the hospital staff and the crew lost their lives. She was renamed "Arcadian," and used as an ocean yacht until the depression of 1930 laid her up. She went to the ship-breakers in 1932.

OBITUARY

Captain A. Haworth
Well Known Albany
Maritime Resident

Captain Albert Haworth, who died in Albany, Western Australia, in October last had been associated with that town since January, 1892, and had been directly connected with the waterfront there from 1900 onwards, having for nearly half a century been engaged in dredging operations on the dredges "Premier" and "Governor." The knowledge of the Albany harbour system he accumulated during that period was intimate and extensive, a fact which was recognised, and which led the Western Australian State Government to request his appearance as a witness before the Select Committee inquiring into the developments of outports in 1946.

SEAS, SHIPS AND SAILORS — by NORTON



AS IN THE PAST

HISTORY TELLS US THAT IN A.D. 878 SOME WIKINGMEN RAIDED A COVE ON THE WEST COAST OF IRELAND. COVERING A WOODEN FRAME THREE FEET BY FIVE — FROM IRELAND TO CONSUMMATION IN SEVEN DAYS. IDENTICAL BOATS ARE BEING USED TODAY BY FISHERMEN ON THE SEVERN RIVER IN ENGLAND, IN IRELAND AND IN PARTS OF WALES.

GREAT VOYAGES / LITTLE SHIPS

No. 3.

IN THE CENTURY-OLD SLOOP "SPRAY," WHICH HE REBUILT HIMSELF, CAPT. JOSHUA SLOCUM SAILED FROM BOSTON, U.S.A. ON WHAT PROVED TO BE THE FIRST SINGLE-HANDED CIRCUMNAVIGATION OF THE WORLD, ON APRIL 24, 1895. "SPRAY" WAS 36 FT. 9 INCHES LONG, 16 FT. 2 INCHES BEAM, AND 4 FT. 2 INCHES DRAFT. CROSSING THE ATLANTIC HE FIRST CALLED AT GIBRALTAR, THEN SAILED DOWN THE SW. AMERICAN COAST, THROUGH MAGELLAN STRAIT, ACROSS THE PACIFIC, VISITED AUSTRALIA, AND THEN HOME VIA TORRES STRAIT, THE INDIAN OCEAN AND THE CAPE.

HE REACHED HOME IN JUNE, 1896, HAVING SAILED 41,400 MILES //



The EXPERIMENT THAT FAILED

ONE OF THE MOST COSTLY AND DISASTROUS ATTEMPTS TO "CORNER" THE ATLANTIC PASSENGER TRADE WAS THE BUILDING OF S.S. "LEVITATHAN" IN NEW YORK IN 1857. PLANNED TO CARRY 3,000 PASSENGERS, SHE WAS 700 FT. LONG, HAD 16 FUNNELS AND 16 SEPARATE ENGINES, TOTALLING 5,000 HORSEPOWER. — WITH A HOPED-FOR SPEED OF 25 KNOTS. ON TRIAL SHE BARRED 1600 MILES AN HOUR — AND WAS PROMPTLY SCRAPED //

A NINE-TON MAINSAIL //

FIRST CHINESE JUNK EVER SEEN IN ENGLAND WAS ONE "KEEYING" OF 700 TONS, WHICH SAILED FROM CANTON, CHINA, DEC. 8, 1846, VIA COLOMBIA, SINGAPORE, AND NEW ORL. REACHED LONDON AFTER A PASSAGE OF 477 DAYS. SHE CARRIED A CREW OF 12 ENGLISHMEN, 30 CHINESE — AND NEEDED EVERY ONE. IN BAD WEATHER IT TOOK 20 MEN TO STEER HER, AND HOISTING THE 9-TON MAINSAIL TOOK TWO HOURS.

IT RECALLED THE FIRST "ONE-STAR" FOUR-MASTED SHIP. MARITIME HISTORY WAS FITTED TO H.M.S. "HOBART," A FIFTH-RATE, BUILT IN 1807, TWO YEARS AFTER NELSON'S DEATH, COMMEMORATING THE HERO OF THAT DAY //



18

MARITIME NEWS OF THE WORLD

From our Correspondents in LONDON and NEW YORK

TRANSATLANTIC PASSAGE

The steam pressure and turbines of the Transatlantic express passenger steamers put the old Western Ocean Packets in the shade in the way they have cut down the passage time; while the passenger steamers were themselves in that regard outstripped by the present-day aircraft. Now a leading American aircraft engineer—Mr. Hal Hibbard—sees the present Transatlantic air passage time halved, and fares reduced by 25 per cent., with the development of jet transport, according to a report in the "New York Times."

SIX YEARS' PROCESS

Mr. Hibbard—who is engineering vice-president of the Lockheed Aircraft Corporation—estimates that it will take three-and-a-half years to fly the first jet transport aeroplane, and another one-and-a-half years to go through the processes of getting it into scheduled airline opera-

tion. He estimates the cost of the first aeroplane at 10,000,000 dollars. An engine capable of the fuel economy needed for such a transport was now being developed, he said. He visualises the swept-back wing being applied to transport aircraft, the next step being to retract the wings for high-speed cruising, while eventually there might be a disappearing wing at really high speeds.

RADAR CHARTS

The opinions of masters of ships sailing the American Great Lakes are being sought on the question of using navigation charts especially designed for use with their radar sets. These charts are printed on fluorescent paper and when viewed in ultra violet light show the picture of a channel or harbour exactly as it appears on the radarscope. Thus a navigator would compare his chart with his radarscope and easily determine his exact position. The Shore Captains' Committee of the Lakes Carriers' As-

sociation has recommended that a survey be made with single chart showing the St. Mary's River, between Lake Superior and Lake Huron. If the plan takes hold, charts probably would be made of other harbours and channels.

SHIPBUILDING

Of the nine large ships of 20,000 gross tons and upwards under construction throughout the world during the third quarter of 1948, seven were being built in Great Britain and Ireland, and the remaining two in France, according to Lloyd's report. A considerable volume of the tonnage under construction was for countries other than those producing it. The total building for foreign registration in Britain and Ireland during the period was 695,550 tons, in Sweden 217,275 tons; in the British Dominions 96,350 tons; in Denmark 91,596 tons, in Holland 79,504 tons; in the U.S. 85,879; and in Italy 160,313 tons.

ANGLO-AUSTRALIAN SHIPPING

It is estimated that there will be approximately 160 passenger ship sailings in each direction between Britain and Australia this year, nearly 50 ships being employed—from cargo vessels carrying only a few passengers each, to large ships like the Government-operated transport "Georgie," which will bring some 2,000 migrants each voyage. This means an average of more than three passenger sailings a week, in addition to purely cargo ships.

BERTHS STILL SHORT—FARES HIGH

Normal passenger accommodation between Britain and Australia is—by pre-war standards—practically restored. But the heavy flow of migrants means that there are still not nearly enough berths to meet present needs. Even Australians returning from Britain, who receive priority over other travellers, must wait up to three months for berths. The same situation applies to the air lines, the Anglo-Australian route being more fully booked than any other British air route. A problem-creating factor, both for sea and air travel, is that demands for passenger accommodation and cargo space from Britain to Australia far exceed requirements for Australia to Britain. There seems to be no solution of this difficulty, which means that fares and freights must remain high.

OCEAN FREIGHTS MAY RISE

Australian shipowners and agents of overseas shipping firms fear that ocean freights might have to be increased if the turn-round of ships in Australian ports does not improve. Increased costs in interstate shipping have already been passed on to the public, and there is a possibility that overseas freights might have to rise also. Congestion and labour troubles some-

times delay ships for weeks, and shipping companies are threatened with operating at a loss in consequence.

LABOUR SHORTAGE MAIN REASON

Shortage of port labour was the main reason for delays in the turn-round of ships in port, the Chairman of the Melbourne Harbour Trust (Mr. A. D. MacKenzie) said recently. He stated that during last year the Melbourne waterfront would have been even more severe if it were not for the fact that the port is the most highly mechanised in Australia.

than it was before the war, when ships turned speedily without congestion. The effect of the labour shortage on Melbourne's waterfront would have been even more severe if it were not for the fact that the port is the most highly mechanised in Australia.

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NAUTICAL QUIZ

- (1) What do you know of the three battle-cruisers "Furious," "Glorious," and "Courageous"?
- (2) Who constructed the first practical submarines, and when?
- (3) Do you know what is a barbette?
- (4) The name Winstanley has a close nautical association. Do you know it?
- (5) How did "navvies" come to be so called?
- (6) The present King, when Duke of York, came to open Federal Parliament at Canberra. His father, when Duke of York, came to open the first Federal Parliament in Melbourne. Do you know in what ships Their Royal Highnesses came to Australia?
- (7) Victoria is dependent on seaborne trade for a commodity vital to her industrial prosperity. What is it?
- (8) Who was the European discoverer of the Pacific Ocean, and to whom has that discovery been wrongly attributed?
- (9) What does the word "scantling" denote in naval architecture?
- (10) In New South Wales is La Perouse; in Western Australia are D'Entrecasteaux Point, the Archipelago of the Recherche, and Esperance Bay. What is the connection between them?

Answers on page 43

News of the World's Navies

U.S. OVER-UNDER-SEA DEFENCE

In "Submarine and Anti-Submarine," Sir Henry Newbolt told of the underwater battle between a British submarine (E.50) and a German U-boat during the 1914-18 War. Each sighted the other at periscope depth, and the British boat rammed the German. There followed a fight, the German trying to surface, the Britisher striving to force her enemy down: a fight "like the death grapple of two primeval monsters." The E.50 won and, eventually on the surface, saw nothing of her late antagonist but the oil "pouring up like the thick rank life-blood of the dead sea-monster." Such encounters are rare, but may become more common in future naval wars, for the U.S. Navy's plans include, in addition to Naval Aviation, the construction of "anti-submarine submarines" which, smaller than any submarines built in recent years, will be fully equipped to do battle with other submarines on or beneath the surface.

ATTACK VIA ARCTIC

The U.S. Navy's defence plans visualise the possibility of air attack across the Arctic, and ships equipped for polar and picket service are included in the vessels to be built or converted. The development of advanced prototypes in four major fields is listed: first, aircraft carriers capable of handling fast, heavy, long-range naval planes; second, high-speed, deep-submergence submarines; third, anti-submarine vessels to counter these submarines; and fourth, ships equipped for polar and picket service.

R.N. SHIPS FOR DOMINICA

The Dominican Government has purchased two British destroyers for the Navy of the Republic, and after refitting at Devonport, the two ships were handed over and

sailed recently across the Atlantic. They were the destroyers "Hotspur" and "Fame," the former of which sailed from the United Kingdom in November, while "Fame" took her departure last month.

FRIGATES FOR N.Z. NAVY

Four of the six Loch Class frigates to be transferred to the Royal New Zealand Navy from the Royal Navy were handed over during September and October of last year. They were "Loch Shun," "Loch Achanalt," "Loch Achray" and "Loch Eck," and have been renamed H.M.N.Z. Ships "Taupo," "Pukaki," "Kaitere," and "Hawea" respectively. The remaining two vessels, H.M. Ships "Loch Katrine" and "Loch Morlich," will be handed over early this year.

V.2 SHIP

The United States Navy now has a sea-going rocket laboratory from which fourteen-ton V-2 missiles could be sent aloft. The vessel, the "Norton Sound" is a converted seaplane tender, which is based on a Californian port, and will operate in the Pacific. "Her basic mission," it has been announced, "will be to widen the horizon of upper atmospheric research through rocket firing experiments far out at sea in safe, isolated areas at various latitudes, extending from the equator to the polar regions, that are not feasible for land tests." The "Norton Sound" has been specially converted for her new role, her deck having been sheathed with metal to withstand the heat of the rockets; a helicopter landing platform having been erected forward; and storage tanks for the special rocket fuel, and firefighting and damage control equipment having been fitted.

EAST AFRICAN NAVAL DEFENCE

Legislation establishing an East African Naval Force on a regular

full-time basis is being prepared for introduction in the Central Legislative Assembly of the East African territories, and should be introduced early this year if the territorial legislatures agree to provide the annual recurrent costs of the force, detailed estimates of which have been prepared. The Admiralty has been approached with regard to the provision of suitable vessels. According to an Admiralty news release, the depot of the Force is likely to be at Mombasa, and will be called H.M. East African Ship "Mvita," this being the Swahili word for war.

JATO

"Jato" is another of the many "attaché case" words coming into circulation nowadays, and is a compression of "jet assist take-off." Powerful jato rockets have been used recently to speed up the take-off of the U.S. Navy's giant 180-passenger Lockheed Constitution aircraft. Six rockets were used in the tests, giving extra power equal to the 3,500 horse-power of one of the aircraft's engines. Tests were made up to the maximum weight of 184,000 lbs., with no effect on the control of the huge aircraft. In the tests, the rockets were fired by the pilot as soon as the aircraft broke ground and retraction of landing gear began. It is predicted that the installation of jato rockets on large transport aircraft as standard equipment would provide an extra measure of safety in case of sudden power failure during take-offs.

R.N.V.R. WHALER RACES

Last year whaler races for officers and men of the Royal Naval Volunteer Reserve were revived in Great Britain for the first time since the war. During September, races were held on the Thames between the leading crews of the North and the South. The course for the officers' race was from London

Bridge to H.M.S. "Chrysanthemum," lying off the Victoria Embankment. The ratings' course was from Lambeth Bridge to H.M.S. "Chrysanthemum." After the races, the London Division of the R.N.V.R. entertained competing crews in H.M.S. "President," headquarters ship of the Division.

WIDE HORIZONS

The "New York Times" records the achievements of rocket-borne cameras in securing pictures of the earth embracing very wide horizons. Two new automatic "sequence" cameras were mounted in a U.S. Navy Aerobee rocket, and one in a German V-2 rocket, and took pictures covering more than 800,000 square miles of country in the Western United States, probably the largest land area ever to be photographed at one time. The Aerobee reached a peak altitude of about 70 miles, and its two cameras recorded more than 400 individual pictures of an area calculated at 300,000 square miles, and 1,400 miles long, with an horizon about 400 miles long. The V-2 reached about 60 miles of altitude, but its camera covered greater territory with its more than 200 separate pictures by spinning slowly at its peak. As a result of this spin the camera captured a section of horizon estimated at 2,700 miles long, with the distance from the horizon to camera believed to be about 700 miles. The two rockets were launched 76 minutes apart. The V-2 camera was found three-and-a-half days after the launching, but searchers worked for 19 days before finding the cameras from the Aerobee.

ABOVE AND BELOW

When H.M.S. "Sheffield," Flagship of the America and West Indies Squadron, was in San Francisco shortly before her return to England last year after having been for more than two years on the station, her Ship's Company witnessed the closing stages of the ordeal of a man who was within four days of beating the world's pole sitting record. When the

cruiser sailed he had been "up the pole" for 45 days. As a contrast, they went to the San Francisco Zoo, where an elephant, who had fallen down a hole, had failed to surface after three days.

"Q. E.'s" BADGE TO

AUSTRALIA

The Admiralty has presented to the Commonwealth Government,

for the Australian War Memorial at Canberra, the ship's badge of the famous battleship "Queen Elizabeth," which is being broken up. The badge weighs one ton. At the War Memorial, it will commemorate the part played by H.M.S. "Queen Elizabeth" at Gallipoli, where so many Australians lost their lives in World War I. The Australian Government has thanked the Board of Admiralty for the gift.



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A MEMORY

By H.G.



"Dimly apprehended like some incense shrouded Buddha."

merrily, accompanying its music with a shuffling noise as it circled clumsily on its unwinding alarm key.

To ignore it was impossible. George perforce fell sleepily out of bed and, crawling underneath on the cold oilcloth, retrieved and stifled it, bumping his head severely in the process. Followed more search for the matches, which had fallen from the chair with the clock. Then the spurt of flame, the dismal light of a candle throwing grotesque shadows on walls and ceiling.

The clock, now ticking noisily on the chest of drawers, showed that the hour was 4.45 a.m., and suddenly as wakefulness came to George, the import of this day came to him also. For to-night he was to take Margery to the New Cross Empire. Booked seats for the second house, which opened at 9 p.m. And life took on a new savour.

George Crowther, sixteen years of age and apprentice to the sea in the Cranston Line's "Hermes," was in love.

So, despite the unsympathetic darkness and the frost of this London winter morning—it would not be light yet for three hours—and defying the prospect of a day's work from 7 a.m. until 5 p.m. on the "Hermes" in the Royal Albert Dock, a certain lightness prevailed George's soul as he dressed and thought of the evening that would crown the day.

He was to meet Margery at 6.30 p.m. at New Cross. That would give him ample time to change from his working clothes, clean himself up, and get to the rendezvous. They would have tea together, go to the New Cross Empire, and he would see her home. It was a delightful prospect.

To the tram terminus at Brockley, the first stage of his journey to the docks, was three-quarters of a mile's walk. George's heels echoed hollowly on deserted pavements that sparkled with frost un-

der the wan lights of street lamps. The darkened shop windows stared at him with lifeless eyes as he passed, and his shadow alternately stole contractingly upon him from behind and raced lengtheningly and hugely ahead of him as he passed under the street lamps.

But for a policeman, and two rattling, chariot-like milk carts, he was alone in the world until he came upon the first tram waiting cheerlessly under the Brockley railway bridge. A vast, coldly glittering two-decked thing of glass and electric lights, it spilled a spiritless gleam under the dark bridge. The driver and conductor, sitting inside and drinking something steaming from blue enamelled cans with hinged lids, ignored George with British reserve as he climbed aboard and snuggled into the corner nearest the front and away from the draughts, and carried on a muttered conversation between noisy sips.

George sank deeply into his overcoat and thought of Margery. And, realising the possibility that Margery might conceivably at some time or other travel on this very tram, he felt warmly disposed towards the driver and conductor, and found himself wondering if it was tea, coffee or cocoa that they had in their cans. Why! Margery might even catch this tram when she came to New Cross to meet him to-night. In which case the conductor would see her before he, George, would.

George regarded the conductor with new and envious interest. He was a small man with a meagre and straggling moustache, whose wetness he was at the moment wiping with the back of a hand, preparatory to shutting the lid of the can and putting it away. He wore a peaked cap and a heavy overcoat of a semi-military pattern, and was much bedecked with chains, ticket clippers, whistles, and a huge, jingling leather money bag. His boots were very shiny and thick soled.

As George watched him he rose to his feet and did a heavy double-

shuffle to restore the circulation to those large portions of his anatomy. Then, drawing a watch from somewhere inside him by a long chain, he held it out to the driver with a significant look. The driver, morosely pulling on a pair of huge, fingerless gloves, opened the front door leading into the driving cabin and stepped through with a blast of icy air that wrapped itself round George's ankles. With a warning jangle of its bell, the rumble of wheels skidding on the slippery rails, the tram started. The conductor retired to the solitary magnificence of his own platform at the rear and George was left alone with his thoughts.

Snuggling deeper into his overcoat, George gave himself up to day-dreams of Margery. She had, he knew, altered the whole aspect of his life. Since he had met her a week earlier at a party at which he, in his apprentice's uniform, had been the guest of honour and the cynosure of feminine eyes, the seriousness, the importance of his career, had come forcibly home to him.

Girls like a manly fellow. Margery had hinted as much to him, with admiring but maidenly glances. Well; He would be worthy of her. If she would wait, he would work hard for his certificates . . . get command . . . marry her. It was something for a fellow to work for.

Tonight he would have to say farewell, for the "Hermes" sailed in two days' time, and the last evening must be spent at home with his father and mother. But this evening would be theirs, Margery's and his. There would be something noble about it. He would confide in her his plans for their future. Tell her what an incentive she would be to him. How he was going to study, spend every spare moment, from a hard life—save those he devoted to writing to her—deep in books on navigation and seamanship.

He would give up swearing and other vices. Live a higher life for her sake. In the midst of his rude

sea companions he would cling to her as a secret and ennobling inspiration. He would . . .

"Fez!"

The hoarse voice of the conductor broke through the holy aura that surrounded him, and he became aware of the decorated person of its owner standing, straddle-legged, before him, balancing against the swaying of the speeding tram.

"Fez!" repeated the conductor, brandishing his tickets and clipper.

George fumbled in his pocket for a penny. "Marquis of Cranby, please," he said.

"Markis!" said the conductor sarcastically, snatching the penny and dipping a ticket with pedantic precision. "Markis! We passed the Markis five minutes back. You didn't oughter sit there dreamin', young feller. You oughter keep yer eyes open." He pulled the signal cord majestically, and the tram obediently screeched to a standstill. "You oughter keep yer eyes open, me boy," he advised. "You won't never git nowhere in this world if you don't, you mark my words."

"Blasted old fool," muttered George to himself as he got off the tram.

He had to walk back to the Marquis of Granby to get the Woolwich tram that was to take him a step nearer his destination, and, when it came along, he boarded it gloomily, climbing to the top deck, where a few passengers were smoking aromatic shag and rustling their newspapers.

Stage by stage it swayed through the dark but awakening streets. Here and there a warmly glowing coffee stall flung a welcoming gleam across the roadway. Lights appeared at intervals in the living quarters above shop windows. Despite the cold, the atmosphere in the upper deck of the tram became oppressive as it filled up. Heavy with tobacco smoke and the smell of overcoats.

George tried hard to revitalize the holiness that had immersed him in the Brockley tram, but failed. He was wedged against

Continued on page 48

BR-R-R-R-R-R-R-R . . . The metallic thunder of the alarm clock slowly pierced the armour of sleep in which, for six hours, George Crowther had protected himself against the slings and arrows of this world; and he reached protestingly from the

blankets to knock it with a crash from the chair at his bedside to the floor, where it rolled under the bed and continued its dinning with undiminished vigour.

Lying on its back right up against the wall and well beyond reach from the bed, it clanged



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WAR SAVINGS
CERTIFICATES
about to
mature

BOOK REVIEWS

By G.H.G.

"A SHIPBUILDER'S YARN," by Sir Eustace H. W. Tennyson-d'Eyncourt, Bt., K.C.B., F.R.S., M.I.N.A., M.I.C.E., D.Sc., LL.D. Hutchinson and Co., Ltd., Melbourne.

"A Shipbuilder's Yarn" is the Autobiography of the former Admiralty Director of Naval Construction, and in it Sir Eustace Tennyson-d'Eyncourt has told a very good yarn indeed. He has written with a simple charm that is most engaging, and has given us a book which deals with much more than shipbuilding: there is in it something of the social history of his times, and—as is inevitable in a good autobiography—something of his philosophy of life. You will find it a good book to read.

His book covers a long period. He himself was just on eighty years of age when he wrote it. His father Louis Charles Tennyson-d'Eyncourt, was fifty-five years old when this son of his was born, having first seen the light in 1814, the year before the battle of Waterloo. Louis' grandfather—George Tennyson, "and a fine old Lincolnshire squire he was"—was also the grandfather of Alfred Tennyson, the Poet Laureate, and our author remembers how, as a child, he was taken by his father once or twice to call on Alfred, "who spoke to me very kindly. I was rather afraid of him the first time, having been warned that he was a great man, and also that I must not mind how hard he shook my hand. [This, I found, was no exaggeration, and I well remember the grip of his hand, which was an extremely powerful one of enormous strength.]"

Young Eustace had a happy childhood, "I found the world an entirely agreeable place, and have still a clear recollection of the untroubled happiness of my first eight years at Hadley House, by Barnet Green, in Hertfordshire." The family was well-to-do, and the home atmosphere warm and companionable. The boy went to pre-

paratory schools and, in 1882, to Charterhouse, where he remained for four years, when, at the age of eighteen, the question of his future arose.

His inclinations were towards engineering, and "luckily for me my parents were not hidebound." Arrangements were made for him to join Armstrongs at Elswick, and in 1886 he set out for Newcastle-upon-Tyne to start his apprenticeship. There followed a thorough grounding in his profession. Work at the Elswick yards started at 6 a.m. and the day shift was of nine and a half hours. He worked in turn at all branches of shipbuilding, with the platers, with the frame-bending squads, and at various times in most of the shops, with blacksmiths, carpenters, joiners, and all other trades concerned in shipbuilding, in addition to spells in the drawing office.

As important to him as the practical training he received was the experience he gained amongst the workmen. "I realised to the full when working amongst them how they all, especially the married men, had their future on their minds the whole time—not, as in my case, as something to look forward to, but with a sense of continual fear, from week to week any or all of them, however skilled, might at a week's notice, or even less, find themselves with only their savings to depend on. Often I used to go and have tea with my mates and their wives and children on Sundays, though I fear they regarded me as something of a curiosity. But we had long talks together about their problems and their children's future prospects, and I know those contacts were among the most valuable experiences I have ever had. . . . In the end I formed an exceedingly high opinion of the great ma-



Sir E. H. W. Tennyson-d'Eyncourt, Bt.

jority of British workmen, and ever since that time nothing has annoyed me more than to hear anyone—and it is always one who has no personal knowledge of the subject whatsoever—say a derogatory word about them."

The prentice days at Elswick were broken with a course in naval architecture, at the Royal Naval College, Greenwich. When his six years of apprenticeship were up, he remained with Armstrong for another seven years and then, in 1898, he went across to the Clyde to get experience in merchant ship construction with the Fairfield Shipbuilding and Engineering Company, remaining there for four years when, in 1902, he returned to Armstrongs. Established now in his profession, he travelled for the firm, visiting South America and other places in connection with shipbuilding contracts. It was in 1912, on the resignation of Sir Philip Watts as Director of Naval Construction at the Admiralty, that Sir Eustace applied for the appointment, which he received, signing the agreement with Admiralty in August of that year, thus getting two years' experience at Admiralty before the First World War began.

"It was a busy two years for all

of us. During that time we got out several important new designs, including those of the "Royal Sovereign" class and the "C" class cruisers which followed the "Aretus"—a new type of cruiser designed and developed under Sir Philip Watts towards the end of his term of office." It was just before the war, too, that the "Bulge" protection against torpedoes was initiated following a series of experiments, some of the first ships to be fitted being the four old "Edgar" class cruisers. "Altogether," says Sir Eustace, "I believe no lives were lost in any of the ships protected by this method right through the first World War, and we felt our efforts to provide some sort of safeguard had been more than repaid."

Sir Eustace tells—in language easily understood by the layman—of the designing and building of ships for the Navy. "It would be correct to say that every single ship is in the end a compromise," and he paints for us, in telling strokes, pen pictures of personalities with whom he had to deal during his tenure of office, prominent among them being Lord Fisher and Mr. Churchill.

There were ships other than surface ships and submarines to design and build—there were airships and landships also, the design and construction of the airships R33 and R34 being an Admiralty responsibility; and it was in February, 1915, that Mr. Churchill sent for Sir Eustace and asked him to try to design a "landship." "That was the name we gave to them at first, and it might have been the same to this day had not a difficulty arisen when we shipped the first two vehicles to France the following year." It was desired to keep the identity of the vehicles secret, and was proposed that they be shipped, coded, as "Water Carriers for Russia"; but the objection was raised that the War Office pundits would probably contract the description to "W.C.'s for Russia." So the cases were labelled "Tanks." "So tanks they became, and tanks they have remained."

Our author tells us of the building of later ships—the fast, light battle-cruisers "Furious," "Courageous" and "Glorious"; the "K" Class submarines; the post-war "Nelson" and "Rodney," and others.

In 1924 he resigned from the Admiralty to return to Armstrongs. He took part in various inquiries of national importance, one being that into whether Armament manufacture should be a Government monopoly. This, although favouring some measure of Government control being applied to armament firms, he is against, because: "I am certain we should to a great extent lose the advantage of the skill and inventive genius of numbers of people employed by private firms in improving and designing fresh methods of defence and attack. It had become pretty clear, during my experience with both forms of service, that most of the new ideas in engineering and mechanical industries came not from Government sources, but from outside. . . . But one of the most vital points of it is that we must have in the country a great reserve of skilled men. If arms were manufactured merely in a few Government factories, when an emergency did arise there would not be nearly enough skilled workers to cope with the sudden rush of orders and demand for speed of production. . . . It is essential, if an urgent call for skilled men arises, to be able to draw them from all over the country in great numbers. The private firms have these men trained and experienced in all kinds of engineering, for when not engaged on war material they are using their skill on the best classes of products for civilian use. It is only in private firms that you get this interactivity, and it was largely this practice that gave us our lead in engineering, shipbuilding and kindred industries."

Finally, on the question of the Navy, Sir Eustace points out that "All history has shown that when the Navy is strong the country

prosper, and that weakening it has never contributed yet towards the peace of the world."

This is a kindly, thoughtful

book, rich in experience and full of wisdom. It is one that this reviewer can strongly commend to readers of "The Navy."

"LAST VICEROY"—The Life and Times of Rear-Admiral The Earl of Mountbatten of Burma, P.C., K.G., G.C.S.I., G.C.I.E., G.C.V.O., K.C.B., D.S.O., A.D.C., by Ray Murphy, Jarrolds (London) Ltd.

"Last Viceroy" improves the deeper one gets into its pages. The reader should not base his judgement on the opening chapters which deal with the childhood and boyhood of Lord Louis Mountbatten. In them, Mr. Ray Murphy does not seem to be entirely at his ease. One imagines that he was writing from what he had been told of the early life of his subject, with the result that he gives us a collection of anecdotes rather in the nature of those compiled by Society gossip writers. But later on, when he gets into the adult period, and more especially into the war period, he is at home.

Here we get what would appear to be a true picture of a most unusual man, and a picture drawn at first hand. Furthermore, Mr. Murphy is well informed as to the background against which the main actor in the story plays his part, well informed also, as to the other characters in the story. His book becomes intriguing, and, one feels, a valuable comment on men and affairs, and a valuable interpretation. He is frank as to his subject. An admirer, but while appreciative of his strength and many virtues, not blind to his foibles nor failing in mentioning them. Altogether, one feels that he draws a

very fair and balanced picture, which presents both subject and author in a good light.

Of Mountbatten's stature among us ordinary humans there is no question. He stands out. He had, as Mr. Murphy says, the advantage of being born to responsibility. "It is incontrovertibly of no particular advantage to be born a prince in the 20th. Century; indeed, when Churchill proposed to the Chiefs of Staff that Mountbatten be made Advisor, Combined Operations, he suggested that the only factor which mitigated against his appointment was his royal blood. Nevertheless it is an advantage to have been teetotal on the fesson, not that the world owes you a living, but that you must be prepared to accept the responsibility which the authority of your birth has thrust upon you."

Growing from that advantage, but added to it by his own character and conviction, is his quality of leadership. He believes in himself, and spares no effort to justify that belief and to increase the status of whatever his hand is put to. Thus he can achieve things. "That silly, sanguine notion, which is firmly entertained here, that one Englishman can beat three Frenchmen, encourages, and has sometimes enabled, one Englishman, in reality, to beat two," wrote Lord Chesterfield. It is a similar notion that gives men of the Mountbatten stamp their superiority over their fellows, especially when allied to imagination.

His imagination, Mr. Murphy believes, is Mountbatten's greatest characteristic. "This characteristic gives him the double advantage of being able to see things as he would like them to be, and of being able to put himself in the position of others, and thereby understanding their point of view. This faculty of being able to see things as one would wish them to be is frequently found in great leaders. Its possessor has the advantage of not being able to envisage defeat because he is incapable of accepting any facts which are counter to his hopes."

The combination of "sanguine notion," of imagination, of liberal outlook and sense of duty, have equipped Mountbatten for his successes as Chief of Combined Operations, as "Supreme South-East Asia Command," and as the "Last Viceroy"; all of which Mr. Murphy shows clearly and capably in this book. It is a good book, and one to read. Incidentally, it is of interest to learn from it that, in 1929, Lord Louis served in the Mediterranean in our own old "Leader of the Crocks"—then H.M.S. "Stuart."

"HANDBOOK FOR SHIPS' CAPTAINS AND SHIPPERS,"

by Captain A. R. Baxter, F.R.G.S., A.I.N.A., the Tait Publishing Co. Pty. Ltd., Melbourne.

"Handbook For Ships' Captains and Shippers" is a slim, most handy little volume which Captain Baxter has compiled in a manner deserving of praise. There will be no question as to its value, not only to Ships' Captains and Shippers, but also to Ships' Officers, and to anyone else who at any time requires a quick and reliable reference to various matters connected with Australian shipping.

Take a look at the contents: Coastal Distance Tables—most comprehensive, and giving distance in nautical miles between 33 Australia ports; Main Australian lighthouses, giving name, position, character, elevation, visibility, and remarks; Tables for time of voyage, giving time taken at speeds from six to 14 knots to travel distances from five to 3,600 miles; Shipping and Port Information: Stowage factors for cargoes; and Port Control Information, including Lloyds and chart agents, cranes and coaling plant, drydocks, quarantine and Customs regulations, pilots, signal stations, and other useful information. It is a book that should be on every Shipmaster's and Officer's shelf, and on very many ashore.



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WHAT THE NAVY IS DOING

H.M.S. *Terrible* became H.M.A.S. *Sydney* on the 16th. of last month, when Mrs. J. A. Beasley, the wife of the Australian High Commissioner, performed the official commissioning ceremony, and renamed Australia's first aircraft carrier at Devonport Naval Dockyard. Mrs. Beasley was escorted on board the *Sydney* through a Naval Guard of Honour, and performed the renaming ceremony by pulling

a cord which released a flag covering the ship's new name. The carrier's Australian Ship's Company—under the command of Captain Roy Russell Dowling, D.S.O., R.A.N.—then took over from the Royal Naval complement, and the ship became a unit of the Royal Australian Navy. Following a period of training and "shake-down" extending over some weeks, the ship will sail for Australia via the Suez Canal.

later spend a week at Jervis Bay, and it is anticipated that she will depart from Sydney on the 4th. of May for Japanese waters, proceeding via Cairns, Darwin, Tarakan, and Hong Kong, to Sasebo, where she will relieve H.M.A.S. *Shoalhaven*. It is expected that *Bataan* will herself be relieved in Japan by H.M.A.S. *Culgoa* early in September.

H.M.A.S. *Quiberon* (Commander J. L. Bath, R.A.N.) is in Sydney, and should complete refit about the end of February.

H.M.A.S. *Quickmatch* (Lieut. Commander R. R. Brown, R.A.N.) is in Sydney. *Quickmatch* will commence refit about the beginning of April.

1st Frigate Flotilla

H.M.A.S. *Culgoa*, Senior Officer (Commander J. Plunkett-Cole, R.A.N.) has been refitting and granting leave in Williamstown Naval Dockyard, whence she is due to depart on the 3rd. of this month for Sydney. Arriving in Sydney on the 5th. January, she is due to depart on the 7th. for New Guinea waters via Cairns, arriving at Dreger Harbour on the 15th. of the month. During her stay in New Guinea waters until the end of March, *Culgoa* will be under the operational control of the Naval Officer-in-Charge, New Guinea. She will return to Australia via the British Solomon Islands and the New Hebrides, and is expected back in Sydney on the 5th. April. The following month she will proceed to Williamstown Naval Dockyard, and will be at 50 days availability for leave and urgent defects from the first week in May. It is anticipated that she will sail from Sydney about the 10th. August to relieve *Bataan* in Japanese waters.

H.M.A.S. *Condamine* (Lieut. Commander J. H. Dowson, R.A.N.) is in Williamstown Naval Dockyard, completing availability for leave and urgent defects. She

is due to sail from Williamstown on the 7th. February for Tasmanian waters, where she will be in company with the *Flagship* until her return to Williamstown on the 6th. May. She will then commence 50 days availability for leave and 45 for refit, previous to her departure for New Guinea waters about mid July.

H.M.A.S. *Shoalhaven* (Lieut. Commander Keith Tapp, R.A.N.) is in Sydney, and is due to depart on the 21st. of this month for Japanese waters, via Cairns and Dreger Harbour, being due at Kure on the 9th. February. *Shoalhaven* will be relieved in Japanese waters by *Bataan* early in June, and will call at Hong Kong on her passage south to Williamstown Naval Dockyard, where it is anticipated that she will commence 50 days availability for leave and 45 for refit early in July.

H.M.A.S. *Murchison* (Lieut. Commander W. F. Cook, R.A.N.) is carrying out training exercises under the control of the Flag Officer-in-Charge, N.S.W. *Murchison* will commence 45 days refit on the 7th. June.

10th L.S.T. Flotilla

H.M.A.S. *Tarakan* (L.S.T. 3017)—Lieut. Commander H. K. Dwyer, R.A.N.R.—has forward commitments to ship stockpile of material and equipment for the construction of the advanced Naval Base at Manus. *Tarakan* will also be used for the transfer of men and stores from the Royal Australian Navy base at Dreger Harbour, New Guinea, to Manus, when the latter base is ready for occupation.

Meanwhile she is employed dumping ammunition at Melbourne.

H.M.A.S. *Labuan* (L.S.T. 3501)—Lieut. Commander G. M. Dixon, D.S.C., R.A.N.V.R.—is due to depart from Melbourne in mid-January for Fremantle and Heard Island to relieve members of the

Australian Antarctic Research Expedition on that island. She will then return to Melbourne, and subsequently proceed to Macquarie Island to relieve members of the Expedition there, returning to Melbourne about mid-April.

H.M.A.S. *Lae* (L.S.T. 3035) is paying off into reserve.

Landing Ships Infantry

H.M.A.S. *Kanimbla* (Captain A. P. Cousin, D.S.O., R.A.N.R. (S)) arrived in Sydney last month from Japan, having sailed from Kure on the 7th. December. This is her last voyage as a naval vessel. She is now paying off into reserve, reverting to the administrative control of the Flag Officer-in-Charge, N.S.W., for reconversion to trade and return to her owners.

Australian Minesweepers

These two vessels, which are based on Flinders Naval Depot, comprise the Training Flotilla:

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

H.M.A.S. *Larrobe* (Lieut. M. G. Pechey, D.S.C., R.A.N.)

Survey Ships

H.M.A. Ships *Warrego* (Commander G. D. Tancred, D.S.C., R.A.N.) and *Barcoo* (Lieut. Commander D. A. T. Gale, D.S.C., R.A.N.) will shortly commence their work in the 1949 Surveying Programme. Both ships are in Sydney, where they have been at availability for leave and refit following their return from the surveying grounds on the completion of the 1948 Surveying Season.

GENERAL

Landing Ships Tank

In the foregoing statement of Squadron Dispositions, it will have been noticed that the Landing Ships (Tank)—which are on loan from the Royal Navy to the Royal

Australian Navy—have been given names. The ships are L.S.T.'s 3017, 3035, and 3501, which have been named respectively H.M.A. Ships "Tarakan," "Lae," and "Labuan." The announcement of the naming of the ships was made by the Minister for the Navy (Mr. Riordan) last month, when he said that the names would commemorate amphibious landings undertaken by Australian forces in the South West Pacific in the Second World War.

Royal Navy Set Lead

In naming the Landing Ships (Tank), the Royal Australian Navy has followed the lead set by the Royal Navy, which recently named its own Landing Ships and abolished the numbers by which they had previously been known. Those which were to be used by the Royal Navy for general combined operations had been named "Anzio," "Dieppe," "Lofoten," "Suvla," and so on, after places at which famous landings or raids had taken place in either of the two world wars. The decision to name the Landing Ships (Tank) was reached because it was felt that ships without names lacked personality, and that the granting of names would increase the pride felt in them by their companies, which proper pride would be reflected in improved morale. Furthermore, there were many members of the public who had no idea what Landing Ships (Tank) were, and the designation was merely confusing.

The R.A.N. College

The Naval Board have recently issued an attractive illustrated brochure which will be of interest to schools, and to parents whose sons have heard the call of the sea and who wish to learn something of what the Navy offers as a career for permanent service officers. Entitled "The Life of a Cadet-Midshipman at the Royal Australian

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, whence it is anticipated that she will depart on the 10th. of this month for Jervis Bay. She is expected to remain at Jervis Bay until the 21st. January, then returning to Sydney, and sailing again on the 2nd. February for a cruise of some six or seven weeks in the Hobart area, returning to Sydney via Westernport and Melbourne early in April. She should later visit Western Australia and South Australia, returning to Sydney the first or second week in June. She is then due to commence availability for leave and refit, and to depart on a cruise early in August.

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

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

10th Destroyer Flotilla

H.M.A.S. *Warramunga* (Captain (D) 10, Captain W. H. Harrington, D.S.O., R.A.N.) is in Japanese waters, where she is to be relieved by H.M.A.S. *Shoalhaven*

in February. *Warramunga* is expected to arrive back in Sydney on the 28th. of next month, when she will be granted 50 days availability for leave and urgent defects. It is anticipated that she will sail from Sydney for Jervis Bay on the 20th. April, and the following month will carry out a cruise to Western Australia, visiting South Australia during the return passage to Sydney, when she is expected to arrive the second week in June, departing on a further cruise later in that month.

H.M.A.S. *Arunta* (Commander F. N. Cook, D.S.C., R.A.N.) is in Sydney, completing 50 days availability for leave and urgent defects. Following a cruise in January, *Arunta* will be in company with the *Flagship* in the Hobart area and on the *Australia's* cruise to Western Australia.

H.M.A.S. *Bataan* (Commander A. S. Storey, D.S.C., R.A.N.) is in Sydney, completing 50 days availability for leave and 45 days for refit after her period in Japanese waters. It is anticipated that she will depart from Sydney on the 22nd. of next month, and will be in Tasmanian waters until late in March, then proceeding via Westernport and Melbourne to Sydney, where she is due during the first week in April. She will

Naval College," the booklet outlines briefly—in story and picture—how a boy gains entry into the College in the first place, what happens to him during his four years of training there, and what possibilities lie ahead of him when he has graduated. To be accepted for entry, a boy must pass a qualifying educational examination in September, and a prescribed medical examination in November, and then be selected by an interviewing committee appointed by the Naval Board.

The booklet points out that the R.A.N. College is a truly democratic educational establishment. "Boys chosen as Cadet-midshipmen come from schools throughout the Commonwealth, both Government and private. They are asked only to prove that they have good character and intelligence, that they desire to make their way in the world and that they possess the personality and other attributes that will ensure them success as officers in the Royal Australian Navy. No parent or guardian can enter a boy at the Royal Australian Naval College by paying fees. Every boy admitted to the College wins his place in competition against other applicants by intelligence, initiative, physique and outstanding ability. One result of this is that future officers of the Royal Australian Navy are selected from among the best examples of youth in the Commonwealth. They will inevitably uphold and carry on the great tradition which the R.A.N. has already built in its comparatively short existence."

Interested parents and guardians desirous of obtaining a copy of the brochure can do so by applying to the Secretary, Navy Office, Melbourne.

R.A.N. Midshipmen in "Vanguard"

Three Midshipmen of the Royal Australian Navy who graduated at the R.A.N. College in 1947, were to have been officers in H.M.S. "Vanguard" when she brought the King and Queen and Princess Margaret to Australia.

They are Midshipman J. L. Jobson, of Melbourne; Midshipman J. G. Stacey, of Adelaide; and Midshipman G. J. H. Woolrych of Townsville. The postponement of the Royal Tour has, of course, altered the arrangements concerning the movements of the "Vanguard." Her three Australian midshipmen will, like other graduates of the R.A.N. College, spend about three-and-a-half years in ships and establishments of the Royal Navy before they return to Australia as Sub-Lieutenants, to begin their careers as commissioned officers of the R.A.N.

R.A.N. Men Fight German Measles

Naval ratings at Flinders Naval Depot have helped in the fight against German measles by volunteering as "guinea pigs" during an outbreak of the measles at the Depot some months ago. They gave blood which was used to develop an anti-measles serum. Others have since followed their example and donated blood to the Red Cross Blood Bank for similar purposes. Altogether, between May and December, 1948, there were 48 volunteers for this service among Naval Ratings at Flinders Naval Depot.

R.A.N. Guard at War Cemetery

The Royal Australian Navy provided a guard of honour when His Excellency the Governor of Victoria, Sir Winston Dugan, unveiled the Cross of sacrifice in the war cemetery at Springvale (Vic.) on the fifth of last month. The Guard consisted of two officers and 50 ratings from Flinders Naval Depot, while H.M.A.S. "Lonsdale," Port Melbourne, supplied a wreath-bearing party, and flags for draping the Cross. The R.A.N. was represented at the ceremony by the First Naval Member, Rear Admiral J. A. Collins, C.B., and the resident Naval Officer, Port Melbourne, Commander J. B. S. Barwood, R.A.N.

First Naval Member at Nowra

The First Naval Member of the Naval Board, Rear Admiral J. A. Collins, C.B., paid his first official

visit to the Royal Australian Naval Air Station, H.M.A.S. "Albatross," at Nowra, near Jervis Bay, N.S.W., during December. He was accompanied by the Fourth Naval Member, Commodore Guy Willoughby, R.N., who is in charge of the Naval Aviation activities of the R.A.N. Since it was commissioned last August, considerable progress has been made in the construction of accommodation for officers and ratings at H.M.A.S. "Albatross"; and workshops and other buildings are approaching completion. There are at present approximately 400 officers and ratings at the Naval Air Station, which is commanded by Captain R. G. Poole, R.N.

R.A.N. Reserve

Following the announcement by the Minister for the Navy (Mr. Riordan) of the re-establishment of the Royal Australian Naval Volunteer Reserve and the formation of the Women's Royal Australian Naval Reserve, many applications for enrolment in both services have been received. During November last, applications for the month were over 1,300 for the R.A.N.V.R., and nearly 100 for the W.R.A.N.R.

Applications to join the R.A.N.V.R. closed on the 31st December. Only ratings with war-time service were eligible to join. They are not under any obligation to do any training before the 30th June, 1952, unless they are called up by proclamation. In the meantime, they will be kept informed of the latest Naval developments by means of lectures, instructional films, and news letters.

Enrolment in the W.R.A.N.R. is open to former officers and ratings of the W.R.A.N.S. who served for more than twelve months, and who would be prepared to serve again in any future national emergency. There is no obligatory training, but voluntary training may be arranged for certain categories of officers and ratings.

Melbourne Naval Centre

In the "Letters to the Editor" section of this issue of "The Navy," is a letter from Mr. W. H. Sul-

livan, Manager-Secretary of the Melbourne Naval Centre, bringing to notice the opening of a Billiard-Lounge Room and Library at the Centre, at its premises, 383 Flinders Lane, Melbourne. Naval and ex-Naval men are invited to make use of the facilities offering at the Centre, where, in addition to the recreational provision that is made, assistance and advice may be obtained in regard to Welfare, Rehabilitation, Employment, and other problems, since the Centre also houses the R.A.N. Welfare Officer and the State Office of the Ex-Naval Men's Association. As Mr. Sullivan says: "Remember! This Naval Centre is yours."

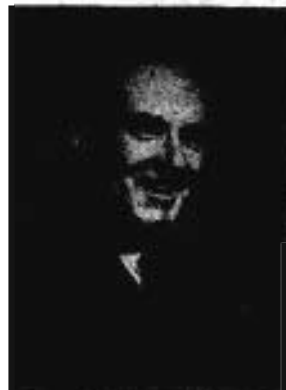
N.I.D. Party

Ex-Niddites, and present members of the Naval Intelligence Division, Navy Office, Melbourne, enjoyed a seasonable "get together" party in the Mess at H.M.A.S. "Lonsdale" on the 22nd December. The Director of Naval Intelligence, Commander G. C. Oldham, D.S.C., R.A.N., was in the chair, and all those present remembered old N.I.D. shipmates unavoidably absent, and wished them the Compliments of the Season, which are hereby passed along to such ex-Niddites as may read this note. Arrangements for the party were made—as might be expected, capably—by "B.I."

PERSONAL

Captain H. J. Buchanan, D.S.O., R.A.N., formerly Deputy Chief of the Naval Staff and later Captain of H.M.A.S. "Australia," Flagship of the Royal Australian Naval Squadron, left Melbourne in the Orient Steamship Line's "Orion" on the 2nd December. Captain Buchanan is bound for London, where he will attend the Imperial Defence College.

A Navy Department Civil Officer who retired recently after many years' service is Mr. Harry Charles Allen, who started ser-



Mr. Harry Allen.

vice with the Navy before the 1914-18 war, when Navy Office was in the old building in Lonsdale Street, Melbourne. The son of Charles Henry and Amelia Allen, of Elsternwick, Victoria, Harry Allen was born at Ascot Vale, Victoria, on the 25th November, 1883. He started his career of public life in the Victorian Railways as a Junior Clerk in 1900. In 1912 he transferred to the Commonwealth Public Service and became a Naval Staff Clerk at Navy Office, where he remained for five years, being then appointed Secretary and Accountant at the Repatriation Vocational School, Randwick, N.S.W. He returned to the Defence Department in 1921 as Expense Accounts Officer and later Civil Secretary at H.M.A. Naval Establishments, Sydney. From 1938 to 1939 he was Secretary to the Defence Committee, and was then for three years Assistant Secretary, Department of Air, in 1942 returning to Navy Office as Assistant Secretary of the Department, a post he held until his retirement. Mr. Allen married, in 1911, Helen Campbell, daughter of Mr. T. L. Paterson, and is the father of two daughters. His own father is hale at the ripe age of 91. Mr. Allen plans a busy retirement, in which golf and tennis will have a place.

SCULLING AROUND.

Continued from page 16.

honour of Admiral Wemyss's daughter (the late Admiral of the Fleet Lord Wester-Wemyss). The "Alice" was armed and used as both a salvage vessel and on patrol duties.

In 1911, the Commander in command of one of His Majesty's sloops of war had a disagreement with his crew, the result of the court-martial being his retirement with the rank of Captain (retired).

The Captain repaired to Canada and engaged in farming. On the outbreak of war in 1914, he boarded the Lords Commissioners of the Admiralty for employment. They at last sent him to the Dardanelles. One will never forget, as 1st. Lieutenant of the "Alice," the look of sheer horror on the coxswain's face as our new C.O. came alongside to take command of the "Alice," and had "cleared lower decks" before he had even set foot on the gangway.

From then on we had our moments, a notable occasion being that of the bare fists battle between our Captain and the Captain of the old London paddle tug "Marsden" before an excited audience of sailors and matelots, both Captains retiring to effect repairs, and ours to report himself with two black eyes on board H.M.S. "Europa."

The old "Marsden" now lies a rusty wreck on the beach north of Anzac.

The H.M.S. "Lord Raglan" (a monitor) blew ashore in the bay south of Kephala in 1915, the "Alice" being instructed to commence salvage operations. The "Raglan" was high and dry, but due to a fine piece of seamanship, our Captain got her off. The "Raglan" was eventually sunk in action with the "Goeben" off Kephala in 1918.

The ship's blacksmith, through some unfortunate misdeed, incurred our C.O.'s wrath during the salvage operations, and was promptly confined to his hammock, hourly inspections being made for

him to "show a leg." It was an extraordinary punishment, especially as his services were required, which was strongly represented to the Captain who, however, remained adamant to all reason. In fact, the writer nearly walked the plank for arguing with his senior officer.

Proceeding at night at full speed, without lights, in a deeply-laden "Beetle" full of .303 and shells for Cape Helles, the T.B.D.'s "Shell-drake" (Lt. Commander R. A. A. Plowden) and "Scorpion" (Lt. Commander A. B. Cunningham) crossed our bows from port to starboard, the "Shell-drake" merely trying to scrape our paint off, whilst the "Scorpion" altered to pass astern, both officers firing a stream of mingled oaths and advice at the wallowing "Beetle." It is of interest that Admiral of the Fleet Lord Cunningham, who served so gallantly in the Mediterranean 1939-1945, was the officer who commanded the "Scorpion." It is doubtful who got the biggest scare, the T.B.D.'s or the "Beetle," as undoubtedly someone would have gone sky-high had we met in collision.

One wonders if many will recall the huge stack of bicycles on Kephalo Beach (probably 20 feet high). These bicycles belonged to the "13 Western Division" Cyclist Corp.; how and why were they ever sent to the Dardanelles? What brilliant brain at the War Office conceived the idea of a cycling tour to the Golden Horn via Sari Bahr and Bulair? The subs. often borrowed some for a race. They eventually all rusted and rotted away.

Military permission being granted by a signed pass available till 5 p.m., and donkeys hired from Greeks outside the barbed wire fence at "Kephalo," jaunts were made to the pretty little Greek village of Kastorn, the capital of Lemnos Island. The Military authorities did not approve of the Navy having passes—why, heaven alone knows, as the Aegean was full of Greeks, so-called Greeks, and hundreds, if not thousands, of

aliens willing to serve either England or Turkey for cash. At the little cafe at Kastorn, delicious omelettes and quite a good wine were obtainable; but the real enjoyment was the donkey race back to the barbed wire fence; saddles slipped and riders, donkeys would not budge. But it was all good fun.

Vice Admiral R. H. Pearce was Commander-in-Chief of the East Indies 1913-1916, flying his flag in the H.M.S. "Euryalus" (Captain R. M. Burmeister). He took part in the Turkish attack on the Canal, and demonstrated before Smyrna. The "Alice" proceeded in company with H.M.S. "Doris," commanded by Captain F. Larken (later Admiral Sir F. Larken, K.C.B., C.B., C.M.G., retired, who, earlier in the war, had so successfully singled "the Padishah's beard" off the Levantine coast), the blister-sided H.M.S. "Grafton"—Captain H. E. Grace (second son of Dr. Grace—later Admiral C.B., retired), and the old French Battleship "Henri IV," to the blockade of Smyrna.

On Chusan or Long Island, lying just inside the Gulf of Ismid, Smyrna approaches, a look-out station established a mine-field laid by the old "Latona"—Captain C. V. Usherborne (retired 1933, Vice Admiral C.B., C.M.G.), and in August, 1915, the local inhabitants, mostly Greek fishermen, evacuated. Steaming slowly from Mitilyeni Island, all lights out, the "Alice" accompanied the cruisers in their nightly srafe on the Turkish batteries. The wily Turk, from moveable concealed positions, would flash on a searchlight to pick out the cruisers, while a Turkish battery pumped shells at us, the cruisers endeavouring to put both the searchlights and batteries out of action without any success. In March, 1916, Chusan Island was abandoned to the enemy, and the Turkish coast was blockaded by the Fleet.

In 1916 Vice Admiral R. H. Pierse (the late Admiral Sir Richard H. Pierse, K.C.B., K.B.E., C.B., M.V.O.) was succeeded as Commander-in-Chief of the East Indies

Squadron by Vice Admiral E.F.A. Gaunt (later Admiral, K.C.B., K.B.E., C.B., C.M.G.). It is of interest to Australians that both Admiral Sir E. F. A. Gaunt and his younger brother, Admiral Sir G. R. A. Gaunt, K.C.M.G., C.B., C.M.G., were sons of the late Judge Gaunt of Melbourne, and their sister, Mary Gaunt, became the well-known authoress.

No wonder Leander swam the Hellespont to visit his love-sick damsel, for indeed the waters, islands, and scenery of the Aegean are truly lovely. Steaming in the "Alice" past the ancient monastery at Mt. Athos, up the Gulf of Orfani to land the 10th. Irish Division from Suvla Bay at Stavros, we carried as deck passengers some officers, and Ward Price, the war correspondent. At Stavros, with all its sylvan beauty, we experienced a visit from a Taube, who let loose a shower of steel darts, causing severe casualties to the troops. The Naval working party dived overboard from the jetty under a steel lighter to save being skewered. Darts found on the deck of the lighter were crushed nearly flat by force of impact.

Working off Anzac on the last night of the evacuation, one remembers the light puffs of wind from off-shore, the eerie feeling, the subdued calls and the suspense. Steaming north to the beach south of Suvla just before dawn, the writer put off in the ship's dinghy to bring off the two last officers to leave, whilst H.M.S. "Cornwallis" (sunk in 1917) opened up over our heads with a broadside of twelve and six inches. Whilst picking up the two officers who had waded out to meet the dinghy, the Turks peppered us with shrapnel, and the "Cornwallis" guns roared over our heads, setting on fire the huge rows of hospital tents left standing near the beach.

Not even in their wildest dreams at school, work or play, did those sailors and soldiers, who laid down their lives on the beaches, derves, and tepes of the Osmanli, ever imagine that in that unknown land only "Death" awaited them.

EX-NAVAL MEN'S Association of Australia

Petres-in-Chief



His Majesty The King

Federal Council

THE Federal Executive is extremely pleased with the value of Association publicity which has been gained through the courtesy of the "Navy" Magazine over the last eighteen months. This has been no doubt responsible for most of the 681 applicants for membership being admitted to the Association during the past five months. Victorian Sub-Sections having entered 343, New South Wales 141, South Australia 177 and the remaining 20 from other States' Sub-Sections.

It is anticipated that the Victorian State Council will soon be in the happy position to form another new Sub-Section, this time in the Western District of that State. South Australian State Council is endeavouring to foster a keen spirit amongst ex-Naval personnel in the Gulf area around Port Lincoln, with the ultimate object of inaugurating an additional Sub-Section.

Mr. E. Johnson, Hon. Secretary of Adelaide Sub-Section, visited Sydney whilst on holidays, and took the opportunity of accepting an invitation to attend the December meeting of the Federal Council. Mr. F. F. Anderson, Federal President, extended a very warm welcome to Mr. Johnson and asked him to convey greetings of Federal Council to his State President and members.

Mr. J. H. Jamieson of Canberra, has now resumed his duties on Federal Council, and is fully representing the Federal Capital Territory Section of which he is a member.

Mr. William G. Harris, a member of N.S.W., was warmly greeted on his return after an absence of several years spent in the U.S.A. Mr. Harris intends residing at Durrus Lakes, near Bateman's Bay, N.S.W.

Queensland

Many "dits" were retold when "old ships" met at the Christmas Party held at the Alice St. Naval Depot on Dec. 6. Sponsored by the Queensland State Council, it was attended by 180 members and friends and was rated a huge success.

The State President (Mr. A. C. Nichols) presided and our guests included Lt.-Cdr. C. W. and Mrs. Blunt, Lt. E. F. and Mrs. Wilder, Lt. P. and Mrs. Irvine and Lt. E. and Mrs. Husbands. The supper table included a suitably decorated cake in honour of the W.R.E.N.S. sixth birthday.

A brief toast list was honoured; Lt.-Cdr. Blunt proposed the toast of "Our Association" which was responded to by Mr. Nichols, while Mr. E. Hardy toasted the "W.R.E.N.S.," to which Mrs. J. Bath responded.

The birthday cake was cut by Miss Jess Maxwell.

A musical programme added to the evening's entertainment. This was supervised by Mr. H. Giles, with Mr. H. Evans at the piano.

The D.E.M.S. Association also held a convivial reunion at the depot on Nov. 26.

Eighty children were the guests of the Brisbane Sub-section at its second annual Christmas Party on Dec. 11. This, too, was held at the depot which is now the association's headquarters for all its activities.

Mr. W. Macdonald once again filled the role of Santa Claus and presented each child with a gift. There was a plentiful supply of good things to eat and the youngsters were in their element.

Entertainment was provided by the Greenslopes State School Pipe

Band of twenty-three members and Mr. Alf Westman, a magician.

Members are reminded of the illustrated talk to be given by Mr. R. Marriott at the monthly meeting on Feb. 1. The subject will be "A trip to the Arctic." A good roll-up is expected.

One of our members, Mr. R. W. Farrington, who was a survivor of H.M.A.S. "Perth," recently received the Bronze Medal of the Order of Oranje Nassau. The presentation was made by the Consul for the Netherlands (Mr. Norman Pixley) who is also president of the Brisbane sub-section. The award was made for the excellent work Mr. Farrington performed while a P.O.W.

The Editor,
"The Navy,"
C/o Navy League Office,
Sydney.

Dear Sir,
Would you kindly insert a notice in the "Navy" to the effect that the name of T.S. "Victory" has been changed to T.S. "Australia," to conform to the policy of naming Sea Cadet Training Ships after Australian Ships, and to commemorate the 1st. Australian Flagship H.M.A.S. "Australia."

On and after the 1st. December, 1948, all correspondence should be addressed to The Hon. Commanding Officer, T.S. "Australia," C/o 9 Sheffield Street, Merrylands, or to T.S. "Australia," Lavender Bay North Sydney.

Thanking you in anticipation of this being possible and that you will phrase the notice as you think fit.

Yours faithfully,
D. J. MORT,
Hon. Commanding Officer,
T.S. "Australia."

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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

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

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

Appointments.—Lieutenant Richard Gordon Shaw is appointed on loan from the Royal Navy, with seniority in rank of 16th October, 1943, dated 23rd August, 1948. Arthur John Gould (Lieutenant (A) Royal Navy), is appointed Lieutenant (Acting), with seniority in rank of 3rd September, 1943, dated 27th September, 1948. Keith Elwood Clarkson, D.F.M., (Lieutenant (A) Royal Australian Naval Volunteer Reserve) is appointed Lieutenant (Acting), with seniority in rank of 27th February, 1945, dated 7th October, 1948. Geoffrey Preston Hood, Lieutenant (E) (for temporary service), is appointed to the Permanent List, with seniority in rank of 28th November, 1941, dated 2nd September, 1948. Instructor Lieutenant Cyril Donald Munden is appointed on loan from the Royal Navy, with seniority in rank of 1st July, 1939, dated 25th August, 1948. Instructor Lieutenant Gordon Harold Vernon Lovatt is appointed on loan from the Royal Navy, with seniority in rank of 8th December, 1940, dated 25th August, 1948. Commander (S) (Acting Captain (S) Theodore Eric Nave is appointed on loan from the Royal Navy, with seniority in rank of 30th June, 1937, dated 1st January, 1948. Roy Davis Norris (Temporary Warrant Cookery Officer) is appointed Warrant Cookery Officer, dated 6th September, 1948.

Promotions.—Sub-Lieutenant John Charles Leland Bennett is promoted to the rank of Lieutenant, dated 16th October, 1948. Kenneth Daniel Finn, Acting Commissioned Gunner, is promoted to the rank of Commissioned Gunner, dated 1st October, 1948. Alexander Francis Heggie, Warrant Electrical Officer (R), is promoted to the rank of Commissioned Electrical Officer (R), dated 1st October, 1948. Ronald John Herniman, Acting Commissioned Ordnance Officer, is promoted to the rank of Commissioned Ordnance Officer, dated 1st October, 1948. William Matthew Maughan, M.B.E., Warrant Ordnance Officer, is promoted to the rank of Commissioned Ordnance Officer, dated 1st October, 1948.

Loan to Royal Navy for Service and Training.—Lieutenants El-dred Pottinger Keatinge, Peter Gyllies, M.B.E., and Andrew John Robertson are loaned to the Royal Navy for service and training, dated 7th September, 1948. Lieutenant (E) George Angus Bennett is loaned to the Royal Navy for service and training, dated 7th September, 1948. Lieutenant Peter Brassey Cooper is loaned to the Royal Navy for service and training, dated 28th September, 1948. Lieutenant David John Hamer, D.S.C., is loaned to the Royal Navy for service and training, dated 9th October, 1948. The loan of Francis Albert Pascoe, Gunner (T.A.S.), Darrell William Bertram, Acting Warrant Communication Officer, and Geoffrey James Harle, Acting Warrant Communication Officer, to the Royal Navy for service and training is terminated, dated 10th September, 1948.

Transfer to Retired List.—Engineer Rear-Admiral Alec Broughton Doyle, C.B.E., is transferred to the Retired List, dated 5th October, 1948.

Termination of Appointment.—The appointment of Thomas Joseph Curtin as Temporary Instructor Lieutenant is terminated, dated 18th September, 1948.

EMERGENCY LIST.

Transfer to Retired List.—Instructor Commander Charles Reed Franklin is transferred to the Retired List, dated 21st September, 1948. Surgeon Lieutenant-Commander Jack Rupert Law Willis is transferred to the Retired List, dated 17th October, 1948.

RETIRED LIST.

Termination of Appointment.—The appointment of John Alfred Newton, Commissioned Instructor, for temporary service is terminated, dated 20th August, 1948.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE.

Termination of Appointment.—The appointment of John Patrick Staunton as Acting Lieutenant is terminated, dated 23rd July, 1947.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Resignations.—The resignation of Alfred Dudley Barling, D.S.C., of his appointment as Lieutenant-Commander is accepted, dated 19th July, 1948. The resignation of Jack Athol Crawcour of his appointment as Lieutenant (Special Branch) is accepted, dated 28th September, 1948.—(Ex. Min. No. 76—Approved 18th November, 1948.)

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

Appointments.—Lieutenant John Ernie Pope be appointed on loan from the Royal Navy, with seniority in rank of 1st February, 1942, dated 8th October, 1948. Lieutenant (A) John Humphrey Charlesworth Sykes be appointed on loan from the Royal Navy, with seniority in rank of 14th September, 1942, dated 13th September, 1948. Lieutenant (E) Anthony Charles Temple Morris be appointed on loan from the Royal Navy, with seniority in rank of 16th November, 1947, dated 30th September, 1948. Bertram Charles Morgan be appointed Surgeon Lieutenant (for Short Service), dated 19th October, 1948 (amending Executive Minute No. 40 of 24th June, 1948). Norman Thomson Smith be appointed Surgeon Lieutenant (for Short Service), dated 23rd October, 1948. Commander (S) Frank Langford Whitehouse be appointed on loan from the Royal Navy, with seniority in rank of 21st December, 1941, dated 1st October, 1948. Lieutenant (S) Charles Arthur Winfield Weston be appointed on loan from the Royal Navy, with seniority in rank of 1st July, 1943, dated 1st September, 1948. Lieutenant (S) Malcolm Charles Denman be appointed on loan from the Royal Navy, with seniority in rank of 1st October, 1943, dated 10th September, 1948. Thomas Frederick Samuel Brown, Warrant Aircraft Officer, be appointed on loan from the Royal Navy, with seniority in rank of 14th February, 1945, dated 20th August, 1948 (amending Executive Minute No. 68 of 21st October, 1948). Stanley John Dow, Warrant Electrical Officer (R), be appointed on loan from the Royal Navy, with seniority in rank of 26th September, 1942, dated 20th September, 1948.

Promotions.—Lieutenant Bruce John Bevis Andrew, D.S.C., be promoted to the rank of Lieutenant-Commander, dated 1st October, 1948. Sub-Lieutenant John Peter Brent be promoted to the rank of Lieutenant, dated 1st November, 1948. Lieutenant (E) Philip Leslie Luby be promoted to the rank of Lieutenant-Commander (R), dated 1st October, 1948. William James, Acting Temporary Commissioned Gunner (T), be promoted to the rank of Temporary Commissioned Gunner (T), dated 1st October, 1948. Percy William Harrington,

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Acting Temporary Commissioned Boatswain, be promoted to the rank of Temporary Commissioned Boatswain, dated 1st October, 1948.

Confirmation in Rank.—Acting Lieutenant (on probation) Julian Horace Garfit Cavanagh be confirmed in the rank of Acting Lieutenant, with seniority in rank of 14th January, 1945, dated 22nd September, 1948. Stanley Arthur Hall, Warrant Communication Officer (Acting) (Shore Wireless), be confirmed in the rank of Warrant Communication Officer (Shore Wireless), with seniority in rank of 9th October, 1947, dated 9th October, 1948.

Fixing Rates of Pay.—Lieutenant (S) Robert Peter Newey be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Lieutenant-Commander (S) (on probation), whilst acting in that rank, dated 1st July, 1948.

Transfer to Emergency List.—Lieutenant (S) Walter James Honeybunn be transferred to the Emergency List, dated 6th September, 1948.

Resignation.—The resignation of the Reverend Alan Josland Cutts of his appointment as Chaplain be accepted, dated 18th October, 1948.

EMERGENCY LIST.

Appointment.—The Reverend Norman Catchlove Paynter be appointed Chaplain, with seniority of 5th January, 1944, dated 14th October, 1948.

Transfer to Retired List.—Engineer Commander Samuel Lievesley Beeston be transferred to the Retired List, dated 27th October, 1948.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Promotion.—Lieutenant James Armstrong be promoted to the rank of Lieutenant-Commander, dated 26th October, 1948.

Termination of Appointments.—The appointment of James Ormonde Sutherland Bell as Temporary Lieutenant be terminated, dated 17th August, 1948. The appointment of Roger Molloy as Acting Temporary Commissioned Officer from Warrant Rank be terminated, dated 9th August, 1948.

ROYAL AUSTRALIAN NAVAL RESERVE

Appointment.—The Reverend Bernard Morey be appointed Chaplain, dated 11th November, 1948.

Resignation.—The resignation of James Alexander Blaikie of his appointment as Lieutenant-Commander (S) be accepted, dated 29th September, 1948.

Termination of Appointments.—The appointment of Philip John Cardwell as Lieutenant be terminated, dated 28th June, 1948. The appointment of Peter Dudley Blaxland as Surgeon Lieutenant be terminated, dated 2nd August, 1948. The appointment of the Reverend Robert William Macleod as Chaplain be terminated, dated 10th November, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—John Francis Beaumont be appointed Lieutenant, with seniority in rank of 19th August, 1941, dated 16th February, 1946. John Colin Patrick Boyle be appointed Lieutenant, with seniority in rank of 8th December, 1941, dated 1st May, 1946. Lenton Edward Lapthorne be appointed Lieutenant, with seniority in rank of 29th January, 1944, dated 17th January, 1946. Robert Henry Kendrick McKerihan be appointed Lieutenant, with seniority in rank of 18th February, 1944, dated 11th March, 1948. Robert Arthur Franklin be appointed Lieutenant, with seniority in rank of 6th August, 1945, dated 23rd January, 1946. William Johnstone Frew be appointed Sub-Lieutenant, with seniority in rank of 10th March, 1944, dated 13th February, 1940. David Robert Watson be appointed Sub-Lieutenant, with seniority in rank of 23rd December, 1944, dated 8th

August, 1946. Norman Austin Fenwick Wilson be appointed Sub-Lieutenant, with seniority in rank of 24th March, 1947, dated 17th July, 1947. George Hoy Shand be appointed Engineer Lieutenant, with seniority in rank of 15th June, 1940, dated 15th November, 1946.

Promotion.—Acting Surgeon Lieutenant-Commander Douglas Lockhart Barnes Fearon be promoted to the rank of Surgeon Lieutenant-Commander, dated 5th October, 1948.

Termination of Appointment.—The appointment of William Reginald Blower as Lieutenant be terminated, dated 17th August, 1948.

CORRIGENDUM.

With reference to Executive Minute No. 29—notice of which appeared on page 1503 of Commonwealth Gazette No. 98 of 5th June, 1947—that portion relating to the termination of the appointment of Surgeon Lieutenant Peter Dudley Blaxland, Royal Australian Naval Reserve, be cancelled.—(Ex. Min. No. 78—Approved 8th December, 1948.)

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

Answers to Nautical Quiz

- (1) "Furious," "Glorious," and "Courageous" were originally designed during the 1914-18 war as fast light battle-cruisers, for use as enemy surface raider hunters. They were to be very fast and mount only two big guns but considerable secondary armament. They were later converted to aircraft carriers, and, as such "Courageous" and "Glorious" were lost by enemy action during the 1939-45 War.
- (2) An American ship-designer, David Bushnell, invented and constructed the first practical submarine in the year 1775. His ideas were more fully developed about 25 years later by his compatriot, Robert Fulton, who constructed an under-water vessel called the "Nautilus," driven by a hand-worked screw, and having a tank of compressed air for breathing supply.
- (3) Barbette, from the French "little beard," is the term applied to armour protection of a gun's mountings. Barbettes are a more exposed form of turret, and lighter in construction.
- (4) Henry Winstanley (1644-1703) was an English engineer who became Clerk of the Works to Charles II. He designed the original Eddystone Lighthouse in 1696, completing it in 1700. It was a wooden structure, and was totally destroyed in a storm on the night of 26th November, 1703, and Winstanley there lost his life.
- (5) The word "Navy" is a contraction of "Navigator." Spencer, in "Principles of Sociology," Vol. 1, says: "Canals were thought of as lines of inland navigation, and a tavern built by the side of a canal was called a 'Navigation Inn.' Hence it happened that the men employed in excavating canals were called 'navigators,' shortened into 'navvies'."
- (6) The present King, as Duke of York, came to Australia in 1927 in the battle-cruiser H.M.S. "Renown." King George V, as Duke of Cornwall and York, sailed from England on the 16th March, 1901, in the Orient Line's "Ophir," on a tour of the British Dominions, during which he opened the first

Commonwealth Parliament in Melbourne.

- (7) Black coal. Practically the whole of her supplies of black coal come from New South Wales. It was because of this dependence, on outside sources of solid fuel that the Victorian Government in 1918 laid the foundations of the State Electricity Commission to exploit the State's resources in brown coal and hydro-electric power.
- (8) The European discoverer of the Pacific Ocean was Vasco Nunez de Balboa, who saw the great ocean from a mountain peak on the 25th September, 1513. He named the Gulf of San Miguel, and took possession of the ocean for the Spanish King: "Long live the high and mighty monarchs Don Ferdinand and Donna Juana, sovereigns of Castile, Leon, and Aragon, in whose name I take real and actual and corporeal possession of these seas, and lands, and coasts, and ports, and Islands of the South, and all thereunto annexed . . . I am ready to maintain and defend them in the name of the Castilian sovereigns, whose is the empire and dominion over these Indies, islands, and terra firma, Northern and Southern, with all their seas, both at the Arctic and Antarctic poles, on either side of the equinoctial line, whether within or without the tropics of Cancer and Capricorn, both now and in all time, as long as the world endure, and until the final day of Judgement of all mankind." The discovery—whether by mistake or in the exercise of poetic licence—was attributed, by Keats to Hernando Cortes, the Spanish conqueror of Mexico, in the lines of "On first Looking into Chapman's Homer":



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"Or like stout Cortez, when
with eagle eyes,
He star'd at the Pacific
— and all his men
Look'd at each other with a
wild surmise
Silent, upon a peak in
Darien."

(9) The word "scantlings" is used to denote the prescribed minimum size of a material put into a structure, designed to support or carry a specific weight with absolute safety and likewise to bear an equivalent stress.

(10) La Perouse is named after Jean Francis de Galaup, Comte de La Perouse who, in command of the frigates "Boussole" and "Astrolabe," disappeared from human ken on his departure from Botany Bay in 1788 until traces of his expedition were picked up at Vanikoro Island in the following century. "Recherche" and "Esperance" were the names of two French ships under the command of Joseph Antoine Bruni d'Entrecasteaux, which carried out a fruitless search for La Perouse between the years 1791-93.

LANDFALLS

Continued from page 17

one voyage off Finisterre. It was really thick, too. The Old Man's theory was that to slow down was to risk being swept "to hell and gone" by the tides, and to lose completely our sense of position. He decided to keep going at full speed, with whistle blaring and following a regular system of half-hourly soundings.

The fog remained with us as thick as a hedge. We had one anxious moment, when a whistle answered ahead during the middle watch. We stopped engines, as the answering whistle drew nearer, seemingly dead ahead. Suddenly the other ship's whistle blared right on top of us. Haloes of masthead

and port sidelight slid rapidly past, and the wash of the two ships chattered together in the silence. Then she was gone, and the Old Man said: "That was too close to be pleasant. Full ahead both!"

We felt our way along by soundings, and at the expected time, during the following forenoon, the boom of the Eddystone gun sounded on the port bow, and magically the fog cleared to show the lighthouse standing up like a spear in bright sunlight.

It was a perfect landfall, but the fog came down thicker than ever as we anchored in Cawsand Bay, and the "Sir Francis Drake" was hooting and screeching for what seemed hours around us in answer to our bell before she finally found us.

A MEMORY

Continued from page 29.

the side by his seat's fellow occupant, a fat man who wheezed as he breathed, and who pressed one heavy arm on George's in order to spread his newspaper to better advantage. And the memory of the Brockley tram's conductor kept obtruding itself. George felt himself blushing, as though the fat man, and all the other passengers, knew of his humiliation at the conductor's hands.

Resentment against the fat man's pressure welled within him. Tentatively he moved his arm. The fat man pressed and wheezed the harder. George shifted his arm with more decision, and suddenly the fat man removed his.

"Taken the hint," thought George. But the fat man had merely reached his destination, and had finished with George's arm anyway. He folded up his newspaper and grunted to his feet, staggering down between the seats of the swaying tram to the steps at the rear.

At Charlton, George had again to descend to the cold roadway. For here the electric system finished, and, in company with those of his fellow passengers who were

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going further, he marched in a sombre procession to the old horse-drawn tram waiting to take them to the Free Ferry.

Its pace was slow and dignified, a protest against the burly-burly of the modern world that was striving to displace it. Its interior, by the time George boarded it, was full, and he had to climb to its uncovered top, where it was very chilly and draughty indeed. In place of the sway of the electric trams, it had an up and down pitching motion, and the rumble of its wheels was slow and sonorous, an undercurrent of thunder against which the clip-clopping of its horses' hoofs played a staccato xylophonic tune.

The Free Ferry at last. And the river, darkly secretive, with here and there a light drifting slowly—red, green or yellow—on its broad surface. The black, light-spangled bulks of the two big ferries circling past each other in midstream. From Gallions Reach the mournful hoist of a steamer's whistle was wafted on the light wind that brought with it the tang of mud and the myriad river smells.

Horse lorries and motor vans clattered and bumped down the granite causeway to the ferry landing, and little knots of pedestrians hurried down the footpaths. The newsagent's was open; and the tobacconist's; and nose-tickling aromas drifted from the open doorway of Mr. Sammy Harris's establishment.

George could never—unless the ferry was just ready to leave the landing and he had to run for it—walk straight past Mr. Harris's. Always it cried "Welcome and tarry." But never so loudly as on these dark winter mornings, or cold winter nights.

The battered and remaining china letters glued by some vanished hand to its steamy windows announced to Woolwich that it housed the

FR E EERRY D NIN
 ROO S.
GOO PULL UP OR
 CAR EN.

And the scents of kippers and bladders; the aromatic haze that filled them; and, more than anything else, the trays of sizzling brown sausages and bubbling, curling onions that—veiled only by their own exhalations of vaporous fragrance—misted Mr. Harris's plate glass—spluttered behind their windows in full view of the passer-by, assured Woolwich, if further assurance were needed, that not only were the Free Ferry Dining Rooms a Good Pull Up for Carmen, but also were excellent stopping places for any other men possessed of palates and stomachs.

So George stopped, and gazed hungrily at them, and at the rather grimy shirt-sleeved figure of Mr. Sammy Harris himself, somewhat dimly apprehended, like an incense-shrouded Buddha, among the tea and coffee urns in the back-ground.

For George had breakfasted early, and travel whets the appetite. And, moreover, he loved sausages and onions. And never did sausages and onions look more inviting than those of Mr. Sammy Harris, set so cunningly and tantalizingly in the warmth of his steam-laden windows, while their observer had the very marrow of his bones nipped by the cold outside. Never, surely, were sausages so richly brown; onions so delicately curled. But always George was in a hurry on his way to the ship, or eager to get home to where his mother had a tea waiting for him. Always he had to leave the lure of The Free Ferry Dining Rooms with his watering mouth unappeased.

And now, as usual, the musical "clap-clop-clop" of the gangway balance weights sliding up their columns as the gangway was lowered, warned him that the ferry was alongside. He would have to hurry or he would miss it. Reluctantly he tore himself away.

On the ferry, romance came to him again. There was something of the sea in the brooding river rolling between its wide-flung

banks, and made more vast by the darkness. The ferry swung across the tide, squatting broadside on like an ungainly crab, and the black water sucked and gurgled under her rubbing strokes. A fleet of sailing barges, their sails looming largely against the greying sky, swept down on the ebb; and a tug, foaming up river with a string of lighters in tow, pointed a blood-red finger across the water's oily surface from her port sidelight.

Once more, anticipation of the evening to come swept George on a wave of elation not untinted with gentle sadness. Again he planned the course of the conversation. Delicate innuendo; subtle hint; leading up to the stern declaration of his noble purpose. The sad but joyous parting, made fine by the fusing of two great souls in high ideal. He sensed it all with melancholy pleasure.

There was a jangle of bells from the ferry's oily smelling engine room. A bump, and the hurried beat of her paddles in reverse. The thump of ropes, and the creaking as they took the strain. She had reached the north shore, and lay alongside with one paddle pounding slowly as it held her against the swift running tide.

Aboard the "Hermes," George changed regretfully to his working dungarees in a cold, cheerless halfdeck. Before he folded his shore clothes and stowed them in his locker, he first drew from a pocket of the coat the two tickets for the New Cross Empire. Just to look at them was a delight. He read them proudly. "Fauteuils Row D. 13.14."

Their purchase had made a sizeable hole in his weekly "working by" wage of fifteen shillings. But Margery was worthy of all he could give, and more. He replaced them carefully in the breast pocket of the coat, and locked it away.

The job for the day was to wash the deckhead of the lower bridge. Standing on a stool, and

washing round nuts and bolts above his head, with the icy sooji water trickling down his arm, and his hands numb and blue. With old Uhlin, the Swedish quartermaster, for company. Uhlin—being a grown man—got thirty shillings a week for working by in London. And he always worked by, for he was not able to save enough out of his four pounds ten a month sea pay to enable him to keep a wife and family and also spend the time in port in that family's bosom.

He was an old, bearded, wind-jammer man. And he chewed tobacco, which was his one luxury. Having none too fastidious habits, but a sailorly regard for the whiteness of decks, he used his own and George's sooji buckets impartially as spittoons, which George, privately, disapproved of.

The morning wore slowly on to dinner time, and factory whistles screeched ashore, and, temporarily, work on board came to a standstill.

George dined in solitary state in the halfdeck, on food from the officers' mess, his mind busy with the evening ahead. Again the whistles screamed ashore; and the busy winches aboard resumed rattling the cargo in. George and Uhlin took up their task once more on the lower bridge.

As anticipation strengthened, the hours lengthened. To George, the hated deckhead with its innumerable nuts round which grime clung with an amazing tenacity, seemed to extend for miles, and each hour spent on it in dreadful monotony was a day. There were still four of those hours to pass before knock-off time, a fact that impressed itself on George with no enthusiastic appreciation on his part. But he was to have a respite.

At three o'clock the Mate sent for him, to introduce him to a somewhat overpowering and over-gregarious lady, accompanied by two eagerly smiling girls a year or two older than George. He gathered in a confused sort of way, for he became suddenly conscious of the

dirty dungarees and old jersey he was wearing, that they were the mother and sisters of a new apprentice who was joining the ship. Motherly and sisterly concern demanded that they should see how Claude—for that was apparently the new boy's name—was to live in the "Hermes." The Mate was only too glad to pass them over to George to show round.

As a guide, he was scarcely a success. The mother was obviously surprisedly disgusted with all she saw, and the smiles of the girls gave way to little screams of horror that unnerved him. They regarded the halfdeck, George felt, with only slightly more disfavour than they regarded him.

"But," said the mother, when George had explained its function, "surely Claude won't have to live here." Her tone expressed the utter absurdity of such a proposal, and the two girls uttered sounds of horror.

"It looks better when we all get settled," apologised George, but Claude's mother was unimpressed. "And all these rough men..."

She offered George half-a-crown when he saw them down the gangway, an acknowledgment he refused with what he flattered himself was a quiet dignity. But the whole affair embittered him.

And it was still only a quarter to four. Another hour and a quarrel of that heastly deckhead. But a sudden thought struck him.

Why go back to the deckhead? Old Uhlin only knew that the Mate had sent him on some other job, and the Mate would have gone home by now. Why not steal into the halfdeck, lock the door, and, until five o'clock, give himself up in delicious solitude to thoughts of Margery.

Uhlin wouldn't know. Let him go on washing the heastly deck-head on his own if he wanted to. After all, was a chap...?

Five minutes later, in the darkness of the halfdeck, for he had covered the port so that his defection would be undetected from outside, George was rapidly drift-

ing from high thoughts of Margery into the dreamless sleep that early and long hours demanded of him.

For a few moments, when he awoke, he wondered where he was. Then he remembered, and the unnatural and appalling silence of everything gave him a sudden sick feeling in the pit of the stomach.

Hurriedly he unlocked the half-deck door. Before him, the fore well deck, blotched with bright moonlight and dark shadow, swam in a silent haze; cargo runners hanging lifelessly from the derrick heads; hatches covered; deserted. It was a scene of peace that struck panic into his soul.

Margery!
The time!

Hurriedly he ran across the well deck, along the promenade deck to the gangway, and the old night watchman, nodding on one of the seats, started at the sight of him.

"Gorblime! You gave me a turn. Wha's marrer? What you bin a doin' aboard 'ere at this hour? You ought..."

Reference to the hour confirmed George's worst suspicions.

"What's the time?" he interrupted breathlessly, his whole happiness hanging on the old gentleman's reply.

With maddening deliberation the watchman pulled a fat watch from his pocket. "Time?" he asked, regarding George gravely.

"Time you was off this 'ere ship, you ought ter know that." He looked at the watch. "Ar' pars eight, it is. That's what the time is. Ar' pars eight exactly, an'..." "Ere! Perishin' young rip. Usin' langwidge like that. Oughter be ashamed of 'erself. These apprentices..." But there was nobody there to hear him.

Back in the halfdeck, almost sobbing with disappointed rage, George furiously changed into his shore clothes, a vague, panicky idea of rushing post haste to New Cross in the hope of finding Margery still waiting for him filling his seething mind.

Through the long day's interminable hours he had looked forward... for this. By now they should have had tea together. Be on their way to the Empire. As one, in sweet thoughts and gentle understanding.

Oh! Blast! Blast!! Blast!!!

He ran all the way to the ferry, arriving breathless and hot to find the ferry still in midstream. He had a long wait, which gave him time to cool off before she reached the landing.

She was delayed, too, in getting away. There were several vehicles for this crossing, which took some time to get on board. And when she was at last ready to go, a big steamer coming down from the Surrey Commercial Docks held her up still longer.

When she at last got under weigh, George saw, with a heart that could scarce sink lower, that her engine-room clock showed nine-fifteen, and the utter hopelessness of his quest came home to him.

It would be after ten before he reached New Cross, and the absurdity of expecting to find Margery still there was manifest. Life, he knew, held nothing more for him. In the depths of self pity he leaned over the ferry's rail and flirted with the idea of seeking consolation in the bubbling water that foamed from under her spout.

Sailing the day after to-morrow! Of what use to explain to her what had happened. And after all his thoughts and hopes. She would never understand.

He landed at length at South Woolwich in a state of impenetrable gloom; a gloom that the bright lights of the shops on the causeway, the crowds of cheerful shoppers, the noise and bustle, only served to accentuate.

These people were happy. Let them laugh and talk. What concern of theirs was his sorrow, his blighted life and ruined hopes! With lagging feet he walked up towards the tram.

Through force of habit he stopped outside the windows of

the Free Ferry Dining Rooms, behind whose steamy mistiness the sausages and onions sizzled and bubbled seductively, wafting their fragrance through the open door. From inside came the cheerful clatter of crockery and cutlery, the loud hum of voices, inviting warmth.

It was strange how, even at a crisis like this, Life, the heedless, laughing, chattering life of other people, went on, regardless of a fellow being's suffering.

It was too late to hope to see Margery. And he was not expected home yet. Usually he would have had tea long since; he had not eaten for over eight hours... and sausages and onions... he had always wanted...

For a few moments noble sorrow fought an uneven battle.

Two months later, George stood on the well deck of the "Hermes" staring over the blue, sparkling water of Sydney Harbour. From Millers Point, where the "Hermes" lay alongside, Goat Island swam in a haze of golden sunlight. The white sails of yachts splashed the water. The air trembled in the summer heat of a perfect day.

It was Saturday afternoon, and George was going ashore. He was wearing his shore clothes, and anticipation beat high in his bosom.

Searching through his pockets to make certain that he had his money and cigarettes, his hand encountered a slip of paper. Wonderingly he withdrew it, and as he looked at it, a slow, almost holy smile played tenderly round his sensitive lips.

"New Cross Empire," he read. Second House, Fauteuils. Rows 10, 13 and 14."

What sweet memories were there. But, alas, only memories.

Slowly he tore the tickets up and dropped them on the water below, and danced to the water below, he murmured, a distant rap-
ture in his eye. "Ah! Those sausages and onions were grand!"

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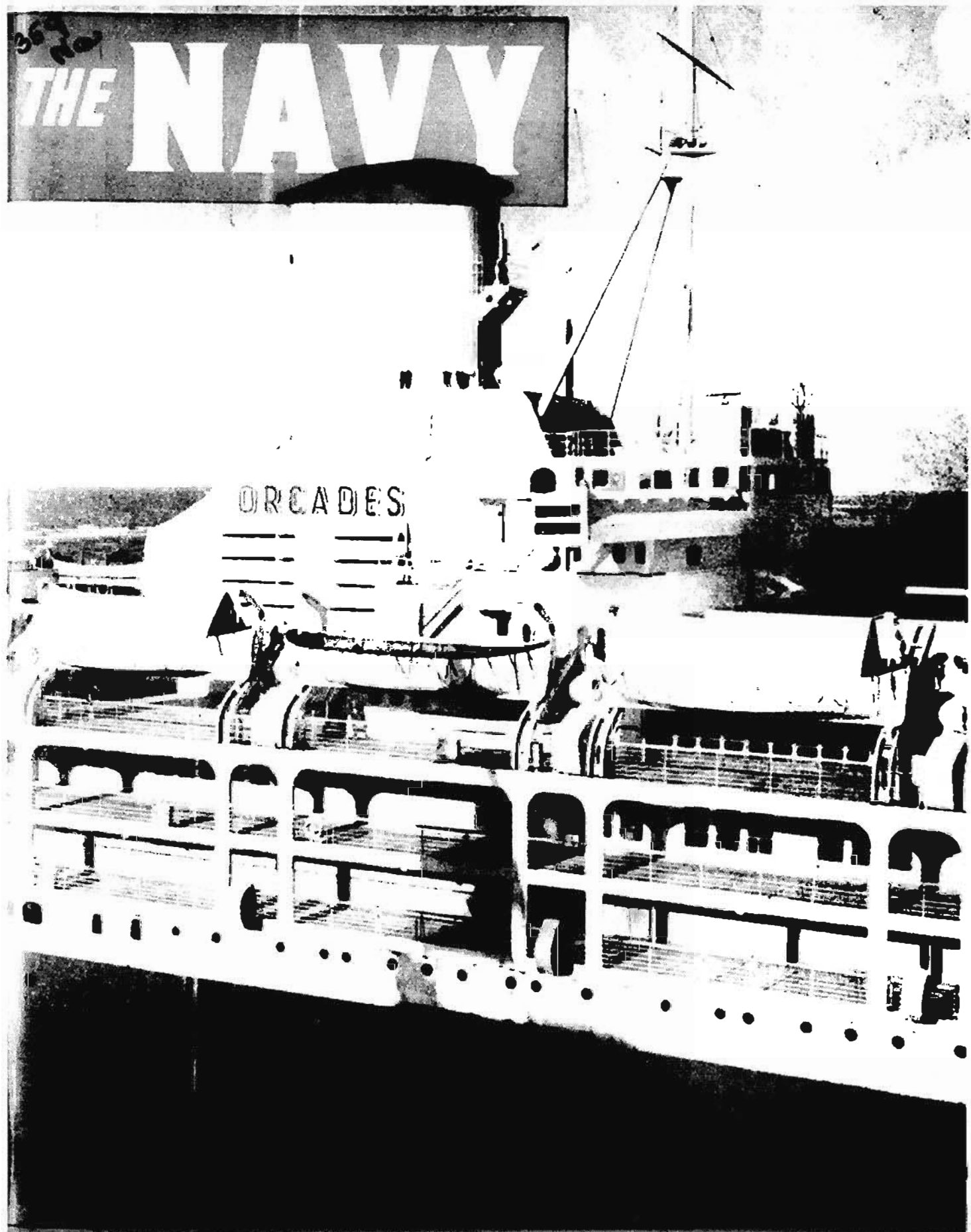
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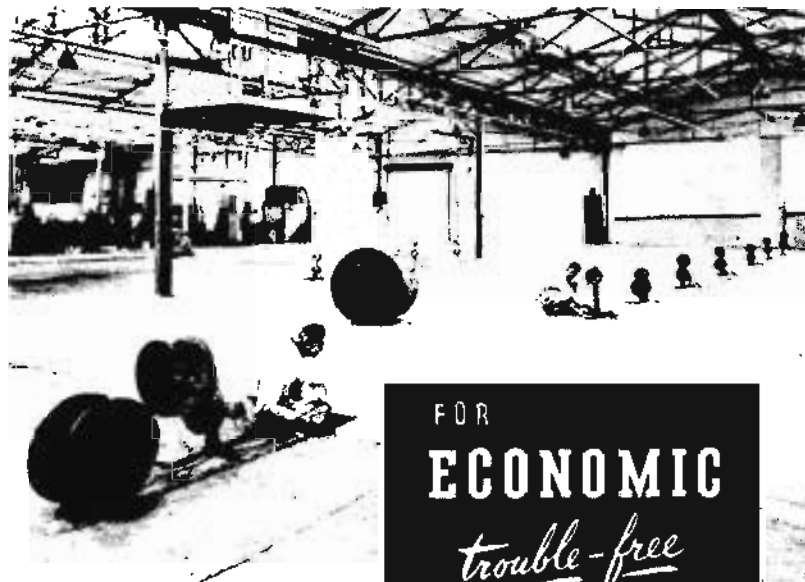
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February, 1949

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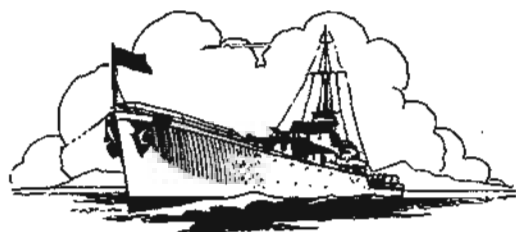
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THE NAVY FOR NEXT MONTH

VARIOUS articles, a short story, and other material is in hand for the March issue of "The Navy." We do not claim to be able to produce on demand anything from a pin to an elephant—or is it an anchor that is the claim of some emporia? But one of our articles which is in readiness for next month's issue is:

MAINLY ABOUT ANCHORS

In this interesting article Captain H. V. Warner tells of various experiences he has had with the symbol of hope, and, incidentally, recounts a remarkable story regarding a ring—not that of an anchor, but one from a lady's finger. But you will read that when you read his article next month. Meanwhile you might be able to help him, for in writing about anchors he recalls that seaman's reference to something lost or mislaid: "I suppose it's like the Dutchman's anchor. You left it at home." And he asks if any old sailor can tell the origin of this saying, as, since the Dutchman is as good a sailorman as any, this aspersions on his character has always puzzled him.

THE SEA CADETS

With the recognition by the Naval Board of the Navy League of Australia and the Navy League Sea Cadets, and with the opportunity now that things are settling down in this post war world of getting ahead with developments in regard to the Sea Cadets, considerable steps are being taken to push ahead with plans regarding this important organization. What the Navy League Sea Cadets means to Australia and to the lads of the country, something of what is being done at present, and an outline of plans for the future, are given in an article "The Navy League Sea Cadets," which will appear in the March issue of "The Navy."

THE "GUERRE DE COURSE"

Cruising warfare against commerce has long been a recognised form of naval warfare, and was extensively practised in the recent World War as in previous wars. In an article in the forthcoming issue of "The Navy," the author summarises something of commerce destroying warfare in the past, with particular attention to what happened during the war of 1939-45.

GENERAL

We have two articles which has been previously announced, and which space limitations have prevented us from using up to date. They are those on Landing Ships Tank, and Overseas and Underseas Warfare. These will be used in the near future. In addition, the March issue of "The Navy" will contain all the usual features: "What the Navy is Doing," Maritime News; News of the World's Navies; and the latest information regarding the Navy League and the Ex-Naval Men's Association. Order your copy of the March issue of "The Navy" now.

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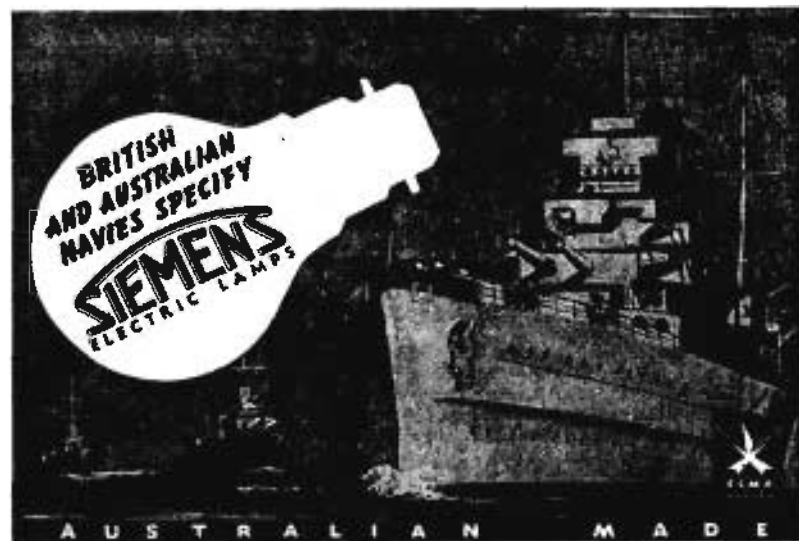


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LETTERS TO THE EDITORS

MARINE STEWARDS' ASSOCIATION

Sir,

Although only a new reader of "The Navy" I would like to express my appreciation of the fine Magazine. If possible, I would like to know the address of the Marine Stewards' and Pantrymen's Association, preferably in Sydney. I am after a position as Steward, and was recommended to get in touch with them, but so far I have not been able to contact them, or perhaps you may know of some other way of obtaining this position. Hoping to see a reply in a future issue of "The Navy".

Yours, etc.,

"Steward," Newcastle, N.S.W.

You would have to be a Member of the Association before you could obtain a position as Steward. The address you are seeking is: "The Marine Stewards' and Pantrymen's Association, Room 84, The Trades Hall, Goulburn Street, Sydney, N.S.W." The Secretary of the Association is Mr. A. W. Munte.

Ed., "The Navy."

SHIP'S SOUVENIR

Sir,

With regard to your Magazine "The Navy" of which I have been a very interested reader for some months, and through which I have added many photographs to my collection of ship's pictures—I would like to know if you can inform me where I could purchase a ship's steering wheel cheaply. If you could help me I would be very grateful, as I have always wanted a souvenir from one of our faithful old fighting ships.

Yours, etc.,

A.W.H.L.,
Nanbaree Street,
Ryde, N.S.W.

We are informed by the Department of the Navy that your

best procedure would be to communicate with the Naval Stores Officer, Garden Island. It is understood that any surplus Naval material is disposed of through the Disposals Commission, but no doubt the Naval Stores Officer, Garden Island, could put you on the right track. Thank you for kind remarks regarding "The Navy," which are much appreciated.

Ed., "The Navy."

SYDNEY FERRIES

Sir,

During the recent war, the Sydney ferries "Kakang," "Koon-dooloo" and "Koompartoo," were fitted out as workshops, etc., for service in the North—I believe. "Kakang" and "Koon-dooloo" are now both back in Sydney Harbour, but I have seen nothing of "Koompartoo." There are many rumours concerning her, but I would appreciate some accurate information about this fine old ferry. I would like to say how much I enjoy your "Nautical Question Box" section each month.

Yours, etc.,

D.W.M.,

Sirius Cove Road,
Mosman, N.S.W.

Thank you for your letter. It is gratifying to know that you—in common with so many of our readers—find the "Nautical Question Box" so enjoyable. The answer to your enquiry appears in that section in this issue of "The Navy."

GALLANTS, DARINGS, and BATTLES

Sir,

Having been a regular reader of "The Navy" since May, 1947, I would like to express my appreciation of such a fine Magazine, and I wonder if you could supply through Captain Dunn's section, "Nautical Question Box," any information regarding the "Gallant" class destroyers which were or-

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LETTERS TO THE EDITORS

ferred during the war, but were later cancelled. Also, have any of the "Daring" class been launched or completed yet for the Royal Navy? As regards the "Battle" and "Daring" classes that are building in Australia, could you supply the following information: dates ordered, keels laid, launched, and approximate dates of completion. Whenever any information is published about the "Battle" class out here, their displacement is always referred to as 3,300 tons, whereas the British are only 2,500 tons. Could you give any explanation of this?

Yours, etc.,

R. A. Sherlock,
31 Hobart Road,
Murrumbidgee, Vic.

Thank you for your letter, and for your comments on "The Navy," which are much appreciated. The answers to your enquiries are in the "Nautical Question Box" in this issue of the Magazine.

Ed., "The Navy"

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THE NAVY

Australia's Maritime Journal

Vol. 12

FEBRUARY, 1949

No. 2

A FLEET AGAIN

FROM the 1st. of January this year, as announced by the Minister for the Navy (Mr Ruordan) the title of the seagoing force of the Royal Australian Navy was changed from that of His Majesty's Australian Naval Squadron to that of His Majesty's Australian Fleet. As from the same date, the title of the Flag Officer Commanding became Flag Officer Commanding His Majesty's Australian Fleet.

The increased status is due to the incorporation in the force of the new aircraft carrier, H.M.A.S. "Sydney" which, with her arrival in Australian waters shortly before the middle of the year, will take her place at the head of her fellows as Flagship of the Fleet.

Australia's contribution to the naval defences of the British Commonwealth thus regains the importance it held when the first Fleet of the R.A.N. arrived here in 1913, as a balanced unit capable of undertaking major operations. Then the "Fleet Unit" designed as part of a powerful "Pacific Fleet" consisted of one battle cruiser, three light cruisers, six destroyers, and two submarines. Today, with the emergence of the aircraft carrier as the spearhead of a force as the result of the experience of the second World War, a modern carrier has taken the place of the battle cruiser.

Since the disposal of the first H.M.A.S. "Australia" in April, 1924, in accordance with the terms of the Washington Treaty, the Royal Australian Navy has lacked the spearhead of a powerful striking force capable of operating as a self-contained unit. This lack is now corrected, and the post war Navy is emerging as a complete Fleet. This year, as the Minister has stated, the active units of the Fleet will consist of one aircraft carrier, one eight-inch gun cruiser, five destroyers, three frigates, two landing ships tank, two survey ships, and a tug. There are other vessels in reserve.

We here in Australia can feel some satisfaction

at the added sense of security—a sense based on experience—which this accession to our naval strength brings. For to a maritime people, dependent for its existence upon the freedom to use the great ocean routes, a strong Navy is an instrument of defence, not of aggression. Freedom of the seas, and freedom of trade, have always been greater factors in the cause of peace than incentives to war, as instanced by the long period of immunity from world war from the days of Napoleon to those of Kaiser Wilhelm, during which the British Navy was able to police the seas. Our ability to contribute towards a deterrent to war is thus not only a contribution to our own defence, but is in the interests of the peace of the world generally.

TRADITION AND EXPERIENCE

IN discussing the advance of our seagoing forces to the status of a Fleet, the Minister for the Navy said that the new designation should increase the pride of the Australian people in their senior service which had established such high traditions and won such glowing tributes in two great world wars. We are fortunate in that the roots of our naval tradition lie deep with those of the Royal Navy, from which we have derived much of the strength and experience that have enabled us to stand now upon our own naval achievements.

For tradition and experience are not lightly to be put aside. In writing of this in his book "The Three Corners of the World"—reviewed in this issue of "The Navy", Paul McGuire, commenting upon the British naval victories in the Mediterranean during the 1939-45 War, remarks that: "Cunningham had behind him the accumulated and organized experience of centuries of naval war. Those who laugh off tradition miss the value of a corpus of knowledge. The past may lie too heavily on the present and old routines drag at the heels of enterprise. But great and enduring institutions and services form and instruct and sustain the men who serve them. The Admiralty and the Foreign Office are repositories of experience and knowledge earned in Britain's adventure in the world. In craft and temper, Cunningham's command obviously drew on the experience of Nelson five generations earlier; and on the sifted and organized experience of generations of seamen."

We are indeed fortunate that we have been able to draw upon that "sifted and organized experience of generations." That we have done so with benefit is shown by the fact that in two World Wars we have been equipped to contribute our own quota to the generations to come.

SHIPPING TRADE

THE faith of the overseas shipowners in the future of the Australian shipping trade was made manifest last month with the arrival in these waters of the new Orient liner "Orcares". Her cost of some £4 million (Australian) would have seemed fantastic a few years ago, and the fact that such large sums can be expended, and great interest charges incurred on capital—apart from the high running costs of such vessels—is an indication of the growing importance of the Australian trade.

The "Orcares" is not a lone newcomer in her class. The Orient Line has another similar vessel coming along, and the Peninsular and Oriental Line's "Himalaya," launched in England last October and now completing, will at 31,000 gross tons be nearly 3,000 tons larger than the Orient ships and, with a speed of 22½ knots, is expected to make the run from Britain to Melbourne in 28 days. In addition to these new vessels, Messrs. Shaw Savill's reconditioned flagship, the "Dominion Monarch," is back in service in the first class passenger trade, her reconversion having been a large-scale shipbuilding undertaking the expense of which approximated to her original total cost.

With these and other additions to her overseas communications along the seaways, Australia ranks high in her sea-borne passenger and freight services. This is all to our great benefit. But it must be borne in mind that the prosperity of the ships and of the companies operating them reflects our own condition, and vice versa. It is we here in Australia who have to make the ships pay, and in so doing benefit ourselves.

For the provision of services is not in itself enough. Not only must we produce the cargoes to fill the vessels' holds, we must also see that it gets into those holds with the greatest despatch and at the least unnecessary cost. The spectacle of wool ships leaving Sydney recently with unfilled cargo space while hundreds of bales of our main revenue-producing product remained on the wharves because of an unnecessary industrial dispute, is not a pointer to prosperity.

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THE FIRST-CLASS LOUNGE.—Pictures by well-known British artists are a feature of the interior decorations. It is fully air-conditioned.

THE NEW "ORCADES"

LATEST ADDITION TO THE ORIENT LINE FLEET IS AN IMPRESSIVE VESSEL AND A GREAT ACQUISITION TO THE ENGLAND-AUSTRALIA PASSENGER TRADE

R.M.S. "Orcaades," the latest addition to the Orient Line Fleet, is a notable newcomer to the England-Australia passenger trade, and her arrival in this country last month created wide interest in each of her ports of call.

A twin-screw, turbine-driven vessel built by Messrs. Vickers-Armstrongs Ltd. at Barrow-in-Furness, she is 708 feet eight inches in overall length by 93 feet in overall breadth, with a draft of 31 feet and of 32,200 tons displacement, her gross register tonnage being 28,164. Carrying 773 First Class Passengers and 772 Tourist Class, she has a crew of 617. Shaft horsepower is 42,500, and speed 22 knots.

On her maiden voyage out from the United Kingdom, the "Orcaades" broke the London-Fremantle passenger record, completing 9,887 sea miles in slightly under 22 days, at an average speed of just over 20 knots.

Costing £4 millions (Austrian) to build, the new ship is the last word in passenger comfort and in safety. She is well subdivided, with twelve transverse watertight bulkheads; a continuous double bottom from the collision bulkhead to the after end of the shaft tunnels; and a complete double skin from the forward cross bunker to the after end of the engine room up to the waterline.

The bridge has many features

lacking on those of but a few years ago. Navigational aids include gyroscopic compass, automatic helmsman, smoke detector, echosounder, wireless direction finder, watertight-door indicators, range finder, and clear view windcreens, in addition to the usual steering wheel and engine room telegraphs. The navigator is assisted by a radar set which presents him with a continuous picture of an area of about 30 miles radius of the ship under all conditions of visibility.

"Orcaades" is equipped with lifeboats capable of accommodating the whole ship's company if necessary, and the complement of boats includes two motor boats. Fire precautions include a

complete installation of "Grinnell" sprinklers, and much of the woodwork in the passenger accommodation is coated with fire-resisting paint.

The three forward holds and 'tween decks are insulated for the carriage of refrigerated cargo. The three after holds, and No. Six 'tween decks, are for the stowage of general cargo. Cargo handling gear consists of derricks served by five-ton winches, with in addition two 10-ton and two 20-ton derricks.

Moor-ing gear is electric, an electric windlass, with two capstan heads and extended ends for warping, and electric warping capstans aft. Steering gear is of the electro-hydraulic type, with telemotor control from the bridge.

The "Orcaades" is propelled by twin screws, each driven by a set of geared turbines of Parsons type, designed for a maximum shaft horsepower of 42,500. Propellers are four-bladed, with boss and blades cast solid of manganese bronze. Steam is supplied by two large and two small water-tube boilers arranged to give a superheat control from 850 degrees Fahrenheit down to 600 degrees when manoeuvring, the steam pressure at the superheater outlet being 325 lbs. per square inch. Boilers are arranged to burn oil fuel under the balanced system of forced draught.

All auxiliary machinery is electrically driven with the exception of main and auxiliary feed pumps, which are turbine driven. The electric generating machinery consists of four main turbo-driven dynamos, each of 850 kilowatts at 220 volts D.C., and two diesel-driven generators of 100 kilowatts at 220 volts D.C.

There is evidence of great care and thought in the passenger accommodation, both First Class and Tourist. Cabins are large, roomy, and well-furnished, with single-berth inter-communicating rooms with private bathroom, and two- and three-berth cabins, in the First Class; and two-, four-,



THE TOURIST B CLASS CAFE

and six berth cabins in the Tourist Class. There are unusually fine general rooms, and excellent deck space, with special provision for games, the Games Arena just forward of the bridge being particularly fine. The ship is fitted with a large tiled swimming pool

"Orcaades" is unusual in profile, the boiler casing surrounding the base of the funnel being built up sheer for several feet, and containing the louveres through which ventilation is provided. The absence of the old type ven-

tilators is a feature of her appearance. In profile she has a raked stem, a single tripod mast on the bridge, and a cruiser stern. The massed grouping of bridge, mast and funnel, gives her a most distinctive appearance. She is the third "Orcaades" of the Orient Line, and takes her name from that given by the Romans to the Orkney Islands. She carries her name on the bows, and also in large lettering on the boiler casing, together with her badge, the symbolic harp of the Orcaean Sagas.



THE FIRST-CLASS LIBRARY.—A feature is the decorative hanging known as "The Three Kings" designed by Justice O'Brien.



Rear Admiral V. A. C. Crutchley, V.C., D.S.C., Rear Admiral Commanding the Australian Squadron, 1942-44. From a portrait painted by the author.

SEAMEN IN PAINT

THE AUTHOR OF THIS ARTICLE, HERSELF AN ARTIST, STIMULATED BY NEWS OF THE GREENWICH PORTRAIT COLLECTION, WRITES OF SEAMEN IN PAINT, AND PLEADS FOR A MARITIME MUSEUM IN AUSTRALIA.

by Esther Paterson

IT was recently announced from the Department of the Chief of Naval Information, Admiralty, that a collection of portraits of British Admirals of World War II is now hung at the Royal Naval College, Greenwich. This collection consists of one portrait of His Majesty, as the head of the Royal Navy, and 17 portraits of other Admirals, all painted by Captain Oswald Birley, M.C.

A specially commissioned collection such as this—it is pointed out—has not been made since 1665, when Charles II. was on the throne. In that year, after the successful conclusion of the Dutch Wars, the Duke of York—later James II.—who had done

much for the Navy as Lord High Admiral, with Pepys as Secretary to the Navy Office, commissioned Sir Peter Lely to paint the portraits of 15 Flag Officers. Twelve of these portraits are now in the National Maritime Museum.

Pepys makes mention of these portraits in his Diary. On the 18th. April, 1666, he records how he went "To Mr. Lilly's, the painter's, and there saw the heads, some finished, and all begun, of the flagmen in the late great fight with the Duke of York against the Dutch. The Duke of York hath them done to hang in his chamber, and very finely they are done indeed. Here are

the Prince's, Sir G. Askue's, Sir Thomas Teddman's, Sir Christopher Mings, Sir Joseph Jordan, Sir William Berkeley, Sir Thomas Allen, and Captain Harman's, as also the Duke of Albemarle's; and will be my Lord Sandwich's, Sir W. Pen's, and Sir Jeremy Smith's. I was very well satisfied with this sight, and other good pictures hanging in the house."

"Lilly" was a very busy man in those days, and, says Pepys, "a mighty proud man he is, and full of state." Pepys accompanied Sir W. Pen when the Admiral went to the artist's studio to arrange about sittings for his portrait for the Duke of York's collection. That was on the 18th.

July, 1666. "Thence with Sir W. Pen home, calling at Lilly's, to have a time appointed when to be drawn among the other Commanders of Flags the last year's fight. And so full of work Lilly is, that he was fain to take his table-book out to see how his time is appointed, and appointed six days hence for him to come between seven and eight in the morning."

Before the age of photography the portrait painters were the Boswells, so to speak, of all famous people of their time, and these naturally included the seamen. Lely, Lawrence, Kneller, Reynolds, Raeburn, Gainsborough, Copley—they are among the galaxy of famous names of artists who painted the equally famous naval officers of their times, and shared honours with them. Lely, for instance, is through his portraits for ever associated with the great Sea Captains of the Dutch Wars. Others among the artists whose names come to mind as being associated with individual Admirals are Michael Dahl, who painted Sir George Rooke and Sir Clowdisley Shovell; Reynolds, whose sitters included Lord Robert Manners, Lord Anson, Sir William James, and Boscawen; Romney with Sir Hyde Parker; Kneller with Edmund Halley; Copley with Howe; Hoppner with Sir Samuel Hood; Dance with James Cook; and Abbott with Nelson.

The Dance portrait is that of Cook with which we are most familiar, but personally I much prefer the lesser-known one by John Webber, R.A., which is in the National Portrait Gallery. It is the Cook I have myself visualised in imagining the character of that great seaman. Here is no bewigged dandy of so many other portraits, but a rugged sailor, with decency, fearlessness, and a Yorkshire determination in every feature. You will notice his own brown hair, carelessly tied.

I like to picture him in his sober blue coat and knee breeches

and cocked hat, on his return from a voyage, threading his way over the cobble stones to Mr. Webber's studio. The undaunted Captain no doubt feeling a little self-conscious and nervous at his first sitting, although he had faced all the perils of the deep. Yet perhaps I am picturing wrongly. For Webber accompanied Cook in his last voyage to the Pacific, and the portrait may have been painted in the "Resolution."

Sometimes an Admiral has gained immortality by reason of the artist. We have in the Melbourne National Gallery a fine



Captain James Cook, from the portrait by John Webber, R.A., in the National Portrait Gallery.

portrait of one Admiral Deans. Of the Admiral there is nothing recorded—but he lives through Raeburn, who painted the portrait.

Edmund Halley, whom Kneller painted, was not an Admiral, but he made a noteworthy voyage and contributed largely to the science of navigation—besides, of course, giving his name to a comet. His artist, Sir Godfrey Kneller, was a German who settled in England, a previous pupil of Rembrandt's.

I have mentioned Romney's portrait of Sir Hyde Parker. He also, of course, painted the famous portraits of Emma Hamilton. It is surprising that there is no known portrait of Nelson by him.

If ever there were such a picture, what a find it would be! Abbott's portrait is good, but one by such a master as Romney would be a priceless jewel.

Nelson was painted early in his career. "From an early age," says David Mathew in "British Seamen," "he moved in the midst of high naval affairs in war time. His dash and that blade-like fragility made an appeal to the wives of the admirals on his station, to Lady Parker and Lady Hughes. His first portrait, that by John Francis Rigaud, was painted in 1781 when he was 25. Nelson was never an obscure young officer."

Benjamin West, the artist who painted the picture "The Death of Nelson," told a story of Nelson, which is recounted by William T. Whitley in "Artists and Their Friends in England, 1700-1799." Just before he went to sea for the last time, West sat next to Nelson at a public dinner, in the course of which Nelson expressed his regret that he had not acquired a taste for art in his youth, and some powers of discrimination. "But," said he, turning to West, "there is one picture whose power I do feel. I never pass a printshop where your 'Death of Wolfe' is in the window without being stopped by it." West made his acknowledgments and Nelson went on to

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Earle Howe, from a portrait by J. S. Copley, R.A., 1794.

"GEORGIC"

Brings Migrants to Australia

FORMER LUXURY ATLANTIC FERRY HAD ASSOCIATIONS WITH R.A.N. WHEN "HOBART" HELPED IN RESCUE OF PASSENGERS AND CREW WHEN "GEORGIC" BOMBED BY GERMANS AT SUEZ.

by James A. Stewart

THE latest ship to be made available for the carriage of British migrants to Australia is the former Cunard White Star luxury liner "Georgic," which arrives here this month carrying 2,000 newcomers. At the time she was built in 1932 at a cost of £2,000,000, "Georgic" was Britain's largest motor ship. She has a gross tonnage of 27,759.

The ship was employed on the Atlantic ferry between Liverpool and New York until 1939, when she was requisitioned as a troop ship. On her peacetime trips "Georgic" carried over 1,500 passengers, in addition to 12,000 tons of cargo.

The outstanding feature of her wartime career was her almost total destruction by bombing in 1941. It was the practice then to carry British troops to the Middle East, and on the return journey bring back Italian prisoners of war for internment in England. In July, 1941, the ship

had arrived at Suez and discharged a full complement of troops when she was caught in a trap laid for her newer companions of the Line "Queen Mary" and "Queen Elizabeth." The Nazis had been informed by their spies that the two giant transports had left Australia for Suez and were now nearing the port. They had long boasted of sinking the two ships, and now they were determined to do so, and a heavy force of bombers was ordered to stand by to attack the ships on their arrival. Fortunately, however, the British naval authorities had been informed of the trap being reached, and diverted the Queen liners away from Suez.

Unfortunately, however, it had not been possible to divert the "Georgic" in time, and accordingly she was caught in Suez harbor, and received the savage attack meant for the two Queens.

The full fury of aerial attack,

in its hellishly scientific presentation, was wrought on the comparatively defenceless ship. The attack was all the more savage in its intensity when the Nazis discovered they had been cheated of their larger prey.

Every known type of bomb was used in the attack. Then, when the ship was on fire and sinking, a plane laden with high explosive bombs crashed on to her, the resulting explosion completely destroying the plane and its occupants and adding the finishing touches to the picture of devastation of what was once a proud luxury liner.

The ship was one mass of flames from stem to stern and settling rapidly, when the captain decided to beach her in Tewfik Bay. On board at the time of the attack were 120 priority civilian passengers, all the troops having been disembarked some hours before. Three boatloads of passengers and crew were got away before the fire engulfed the remaining lifeboats. The remainder of the complement reached safety by sliding down ropes from the fore-castle head. Rescue work was carried out by H.M.A.S. "Hobart," which was at Suez at the time, and which gave considerable assistance to the stricken liner.

Many conflicting reports were circulated as to the number of casualties, Dr. Goebbels claiming that the ship had been sunk and all the troops drowned. The crew of an American ship in port said that 137 members of the crew and 600 Italian prisoners of war had perished in the attack. However, the official Government report stated that the only casualty was the chief barman.

When the fire had burned itself

out two days later, the ship was a twisted and fire-blackened hulk. The damage was beyond description. Rivets had been squeezed out of the deck plates and bulkheads by the intense heat, while the deck fittings were twisted and warped into fantastic shapes like half melted candles. Below decks, the interior accommodation was completely gutted.

When the remains of the ship were inspected by a high army officer, the damage seemed so hopeless that he suggested using the hulk as a pier at Ataka. However, ships were so desperately needed at that time when the U boat campaign was at its height, that it was decided to bring a party of salvage experts from England to examine the wreck and decide whether it was possible to rebuild it.

The experts arrived in due course, and after carefully examining the ship expressed the opinion that it was possible to reconstruct it. Since no facilities existed at Suez for the repair work it was decided to tow the "Georgic" to India for repairs. Before the tow could begin it was necessary to patch the hull to keep the ship afloat.

When the temporary repairs were completed some time later, the "Georgic" was taken in tow by two merchant ships, the "City of Sydney" and "Clan Campbell." After three days journey at a speed of six knots, the little convoy ran into bad weather and the tow rope from the "City of Sydney" broke under the strain of the tossing liner. The "Clan Campbell" managed to hang on, but the battering of the seas had loosened the patches in "Georgic's" hull and she started to list, the list reaching fifteen degrees before the weather moderated.

When the state of the sea permitted, the captain and marine superintendent boarded the ship and succeeded in starting an emergency generator to provide power for the pumps. With the pumps running, the list was reduced to five degrees, and the

weather having improved greatly it was now possible to get another tow line to the "City of Sydney" and the tow started again. There was another delay however. The pounding of the sea had jammed the rudder of the "Georgic", and this had now to be freed. While this was being done, other pumps were started and the list reduced to a negligible extent.

Owing to the leaking state of the "Georgic" it was decided to call at Port Sudan to strengthen the patches before continuing the journey to India. The slow procession reached Port Sudan twelve days after leaving Suez. Once the "Georgic" was safely moored, the two merchantmen departed. After spending several weeks in port the "Georgic" was ready to commence the final stage of the journey.

This time she was towed by the tug "Saint Sampson" and the cable ship "Recorder." By a strange coincidence they again encountered bad weather after the first three days out. This time the storm was even more violent, and before long the tug had been swamped and had broken adrift. The hospital ship "Dorsetshire" arrived in response to an S.O.S. call, and after rescuing the crew of the tug, stood by until further assistance arrived.

Two days later the tug "Pauline Moller" and merchant vessel "Haresfield" arrived to take over the tow, and after a trip devoid of further incident—during which the average speed was four knots—the three ships arrived at Karachi one month later.

The long and difficult salvage job was immediately put in hand under the able supervision of the chief engineer of the "Georgic", Mr. D. Horsburgh. His staff consisted of 28 engineers who had been sent out from England. They were aided by a further 400 men engaged locally. Due to the large staff working on the job and to the austere accommodation to be built, the job did not occupy as long as it would have done under normal conditions. The repairs were completed in nine months, and early in 1943 the "Georgic" sailed from Bombay bound for Liverpool with a cargo of 5,000 tons of pig iron. She sailed alone and unescorted, but saw no sign of the enemy and reached England safely after an absence of over two years.

For the remainder of the war, "Georgic" continued her troop-ing. After the war's end she was employed on repatriating troops and other odd jobs. When these jobs were completed early last year she was made available to

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M.V. "Georgic" and H.M.S. "Glennara" aground in Suez Bay. M.V. "Georgic" rammed and forced H.M.S. "Glennara" ashore while she was being beached in an attempt to save her after being bombed and set on fire.



M.V. "Georgic" three days after receiving damage

CAPTAIN H. J. BUCHANAN, D.S.O., R.A.N.

CAPTAIN Herbert James Buchanan, D.S.O., R.A.N., who recently proceeded overseas to attend the Imperial Defence College after a period as Commanding Officer of H.M.A.S. "Australia" and Chief Staff Officer to the Flag Officer Commanding the Australian Fleet, was born on the 10th. March, 1902, at Melbourne, the son of Mr H. J. Buchanan.

Gaining his early education at Scotch College, Melbourne, the young H. J. Buchanan entered the Royal Australian Naval College at Jervis Bay as a Cadet Midshipman in 1916. During his term at the College he won the Grand Aggregate Mathematics prizes, and was First in Physics and Chemistry and equal First in French. He passed out of the College as Midshipman in 1920, his first sea appointment being to the battle cruiser H.M.A.S. "Australia." He was later appointed to H.M.S. "Renown," and served in her at the time of the tour of H.R.H. the Prince of Wales in 1921.

Promoted Acting Sub-Lieutenant in May, 1922, and Sub-Lieutenant the following November, he reached the rank of Lieutenant in February, 1924. In 1928 he qualified in gunnery in H.M.S. "Excellent," and the following year took the Advanced Gunnery Course at the Royal Naval College, Greenwich, gaining first place and being awarded a prize of £20.

Receiving his half-stripe in due course in 1932, Lieut.-Commander Buchanan was appointed to H.M.A.S. "Canberra" as Squadron Gunnery Officer, 1937-1938, being promoted Commander in June of the last-named year.

He proceeded overseas and took technical and staff courses, and on the outbreak of war in 1939 was Executive Officer, H.M.S. "Diomedea," being appointed in command of the destroyer H.M.S. "Valentine" in February, 1940. With the German invasion of the Low Countries, "Valentine" was engaged in operations there, and was sunk

as the result of a bombing attack, off the Flanders coast in May, 1940.

Commander Buchanan took part in the Dunkirk evacuation operations, being awarded a Mention in Despatches for "Good service in the withdrawal of the Allied Armies from Dunkirk," the Award being announced in August, 1940, being followed later in the same month by the Award of the D.S.O. "for good service in the operations off the Dutch, Belgian, and French Coasts." Subsequent to the loss of "Valentine," he was appointed in command of H.M.S. "Vanity."

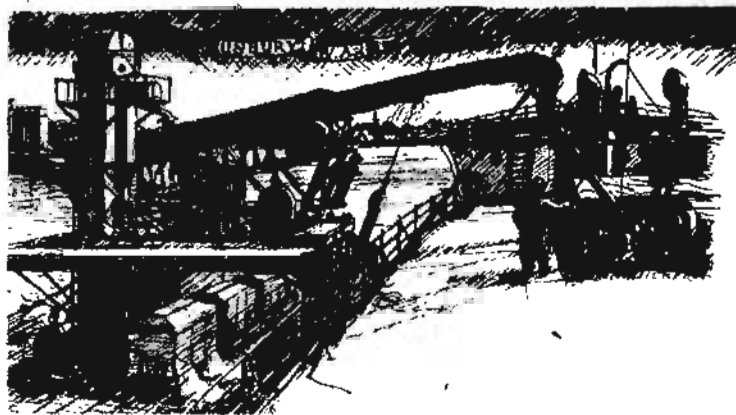
In April, 1941, Commander Buchanan returned to Australia as Assistant Director of Plans at Navy Office, Melbourne. Following his term at Navy Office, he was appointed to the destroyer H.M.A.S. "Norman" in command in June, 1943, and in November of the following year was appointed in command of H.M.A.S. "Napier" as Captain (D) 7th. Destroyer Flotilla, Eastern Fleet, being promoted Captain in December, 1944. While with the Eastern Fleet he took part in the operations against the Japanese in Burma.

Subsequently the 7th. Flotilla was with the British Pacific Fleet, and took part in the operations off the Japanese coast June-August, 1945. Captain Buchanan commanded the British Landing Force at the occupation of Yokosuka Dock yard, 30th. August, 1945. Returning to Australia, he was appointed Deputy Chief of the Naval Staff at Navy Office, Melbourne. In November, 1946, he was appointed to the command of the H.M.A.S. "Shropshire" and as C.S.O. to Commodore J. A. Collins, C.B., commanding H.M.A. Squadron, and later to Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., in "Shropshire," and in "Australia" on the transfer of the Flag. Captain Buchanan relinquished command of "Australia" in October last year.

In March, 1932, he married Florence Knarhoi, daughter of the late Mr. and Mrs. Ellis, and has two sons.



CAPTAIN H. J. BUCHANAN, D.S.O., R.A.N.
From a portrait sketch in oils.



FULL CARGO OF GOLDEN GRAIN

NOT ALL WHEAT SHIPPED IN AUSTRALIA GOES OVERSEAS. IN TIME OF SHORTAGE IN ONE STATE COASTAL SHIPMENTS IN BULK MAY BE MADE FROM OTHERS. THIS ARTICLE DESCRIBES A "FULL CARGO OF WHEAT IN BULK" FROM W.A. TO N.S.W.

by Captain Brett Hilder

TO-DAY the port of Sydney is filled with ships taking the wheat harvest away overseas, but two years ago the shortage of wheat was so great that about 30,000 tons of it had to be imported from Western Australia. This is a matter of 10 million bushels, or 40 ship-loads during the season from January to September. One of the last of these shipments fell to the "River Hunter," one of the Commonwealth-owned freighters, in between trips with coal and iron ore, and it was in this ship that I met my first full cargoes of wheat from the wheat ports of Western Australia.

The golden harvest of this state is drawn to the western seaboard, to the three ports which are equipped to handle wheat in bulk for export: Geraldton in the north, Fremantle in the centre, and Bunbury in the south. The mechanical loaders at these ports enable ships to be loaded in three or four days, instead of a

week or more, apart from the fewer men required. Each port has its zone of wheatfields, and for Bunbury this extends to the railhead of Newdigate, 200 miles inland. More distant wheat from the Lakes district is trucked up to 50 miles to the railway.

It is remarkable to see the countless individual grains of wheat arriving at the ship, and to think that they have been combed from the wide wheat-fields, poured and lidded, transported and shunted, elevated into silos, drawn and trucked and loaded, still loose in bulk, into the holds of a ship without being packed or cased in any way. The whole process of bulk handling seems more like the work of irrigation than of transport. Instead of the harvester throwing out sewn bags of wheat as it is driven along, the wheat is kept in open bags, or fed into bins which are conveyed to the railway siding and fed into the hoppers.

From the hoppers it is fed into trucks, which take it to the silo at the port of export, or, if the silo is full, into the huge "bulk-heads" which hold 100,000 tons each. The value of the wheat is rather in doubt, with a world price of about 16/- a bushel, against the fixed price in Australia of 4/11½ a bushel. To the ship the full cargo is worth £22,000, based upon the freight of £3 a ton.

We were in Fremantle discharging coal from Newcastle, when we got orders to prepare the ship for wheat in bulk, and a few days later we heard that our loading port was to be Bunbury. When the coalies had taken their last grabful of coal, and what they could sweep up, the ship's innards had to be cleaned not only of the coal fragments and dust, but also of the traces of our previous cargoes. The said "traces" were a tough job to remove, and amounted to over 50 tons! They had a large per-

centage of iron-ore, both in weight and nuisance value, as the ore dust fills every inaccessible corner, and clings to every detail of the ship's anatomy. Besides the iron-ore, our recent cargoes had included limestone for the Newcastle steelworks, and pig-iron and steel products from there to Brisbane.

It took nearly a week to clean the ship to carry wheat without contamination, but at the same time the holds had to be prepared in other ways to fulfil the stringent regulations which cover the carriage of grain by sea. These rules are not for the safety or comfort of the wheat, but purely for the safety of the ship. In days gone by, many ships were lost by capsizing when carrying grain cargoes. This was caused by the grain settling down after the first few weeks of shaking-down at sea, leaving slack space and hence a free surface in the hold. The danger in this arose when the ship took a heavy list to one side, as sailing ships are wont to do, in a strong wind, and this might cause the loose wheat to shift to the low side, throwing the ship on to her beam-ends or capsizing her altogether.

The risk of the cargo shifting at sea is met in two ways: firstly by endeavouring to ensure that a free surface of grain cannot form in the hold, and secondly, in case it does form, by preventing it from getting from one side of the hold to the other.

Wheat is such a liquid cargo that it stows very compactly in the holds, and the ship is generally weighed down to her Plimsol Mark long before she is completely filled. This leaves room above the lower hold to build a "feeder" in the 'tween decks, a large trunkway filled with grain which feeds into the lower hold should any space be formed there by the settling of the grain. The feeder must contain 2½% of the wheat in the hold, and this has been found to be ample for the ship's safety.

To prevent the loose grain

from shifting to the low side of the hold, the hold is divided fore and aft by a wooden partition of "shifting boards." They have to be strongly supported and shored off from the ship's sides. These shifting boards and the feeders cost about £2000 to be fitted, which includes the cost of both labour and materials.

Another danger which has to be guarded against from grain is that it may get into the bilges and block the pipe lines to the pumps. Any water which leaks into the hold seeps into the bilges through the lumber boards, and can then be pumped out. Should the hold be flooded by a bad leak or by the hatches being stove-in by heavy seas, it is very important that the bilges and pumping arrangements be kept free to work. Grain is kept out of the bilges by seeing that the limbers fit tightly together, and then covering them with tarred paper, secured with batons. Once the hold was flooded, however, the wheat would swell, and if the excess pressure were not released up through the feeders there would be a danger of the ship straining the side-plating off the frames.

This is hard to believe, unless you have seen a pair of shoes being stretched by the same process, until they burst at the seams!

The three main safety requirements, shifting boards, feeders, and the grain-tight bilges, are surveyed by an officer of the Navigation Department, and also by a surveyor of the Underwriters' Association on behalf of the insurance companies.

The Grain Regulations were really intended for shipments of grain going to the United Kingdom or Europe, and are therefore relaxed a little for short coastal voyages, at the discretion of the surveyors. With the mechanical methods of feeding the grain tightly into the furthest corners of the hold, there is practically no subsidence at all, so that with the required feeders

there is no need for the shifting boards any longer.

Let us picture the scene when loading wheat in bulk.

The silo at Bunbury holds 8,000 tons of wheat, and the "River Hunter" is at the far end of the jetty loading a full cargo of 7400 tons. It is a mile from the silo to the ship, because of the shallow water in the bay, and the wheat is filled into special trucks for the trip out along the jetty. At the end of the jetty stand two long-legged loading gantries, astride the railway tracks, so that two of the ship's holds can be loaded at once. The grain is poured out of the trucks down through gratings in the jetty into hoppers underneath. The loading gantry has an endless belt like a bucket-dredge to dig the grain out of the hoppers and take it aloft to the conveyor belt leading out to the ship. Here it runs down the feed-pipe into the hold at the rate of 70 to 100 tons an hour. That compares very favourably with the rate of manual loading of bagged wheat, which is about 20 tons an hour.

These machinations are not achieved without some noise and dust, and the air becomes full of the husks which blow through the rigging like snowflakes, and gather in drifts around the decks, having no better employment. The wholemeal dust, which may be so full of vitamins, is trampled into a fine gruel on the deck after each rain squall, while the whole grains of wheat which conscientiously object to being put down the hold become "poorman's porridge" by the same process.

The noise of the loading is mostly the whirling of the electric motors and the swishing of the grain, which also makes a pitter-patter as it turns a corner in its hurried route. Altogether not much different to the natural orchestration of wind and rain in the trees.

The different picture down

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The White Ensign being hoisted for the first time on H.M.A.S. "Sydney" when she became a unit of Australia's Naval Forces.

Naming of H.M.A.S. Sydney

Colourful And Inspiring Ceremony Marked the Entry Of Australia's New Aircraft Carrier Into the Navy's Fleet

STIRRING scenes marked the Naming Ceremony of H.M.A.S. "Sydney" at Devonport Naval Dockyard on the 16th. December, 1948. With the inclusion of the new aircraft carrier in its seagoing organization, the Royal Australian Navy again possesses a Fleet in place of the Squadron its main units have comprised since the disposal of the battle-cruiser "Australia."

The ceremony was carried out in fine weather and English winter sunshine which flung long shadows on the carrier's flight deck. The actual ceremony was performed by Mrs. Beasley, wife of the Australian High Commissioner in London, who unveiled the Plaque bearing the ship's name and crest. At the same time the White Ensign was hoisted for the first time on the ship, together with the Australian Flag on the jackstaff. Then, led by the ship's Commanding Officer, Captain R. R. Dowling, D.S.O.,

R.A.N., the Ship's Company gave three cheers.

On the notable occasion, the Australian Commonwealth Naval

Board sent the following message of good wishes to H.M.A.S. "Sydney": "To the Captain, Officers and Ship's Company of H.M.A.S. 'Sydney' the Naval Board send their best wishes and express every confidence that the first Aircraft Carrier included in the R.A.N., will uphold the honour and prestige of her earlier namesakes and the highest traditions of naval aviation."

Among the notable guests present at the Ceremony and at the official luncheon following, were Viscount Hall of Cynon Valley (The First Lord of the Admiralty), Vice Admiral G. E. Creasey (Fifth Sea Lord and Deputy Chief of Naval Staff (Air)), and Rear Admiral P. B. R. W. William-Powlett (Naval Secretary) representing the Admiralty; the Commander-in-Chief, Plymouth, Admiral Sir R. L. Burnett and Lady Burnett; Mr. J. A. Beasley, the Australian High Commissioner, and Mrs. and Miss Beasley; Admiral Sir Louis Hamilton, formerly First Naval Member of the Australian Commonwealth Naval Board; Lady Gowrie, wife of the former Governor-General of the Commonwealth; and Senator D. M. Tangney.



Captain Dowling calls for three cheers from members of the Ship's Company when H.M.A.S. "Sydney" was named.

WHEN I WAS A NEW ENTRY

IT IS FIFTY-FOUR YEARS AGO SINCE THE AUTHOR OF THIS ARTICLE JOINED H.M.S. "ST. VINCENT" AS A BOY IN THE ROYAL NAVY. AND HERE HE TELLS SOMETHING OF HIS EXPERIENCES.

By Steve Hawkes, Ex R.N. and R.A.N.

HIS Majesty's Ship "St. Vincent," training ship for boys of the Royal Navy, lay there on the Gosport side of Portsmouth—"Pompey"—Harbour, only a few cables' length from "The Victory," Nelson's old flagship, which she somewhat resembled, having the three rows of gun ports and the three tall, square-rigged masts. On a bitterly cold January day in 1894, I went alongside and boarded what was to be my home from home for the next sixteen months.

Arriving on the quarter deck, I was taken all aback with the spacious white deck, and the masts with their topgallant and royal yards crossed, and the neatly furled sails. Looking aft, I was impressed by a scroll running athwart the poop rail, on which was painted—"Fear God and Honour The King."

Boylelike, I was wanting to look into other things, but was pulled up with a round turn by a keen-eyed Marine Corporal and a red-bearded quartermaster, who ordered me to attention and, saluting a two-ringed Lieutenant, reported me as "a new entry come aboard, Sir." The Lieutenant, whom I took for an Admiral, was, like the majority of Naval officers—most kindly, and after a question or two turned me over to a big man who was waiting in the office, and who proved to be Master at Arms—"Jaunty"—with the remark: "Let him sling his hammock for to-day," meaning I was free to have the remainder of the day to get used to my new home.

Now I have since found that this hammock slinging is a jolly good custom of the Navy. It gives you a chance to shake down and get your bearings, and comes in

handy to any rating joining a new ship. But a training ship! Ye Gods! The "St. Vincent," at the time I joined her, had a complement of 1,020 budding warriors, aged from 14½ years to a trifle over, who appeared anxious to make my acquaintance.

They came at me from all angles, and, unlike public school boys on the look out for a new fag, they all wanted to fag me. After getting away from the police office with a card giving my ship number, number of mess, station aloft, and many other details, I was escorted to my mess deck by a crowd who piloted me to Mess No. 19. My messmates all gathered around me, and I was struck by the thought of how soon youngsters learn to be hospitable.

Now, you who may have travelled previous to the advent of wireless know how keen you were when making port to hear the latest news from the pilot when he climbed aboard. Well, you would think these boys had been at sea for years without news, and I was the pilot just boarded.

Where did I hail from? Chelsea, I told them.

How was London, still in the same place? How many sisters and brothers (especially sisters) had I? And was my dad a good sort? How much pocket money had he come to light with?

This last seemed to be a pretty leading question, and as I was wanting to ask a few questions myself, I deemed it wise to come to light with my holdings, which turned out to be 3/2. I found out later that we boys received only 6d. per week, but at the time I could not understand why I was hailed as a millionaire. As I was hungry, and asked when did we

eat, they ran me to the canteen, and in about two minutes I was minus my 3/2, but very popular for the time being.

I was still in my civil clobber, and was lunging to get into the rig of my shipmates, so on inquiring I was taken to the Purser's store and, Oh Boy! I was loaded with more clothes than I ever had in my life. Two of this, three of that, flannel shirts, check shirts, duck suits, serge suits, caps, socks, boots and shoes, jerseys and comforter, bag and hammock, etc., and told I would get a sea kit later.

Some of my messmates helped me along and got my gear stowed away, but on checking up they found I was minus sheets and condensed milk, and advised me to go at once and collect from the Dusty boy, who would see me right. He appeared to be waiting for me, very politely invited me into his den, gave me my first naval hiding, and booted me out, requesting me not to come pulling his leg again.

I have never seen a sheet yet, condensed milk either, unless purchased from the canteen. These navy boys will have their little joke, and I think they get worse as they grow older. I know I do, and at 67 can still turn the tables on anyone trying to put one over me.

Now I will give you a detailed routine of the "Old Saint," as she was affectionately called, for routine there must be, then as now, in any one of H.M. ships.

You get it first in the training ship, and carry it on until you leave the Navy, by which time you have got it that thick and strong that you want to routine the tradesmen, who must not be adrift a few minutes; the publican,

who is expected to know your drink. That's O.K., but when it comes to writing out a routine for your wife and family, well, if they are docile and navy-minded, you will carry on that routine until the very end, when the undertaker won't stand for it. But wives are not always docile, and during your absence over a period of years have made a routine of their own, so look out for squalls if yours clashes with theirs. They will humour you for a few weeks, pretending you are wonderful, which they really think you are, but you'll find you'll have to cut out quite a lot of Navy routine.

As I have gone so far about this routine business I feel I must give a brief account of ours aboard the "Old Saint." Here it is:

5.30 a.m.: All hands lash up and stow, show a leg—which meant you had to turn out, lash your hammock with the regulation seven turns, and stow it in the hammock nettings.

6 a.m.: Hands fall in, and after mustering, wash down upper and lower decks, clean brass work, etc.

8 a.m.: Breakfast cocoa, bread (dry) and sometimes small portion of cold pork.

8.30 a.m.: Dress for the day, clear up decks.

9 a.m.: Divisions, rounds, prayers, etc. After prayers, Port watch to school, Starboard watch to seamanship and gunnery. Seamanship comprised instructions in bag and hammock, bends and hitches, knotting and splicing, compass and helm, lead line, sailing and boat pulling and sail-making, signals, etc. Gunnery classes were instructed in company drill, machine gun, small arms, cutlass and pistol, etc.

At any time during the forenoon, clear lower deck for sail evolution would be piped. We would fly on deck to our stations, and orders would be given something like this: "Make plain sail. Upper yard men, boom tricers,

topsail sheet men, stand by," and after an interval of a few seconds: "Away aloft." Lower yard men were then sent aloft, gaskets cast adrift, and at the order, "Let fall," the sails were sheeted home and hoisted from the deck, each of the three mast crews vying with each other to be the smartest and first to finish.

From the shore it must have been a pleasing picture to see the old ship decked out on all three masts with courses, topsails, top gallants and royals, and head sails. But we weren't ashore, and being new to the game just had to hang on with our eyehds, with one hand for the King and one for self, often two for the King. We must have hung on well, for there was not one fall from aloft during my training in the "St. Vincent" and her seagoing brig, H.M.S. "St. Martin."

When everything aloft was satisfactory to the eye of our Commander (Erasmus Ommerny), the order would be: "Shorten sail, fore and main clew garnets and huntlines, topgallant and royal clewlines, flying jib downhaul."

Then a stamping and hauling, furling sails, hauling taut and coiling down ropes, and squaring yards, would complete the evolution. Some days we would send down or cross upper yards or even house topgallant masts or strike topmasts. Look out for your finger tips these days.

The foregoing was all part of the daily routine work, and there's quite a lot more I could tell you of routine in the old "Saint." There was the cold bath, a.m. winter and summer, where it was not believed you knew how to bath yourself, so you came, naked as you were born, and revolved yourself before a sharp-eyed Petty Officer, who carried a wet towel, with which he could flick and hit any dirty part you may have missed.

Over the masthead, look out for the last six down, was another little morning stunt to keep you in good nick. Then there was the chief cook, who taught us all how

to make pies, schooner on a rock, and various other dishes unknown to most shore folk. Not all of this business was routine.

The brighter side came along at 11 a.m. "Stand easy" was piped, and you rushed down to your mess and found a tray of 2-inch squares of bread, and if you obtained one you were lucky: it depended on fleetness of foot. And weren't those squares of bread delicious! Remember, we were hungry, growing kids, always ravenous, and the air aloft made us more so.

At 12 noon came our big meal for the day, which had already been laid out for us by the cooks of messes. We made short work of our beef and spuds, or what ever else was going.

From 1 p.m. the afternoon was taken up in instruction again, the watches changing from the forenoon. At 4 p.m. the working day ended, all too short a day for most of the lads who were interested in their job. Evening quarters, then tea and dry bread for the evening meal. The remainder of the day was ours, and we found plenty to do looking after our kit and keeping it up to the mark. Two evenings a week we could scrub and wash clothes, and that was a bit of a job till you knew how. At 8 p.m. we could get into our hammock if we wished, but had to at 9.30 p.m., then pipe down.

Comes last of all the dirty work—punishments. Should a boy second class be caught having a quiet draw of half a cigarette in the heads (Lav.) he was due for trouble. There was many a one got caught by the Marine sentry, and many who did not. Those that did got hauled up and awarded six of the best, after the tucking had been pulled out of the back of their pants. These canings had to be witnessed by all hands. Both whacked and watchers after dismissal took the first chance to snatch another quiet draw, and looked forward to when they would become eighteen and rated

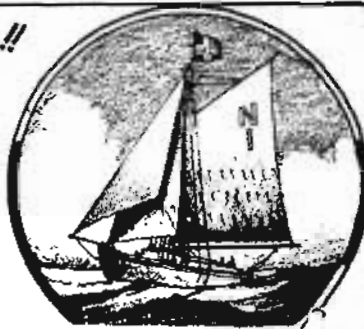
Continued on page 56

SEAS, SHIPS AND SAILORS

By NURON

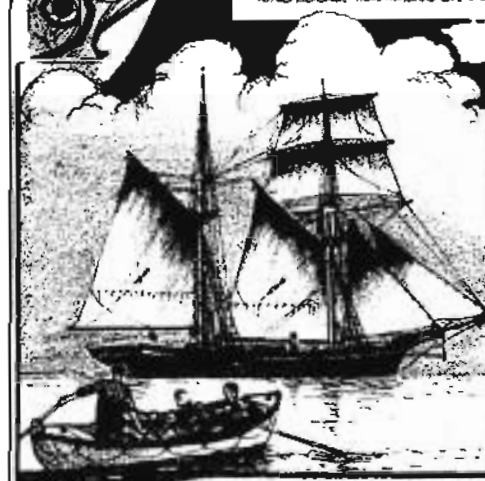
FIGUREHEAD LORE!!

FROM THE EARLIEST DAYS OF SAIL DOWN TO 50 YEARS AGO FIGUREHEADS WERE THE PRIDE OF ALL SAILORMEN. MANY HAVE BEEN FAMOUS—MANY DECIDEDLY QUEER. FOR INSTANCE—THE PRIVATEER "TERRIBLE" (CAPT. DEATH) HAD A SKELETON ON HER BOW. THE CLIPPER "STYX" HAD A CHOCOLATE-COLORED DEVIL WITH HOOVES AND HORNS COMPLETE. THE "NIGHTINGALE" HAD A FIGURE OF JENNY LIND, THE "SWEDISH NIGHTINGALE," THE "DONALD MACCAY" HAD A FINELY CARVED FIGURE OF A HIGHLANDER, IN THE MACCAY "TARTAN," AND THE FAMOUS WARSHIP OF 1877, "SOVEREIGN OF THE SEAS" HAD KING EDGAR TRAMPLING ON 7 KINGS.



GREAT VOYAGES OF LITTLE SHIPS. No. 4.

THE HONEYMOON OF MR. AND MRS. JAMES BEGAN WHEN THEY LEFT NORWAY IN THE 40-FOOT CUTTER "TEDDY" IN 1928 WITH A CASH CAPITAL OF EIGHTEEN PENCE. IT FINISHED AT AUCKLAND, N.Z., 2 1/2 YEARS LATER—THE TRIP, NOT THE HONEYMOON VOYAGE WAS DELAYED AT THE CANARY ISLANDS WHILE THEY ACQUIRED A "NEW HAND"—THEIR BABY "TEDDY" ENTERED A TASMAN RACE FROM AUCKLAND—WON ON A TIME ALLOWANCE BY 47 HOURS (AND WAS VIGILANTLY WITNESSED IN THE HAIRY GULF N.Z. WHILE EN ROUTE TO BRISBANE ON MARCH 9, 1932).



THE U.S. NAVY'S FIRST "JACK" WAS HOSTED BY JOHN PAUL JONES ON THE USS "ALFRED" ON DEC. 3, 1775. IT SHOWED A RATTLENAKE AND A SLOOAN ON 13 RED AND WHITE BARS!!



SEA'S QUEEREST MYSTERY

IN 1881 THE AMERICAN SAILING VESSEL "ELLEN AUSTIN" FOUND A DERELICT SCHOONER IN OTHERWISE PERFECT CONDITION. A CREW WAS PLACED ONBOARD: BOTH SHIPS THEN SAILED IN COMPANY FOR AN AMERICAN PORT. A "BLOW" WAS MET WITH AND PARTED THE SHIPS—WHEN THEY MET AGAIN THE SCHOONER WAS ONCE MORE DERELICT, WITH NO TRACE WHATSOEVER OF THE SECOND CREW. IT WAS ONLY BY PROMISES OF A BIG SHARE OF SALVAGE MONEY THAT ANOTHER PARTY COULD BE INDUCED ONBOARD, BUT FROM THE TIME THEY SAILED NEITHER THEY NOR THE SCHOONER WERE EVER SEEN OR HEARD OF AGAIN!!



FOR MORE THAN EIGHTY YEARS "OLD TOM," A PLAINLY IDENTIFIABLE "KILLER" WHALE, REGULARLY VISITED TWO FOLD BAY, N.S.W. YEAR AFTER YEAR RIGHT DOWN TO SEPTEMBER, 1930, WHEN HIS CARCASS WAS WASHED UP ON THE BEACH.

Sydney All Services Choir

A Well-Chosen, Balanced Programme For The Invitation Christmas Concert Makes The Editor Regret His Melbourne Domicile For The Niece

By The Editor

THE Editor's thanks are due to Mr. C. J. Messenger, Honorary Secretary of the Sydney All Services Choir, for sending along a copy of the Programme of the Invitation Christmas Concert, presented by the Choir at the G.E.N.E.F. Auditorium, Castle reagh Street, Sydney, on the 22nd December last, to serving and ex-Service Personnel of the Royal Australian Navy; Australian Military Forces, Eastern Command, Headquarters; Eastern Area R.A.A.F.; the State Executives of Ex-Service Organisations; and Members from two hundred Sub-Branches scattered through the Metropolitan Area of Sydney.

The Sydney All Services Choir was founded in June, 1947, and is sponsored by the N.S.W. State Councils of the R.S.S. & A.I.L.A., the Air Force Association, and the Ex-Naval Men's Association of Australia. Members of the Choir, masculine and feminine, are all ex-Service Personnel, and membership is open to all ex-Service men and women who have been honourably discharged from the Fighting Services of the Commonwealth, the corresponding forces of Great Britain and her Empire Countries, America and other United Nations' forces. Serving personnel are also eligible for membership.

Amongst the aims of the Choir are: the promotion and encouragement of choral singing and musical attainment of ex-Service men and women, the lending of assistance in the musical rehabilitation and/or education of members; the presentation of choral concerts and the

presentation to the public of members having outstanding talent or possibilities in the musical world; to offer and render assistance at Service and ex-Service commemorative functions; to work with and for Legacy and other charitable causes that are considered to be worthy of support; to assist ex-Service organisations in their rehabilitation efforts and to help to attain a strong bond of comradeship in all Service and ex-Service organisations to the good of us all.

"The idea of the formation of such a Choir was an excellent one. The list of aims of the Choir is first class. It is no wonder that the Press described the formation of the Choir as 'The brightest thought of ex-Service organisations since the war.' Reading the programme unfortunately 'The Navy' is edited in Melbourne, so that the Editor could not attend the Concert, a fact that the Programme has made him regret exceedingly—none realises that the Press certainly had reason for its assessment.

The programme given on the 22nd December was well balanced, and of commendable taste in selection. The Choir opened with "O Valiant Hearts"—which was dedicated to those who were killed or died on Service—while other Choir items were "In This Hour of Softened Splendour," "Deep River," "Old Mother Hubbard," "The Holly and the Ivy," "Good King Wenceslas," "I Saw Three Ships," "Song of the Vikings," "Soldiers' Chorus," "Goin' Home," "Goodnight, Goodnight, Beloved," and "Silent Night, Holy Night."

Solo Artists were Mr. Arthur Strachan, the Choir Pianist (Brahms "Rhapsody in G Minor," and Mozart's "Turkish Rondo"); Miss Sylvia MacDonald, the First Soprano (Miserere, from "Il Trovatore," Quilter's "Love's Philosophy" and Greig's "A Dream"); Mr. Walter Carter, First Bass ("Holy City," "Lord's Prayer," "Goodbye" from "White Horse Inn," and "The Road to Mandalay"); Mr. Clifford Smith, Choir Conductor, ("The Indian Love Call," from "Rose Marie"); and Mr. Fred Wright, with a Humorous Musical Monologue. The Comper was Mr. H. L. Berryman, Vice-President of the Air Force Association. The Choir President is Mr. William Coles.

The Editor was most interested to receive a copy of the Programme, which interest he feels will be shared by readers of "The Navy." The Sydney All Services Choir, from all appearances, is something of very real value, and "The Navy" takes this opportunity of wishing it every success, and that it can realise its hopes of repeating, in December of 1949, its Invitation Christmas Concert, and in a larger auditorium and to a wider audience.



THE AUTOCRAT OF THE BREAKFAST TABLE



Shade of Admiral Cresswell (with acknowledgements to Sir Henry Newbolt): "Now the Fleet's a Fleet again." [As from the 1st January last, with the acquisition of the new aircraft carrier H.M.A.S. "Sydney," the Australian seagoing force is designated "Fleet" instead of "Squadron".]

IT is an intriguing thought that all roads from the Australian farm—be that farm a small affair of two acres and a cow or that larger establishment which measures its area in hundreds or thousands of square miles and numbers its stock in mobs of sheep or herds of beef cattle roaming far and wide over the landscape—lead to the breakfast table, and to the luncheon and dinner table also.

They lead by a variety of routes. Via wholesale market and retail shop; by wool auction rooms and metal foundries and picture theatres and shipbuilding yards; by butchers' and bakers' and candlestick makers' and the assembly lines in motor car works: by spinning mills in Bradford, the works of feltmongers in Mazamet, and the steelworks at Newcastle, New South Wales. By anywhere, in fact, where Australian food is eaten, wool and hides and skins are worn, or the money with which they are paid for is earned.

Some of the roads run more or less direct. Those which lead, for instance, from a butter factory at Birregurra to a breakfast table in Woolloomooloo or South Yarra or Tooting Bec or Wigan. At least, on the surface they appear to run more or less direct. But if you look into the

matter a little more closely you will find that even those which run from Birregurra to Woolloomooloo along unmistakable Australian country roads by motor truck, hear the call of the sea. For the sea, for Australia, is the Autocrat of the Breakfast table—and the luncheon table and dinner table also.

It might be, of course, that your owner of a breakfast table in Woolloomooloo is dependent upon the sea for his cash ability to buy the Birregurra butter. He might work on the wharves, or be employed on a tug boat, and but for the sea and the ships that sail upon it would be out of a job.

On the other hand, he might be the projector mechanic at the local picture show. And even so he, as much as the wharf or tugboat employee, or the manager of the butter factory or the dairy farmer whose cows produce the cream, will find that in the ultimate the sea is the Autocrat of his Breakfast Table.

For we live by the sale of our produce overseas—just as much as does the London suburbian at Tooting Bec who eats Australian lamb or butter or cheese or wheat, and who not only eats it—

Continued on page 32

MARITIME NEWS OF THE WORLD

—From our Correspondents in LONDON and NEW YORK

Australia-U.K. Passenger Traffic

WITH more good first-class passenger liners on the England-Australia run, this season is the first in post-war years to provide any degree of certainty for people wishing to travel abroad from Australia. There is still, however, difficulty in getting passages back to Australia from Great Britain, and no return passages are guaranteed. Shipping companies have a pool in London and priority is given to returning Australians.

U.S. Opposes Japanese Shipping

In a statement outlining the American shipping industry's objectives for the year, the National Federation of American Shipping said that the Japanese merchant marine should not be allowed to expand beyond the reasonable requirements of Japan's own domestic and foreign commerce. "Japan," the statement said, "should not be allowed through economic forces and low wages

and living standards to drive other ships from their proper participation in Pacific trade.

"Dominion Monarch" Returns To Trade

After seven years away from trade—five years as a wartime transport and two years under Government requisition post-war—the Shaw Savill Line's flagship, the 26,500-ton motor vessel "Dominion Monarch" is back in trade, and arrived in Australia in the middle of last month on her first post-war voyage. Built in 1939 to accommodate 517 first class passengers, her conversion to a troopship in 1940, with a carrying capacity which eventually reached nearly 4,000 a voyage, necessitated the alteration or removal of most of her luxurious fittings. The lengthy reconversion work to fit her for the first class passenger trade again was carried out in the Wallsend-on-Tyne shipyards of her builders, Swan, Hunter and Wigham Richardson Ltd., and she spent fifteen months on the job.

Nearly Lost In Malaya

On her third trooping voyage during the war, in 1942, the "Dominion Monarch" might easily have lost the number of her mess while in Singapore, when the Japanese were advancing from the North and the situation was becoming serious. The story is told in the Shaw Savill book "The Flag of the Southern Cross, 1939-1945," of how, while in Singapore, "she was ordered to dry dock and to overhaul her engines, and while she was thus helpless and partially dismantled the air raids were intensified, the native dockyard labour which had not already bolted for safety was withdrawn for naval jobs, and the position of the fortress was obviously precarious. Chief Engineer A. T. Gibson and the ship's crew did a magnificent job in face of the greatest difficulties; when most people regarded her case as hopeless and the ship already doomed, and contrived to get her engines running so that

she was able to clear the port before the end came."

Thames Radar Service

A radar station has been established by the London Midland Region of British Railways to provide an improved ferry service between Tilbury and Gravesend during foggy weather. The service carries 3,000,000 passengers and 150,000 vehicles yearly, and on occasion fog has stopped it altogether. During fog the radar station will be manned, and from the time each ferry sails until it is berthed at the other side the master will receive over a radio telephone broadcasting through loud speakers on his bridge a detailed commentary on his progress and the movement of all other traffic in the river as seen on the radar screen. The radar operators are recruited from the masters and mates of the ferries and are, therefore, fully appreciative of the problems of river navigation.

Car Shipments

One of the largest, if not the largest, single shipments of British motor-cars ever made to North America, was carried recently from the United Kingdom in the "Saurroyal," an ex-German cargo liner, when she carried 500 Ford cars for United States Pacific ports and Vancouver, British Columbia. The value of the cargo was put at approximately £500,000.

Hitler's Yacht

New York newspapers during December carried an advertisement offering for sale Hitler's 2,500-ton yacht, "Grille," which during the war was used as a commerce raider and base ship for submarines. The advertiser, the American and Overseas Chartering Corporation, asked £400,000 for the yacht, but stated that it would be willing to "try the best offer."

Sailing Life-boats Go

Britain's Royal National Lifeboat Institution's fleet has seen its last sailing life-boat. Built in 1907, the "William Cantrell Ashley," which for 41 years was

stationed at New Quay, on the coast of Cardiganshire, ended her career in December last. She is replaced by a powered boat, the "St. Albans," a gift to the Lifeboat Institution from the people of the Hertfordshire city and market town of that name.

Master Mariners' Floating Home

The Honourable Company of Master Mariners now possesses a floating hall in the shape of the former Royal Navy sloop "Wellington," of 990 tons, which is moored in the Thames in King's Reach alongside Temple Stairs, between Captain Scott's "Discovery" and H.M. Ships "Chrysanthemum" and "President." The "Wellington," which will serve as headquarters and offices of the Company, as a meeting place for shipping conferences, and as a rendezvous for Master Mariners of all nations, was purchased by subscription by the Company of Master Mariners after the war. Her conversion to the lively hall of a City Company was carried out at Chatham, with generous help from shipowners and associated interests. The former engine-room has become the court room.

Malta Seamen's Hospital

The people of Scotland gave £125,000 to the rebuilding fund of the King George V Merchant Seamen's Memorial Hospital, Malta, which was bombed during the fierce German-Italian attacks on the island in 1942. The rebuilt hospital was officially reopened towards the end of last year by Lady Mountbatten.

World's Shipbuilding

The world's total tonnage of shipping under construction on the 31st. December, 1948, was 4,140,816 gross tons, according to Lloyds Register of shipbuilding returns. The ships being built included 99 steamers and 177 motorships, the ships ranging in size from 6,000 to 30,000 tons. A large proportion of these vessels—50 steamers and 61 motorships—are being built in the 10,000 to 20,000-ton class. Steam and mo-

tor oil tankers of 1,000 gross tons and upwards under construction in the world amounted to 129 vessels, mainly in the United States and Britain.

Britain's Lead

Great Britain and Northern Ireland are still building more than half the world's shipping, although the total of United Kingdom shipping under construction on the 31st. December last was at 2,114,730 tons—48,252 tons less than that being built on the 31st. December, 1947. The 1948 British total included, however, the only two vessels in the world's building total exceeding 25,000 tons each.



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News of the World's Navies

ANCHOR TRIALS

THE Admiralty has been conducting a series of trials to improve the design of anchors for various classes of ships. Anchors were buried in the foreshore at East Fleet, Weymouth, and then subjected to hauling pressure through a gantry and by means of purchases secured by a spider's web of chain cable to concrete blocks buried in the shingle.

Concrete Wins

This method of conducting trials means a tug of war in which the concrete always wins, but the pressure at which the anchor begins to drag is measured by dynamometers, some of which resemble, in principle, the spring balance on which letters are weighed. Some experiments were carried out while the foreshore was dry, but others while the tide hid the anchor. In this last case, submersible instruments were used, and read by personnel operating in boats.

U.S. Underwater Fleet

According to a report in the New York Star, the United States Navy is building an underwater fleet that includes transports, cargo-carriers, radar ships, and special craft to detect and destroy enemy submarines. This programme is a development of the "balanced fleet" idea, and the Star quoted Rear Admiral Charles Momsen, U.S. Assistant Chief of Naval Operations, as saying that the United States building programme does not mean that the whole Navy is preparing to go under water, neither does it mean that the U.S. Navy regards the threat of the atomic bomb as "equivalent to the necessity to dive."

Ground Training

Last month the Admiralty announced a new appointment—that of Flag Officer-in-Charge of Ground Training. The first of-

ficer to assume this position is Rear Admiral D. H. Everett, whose previous appointment was that of Commanding Officer of H.M.S. "Duke of York," Flagship of the Home Fleet. In his new appointment, Rear Admiral Everett will be responsible for supervising the training of ground personnel employed in Naval Aviation, and will be administrative authority for air stations and establishments.

Arctic Warfare

Although the Canadian Navy, after exercises in sub-Arctic waters, decided that "warfare in the Arctic is almost impossible," the Royal Navy is carrying out further investigations in Arctic waters, according to a report in the Melbourne "Herald." Last month the aircraft carrier H.M.S. "Vengeance," two destroyers, a submarine and an anti-submarine frigate, set out for a six weeks cruise of the North Atlantic and Arctic to test the effects of great cold upon men, ships and weapons.

Scientists With The Ships

The experimental cruise is being led by H.M.S. "Vengeance" with a specially-selected air group, including jet aircraft. Psychologists, civilian scientists, and members of the Naval Scientific Service are with the ships, which are lined with materials for insulations against the cold. The men are equipped with new lightweight Arctic suits, comprising six layers of clothing from string vests to outer overalls of waterproof cloth. A special Arctic diet prepared includes chicken, steak, pork, bacon, tongue, eggs, and fruit juices.

R.N. Abolishes "A" Branch

An Admiralty announcement of the intention to abolish the "A" Branch in the Royal Navy and that officers now serving in the "A" Branch shall be transferred as appropriate to the

Executive or Engineering Branches indicates that all those concerned with aviation within the Fleet are an integral part of the Navy. It also signals the disappearance of the letter "A" from inside the gold lace curl of so many Naval Officers concerned with aviation.

New Scheme Widens Opportunities

Today approximately one third of the personnel of the Royal Navy is directly or indirectly concerned with aviation, but those officers in the "A" category were not on equal terms with the general Executive Branch as regards future executive command. Under the new scheme they may qualify to rise to the highest ranks in the Navy, but it is recognised that some who will in future be borne on the general lists of the Executive and Engineering Branches may not be qualified through past lack of seaman like experience for the full range of appointments open to the executive officer. Details of the qualification necessary in order to be eligible for all appointments will be announced.

Prize Money

The war of 1939-1945 is the last in which the time honoured custom of the award of Prize Money will be observed, for the British Bill providing for the payment and distribution of prize money from the sale of captured enemy vessels and cargo during that war also provides for the abolition of prize money and prize bounty "in respect of any war in which His Majesty may become engaged after the commencement of this Act."

Dominions To Participate

Under the Bill, the Dominion countries, including India, Pakistan, and Ceylon, will receive their share of the total prize money allocated in proportions based on

peak numbers of naval, marine, and air forces raised by their Governments during the war. Mr. John Dugdale, Parliamentary Secretary to the Admiralty, stated that shares will be in the degree of ten for an Admiral and one for an ordinary seaman. On a rough calculation—according to the Admiralty News Summary—it looks as though an ordinary seaman might get between £5 and £6, a Captain between £70 and £24, and an Admiral of the Fleet between £50 and £60.

Drawings For Model Makers

For the use of model makers, a series of simplified drawings of a number of ships of the Royal Navy have been prepared by the Admiralty. The drawings, which are outline drawings, are to a scale of 1/10" to the foot. They show profile, plan and sections as required for the construction of waterline models. The price—in Sterling—to be charged to private model makers is:—battle-ships 5/-; cruisers 4/-; destroyers and monitors 2/6d. Applications for the drawings should be accompanied by a remittance made payable to the Director of Navy Accounts, Admiralty, and should be addressed to The Secretary of the Admiralty, (P. Branch 1), Bath, Somerset, England.

Mediterranean Exercises

In the first of its kind since British battleships left the Mediterranean two years ago, the Royal Navy is carrying out large-scale exercises in the "Middle Sea" this month. Two battleships, the "Vanguard" and the "Duke of York," five aircraft carriers, eight cruisers, 32 destroyers, 12 frigates, escort vessels, and two submarine flotillas, are taking part. The Commander-in-Chief of the Home Fleet (Admiral Sir Rhoderick McGrigor) and the Commander-in-Chief Mediterranean (Admiral Sir Arthur Power), have planned joint exercises developing into a full-scale fleet "battle."

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"Sydney" Training Depot, Snapper Island, taken from the port side.

SNAPPER ISLAND

Sea Cadet Training Establishment Celebrates Birthday
In Colourful And Picturesque Unveiling of Ensigns

TWENTY years ago the "Sydney" Training Depot (Voluntary Sea Training Establishment) formed for the purpose of training members of the Sea Cadet Corps, N.S.W., embarked under the enthusiastic and inspiring leadership of its Honorary Commander, Leonard E. Forsythe, S.S.D., on an ambitious venture of which rich fruits were reaped in November of last year.

In 1928, the members of the Depot set about the task of transforming Snapper Island, Sydney Harbour—until then a deserted, barren pinnacle of rock—into a modern, well equipped Depot, a

"Stone Frigate" which is a ship indeed but for the fact that, although on and surrounded by water, it does not float. When, on the 20th. November last Snapper Island celebrated its 20th birthday, all those connected with it—and especially its Honorary Commanding Officer—could look back with pride and satisfaction over twenty years of unceasing labour and untiring devotion to an ideal, and could survey that ideal in its realised state of an excellent training ship for Sea Cadets.

The occasion was one for an interesting and imposing ceremony, the unveiling of Ensigns and Plaques commemorating the services rendered by the Training Ship to the Armed Forces during the 1939-45 War.

Four Ensigns and Plaques were unveiled: the U.S.A. Ensign and Plaque (Ship and Gun Crew No. 1 Command August 5th., 1942-April 12th., 1943) by Mr. Knowlton V. Hicks, Consul for the United States of America; the Union Flag and Plaque (Maritime Royal Artillery—No. 2 Independent Troop, 19th. January, 1944-22nd. January, 1946) by Rear Admiral C. T. M. Pizey, C.B., D.S.O., Head of the United Kingdom Services Liaison Staff in Australia, representing the United Kingdom High Commissioner; the White Ensign and Plaque (Naval Guard, Western Harbour Area August 25th., 1939-May 3rd., 1940) by Rear Admiral G. D. Moore, C.B.E., Flag Officer-in-Charge, N.S.W., representing the Royal Australian Navy; and the Australian Ensign and Plaque (Australian Imperial Force LHQ. SME "B" Wing Water Transport, October 11th., 1943-January 18th., 1944) by Brigadier B. W. Pulver, C.B.E., D.S.O., representing the G.O.C. Command.

At the request of the Honorary Commanding Officer, Alderman R. J. Bartley, the Lord Mayor of Sydney, presided at the Unveiling Ceremony. Captain G. A. Whitton, Vice-Presi-

dent of the Maritime Services Board, was in the Official Party.

The weather was fine, a light wind tempering the heat of a bright sun, and the day was one to remember, the ceremony being an outstanding success, and everything reflecting the greatest credit on the Honorary Commanding Officer and his Officers, and on the Cadets and Cadettes of the Depot.

The historic occasion was made more memorable by the fact that a real ship was moored alongside the "Stone Frigate"—the ex-Royal Australian Naval Fleet Auxiliary "Ripple," made available on loan to the Sea Cadet Council by the Australian Commonwealth Naval Board.



R.A.N.F.A. "Ripple," lent to the Council of the Navy League in Australia, and commissioned and stationed at Snapper Island as the Steam Training Ship "Ripple."

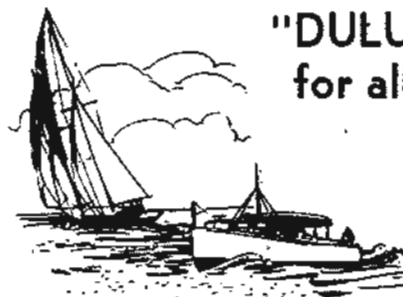
THE ARISTOCRAT OF THE BREAKFAST TABLE Continued from page 27

and pays for it—but gets the money to pay for it because we earn enough by selling it to him to help to keep him in his job in London by buying what his firm produces and ships out here to Australia.

It is, you see, a circle. But not a vicious circle

so long as we have peace, freedom of the seas, and freedom of trade.

It's worth thinking about occasionally, for it touches us all nearly. It is why we need a Navy, to play its part in maintaining world peace and ensuring that freedom of the seas for the free interchange of trade which keeps the Autocrat of the Breakfast Table under control.



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Ensigns and Plaques of "Sydney" Training Depot. The large plaque bears the inscription: "To commemorate the service rendered by the 'Sydney' Training Depot to the Armed Forces, 1939-1946."

QUESTION BOX

CONDUCTED BY

Captain R. C. C. Dana, 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.

"Baralong" (Hobart) asks if that name revives any memories and asks for information about that steamer. He lost track of her in Lloyd's Register, but knows she was not sunk.

Yes, the name certainly revives memories and here are some details. "Baralong" was a steel screw steamer of 4,192 gross tons built in 1901 by Armstrong, Whitworth and Co., Ltd., Newcastle-on-Tyne, for the Ellerman and Bucknall Line, being one of several sister ships such as "Manica" and "Barotse." Her dimensions were 360.0 feet long by 47.0 feet beam by 28.3 feet deep by 25.2 feet draught, being three island, poop 36 feet, bridge deck 96 feet, and forecabin 42 feet. Builders' number 711 and signal numbers SWMN. Speed, 12 knots.

She was taken up by the Royal Navy as a submarine decoy ship early in 1915, and placed under the command of Lieut. Commander Godfrey Herbert, R.N., the ship being manned by both R.N. and R.N.V.R. She was already cruising off the southern coast of Ireland when the "Lusitania" was sunk, arriving in Queenstown after many of the drowned had been brought ashore on to the wharf there.

On 19th August, 1915, the White Star liner "Arabic," 15,801 tons, was torpedoed and sunk with a loss of 44 lives. "Baralong" received her radio SOS and set off for the spot, but on reaching the given position, could find no trace of her. Away on the skyline could be seen shell-bursts, so the ship set off to investigate. She found the steamer "Nicosian" lying stopped with the

German submarine U27 (Kapitan Leutnant Wegener) shelling her. The submarine was hidden by the "Nicosian's" hull and as she came clear, "Baralong," which had in the meantime hoisted her White Ensign and cleared her guns for action, opened fire, sinking the submarine. Some survivors from her, including Wegener, swam aboard. As she was carrying horses, (tended by American muleteers) as well as other valuable cargo, "Baralong" was laid alongside her and a boarding party of Mannes sent away. As the German survivors refused to surrender, they were all hunted down by the Marines and shot.

The American muleteers, on their return to America, gave some very lurid accounts of what occurred, and there was an outburst in the German press about the inhumanity shown their men. However, the same day, German destroyers went within a mile of the coast of the Danish island of Saltholm, to shell the stranded British submarine E13, killing fifteen of her crew of thirty, in spite of the protests of a Danish torpedo boat.

About a month later "Baralong" sank U41 in almost similar circumstances. As regards the final disposal of "Baralong." This was a rather strange business. Apparently as a sop to the Germans' feelings, (though why, is hard to understand, for Wegener was simply out-manoeuvred by a more astute mind), the British owners decided to wipe out the name "Baralong" and it was done by transferring the name of her sister ship "Manica" to her without any reference to a change of

name. Lloyd's Register for 1919-20 shows the change. The original "Manica" was of 4,120 tons gross, built in 1900 by Sir J. Laing and Sons, at Sunderland, for the same owners, her dimensions being 360.5 feet long by 47.0 feet beam by 28.3 feet depth by 25.2 feet draught, three island, poop 36 feet long, bridge deck 96 feet long and forecabin 40 feet long. Builders' number 580 and signal numbers SDGP. Lloyd's Register 1919-20 gives all the details of the "Baralong" under the name of "Manica," while the builder's list in the same issue gives the number 580 as being a steamer named "Huntball" and having all details exactly as the original "Manica," though there is no reference again to any previous name. The "Huntball" is shown as owned by Ellerman and Bucknall.

Lloyd's Register 1923-24 shows "Baralong" under the name of "Kyokuto Maru No. 2," still without any reference to that previous name, and she was later renamed "Shinsei Maru No. 2." In this same issue of Lloyd's, the original "Manica" is shown to have been converted to an oil tanker under the name of "Phorus" and owned by the Anglo Saxon Petroleum Co. also with no reference to her first name of "Manica." Both these ships went to the shipbreakers during the nineteen-thirties.

A. J. (Kew): The steamer "Kapunda" 3,383 tons, was owned by the Melbourne Steamship Co., and with the well known "Dimboola," maintained passenger services on the Australian coast until 1916, when she was sold to H. E. Moss and Co., London. Her end came on 12th November, 1916, when she was torpedoed and sunk by a German submarine, 205 miles ESE from Malta, there being no loss of life.

H. L. (South Melbourne): The full rigged ship "Nebo," 1,383 tons, was built in 1877 by Dobie and Co., Glasgow, for J. Smith, of London, her dimensions being 246.3 feet long by 37.1

feet beam by 21.1 feet deep. While bound from Bunbury, W.A., to Durban, on 13th May, 1892, she was wrecked about six miles south of the Umgababa River, South Africa.

W. J. (Kyneton): "Marlborough Hill" was an iron four masted barque of 2,365 tons nett register, built for Messrs. W. & R. Price by W. H. Potter and Co., Liverpool, in 1885. Her dimensions were 300.5 feet long by 42.2 feet beam by 24.7 feet deep. She carried royal and skysail yards on her fore, main and mizzen masts. She was sold in 1911 to R. Mattson, Mariehamn, and after retaining her original name all through her career, she was scrapped in 1925.

R. A. S., of Hobart Road, Murrumbidgee, asks for information regarding the new Battle class destroyers now building in Australia, also the Daring and G classes under construction when the war ended.

There is little information about the G class destroyers building in Britain in 1945, and later cancelled. They were to have been named "Gael" and "Gallant" (building by Yarrow's of Scotstoun), "Gauntlet," "Gift," "Grafton," "Greyhound," "Guernsey" and "Guinivere," builders unknown. In appearance and general dimensions, they are believed to have resembled the C class. Some had been launched, others were only in the framing stage when construction ceased, and they were finally scrapped.

The Battle class destroyers building in Australia are "Tobruk" at Cockatoo Dockyard, Sydney, and "Anzac" at Williamstown Dockyard, Victoria. They were both ordered in March, 1946, the "Tobruk" being laid down on 5th August, 1946, and launched on 20th December, 1947. "Anzac" was laid down on 23rd September, 1946, and launched on 20th August, 1948. At the launchings, the Minister of the Navy, Mr. Roridan, stated that they would take about another twelve months to

complete, which would make the approximate dates December, 1948, for "Tobruk" and August, 1949, for "Anzac." Enquiries made have not disclosed the expected dates, but it is known that "Tobruk" has not begun her trials, as yet.

Details of these ships are displacement 2,315 tons, normal and 3,300 tons deep load, 379 ft. long overall, 40½ feet beam and 12½ feet draught. Armament, five 4.5" dual purpose guns in turrets power operated, eight 40 millimetre AA guns, and ten 21 inch torpedo tubes in quintuple mountings. They will be driven by Parsons twin-screw geared turbines of 50,000 horsepower at a speed of 34 knots designed, and have three boilers. The original programme was for two Battle class and four Daring class, and this appears to be the intention still, although the Minister said at the time of the earlier launchings that two further Battle class would be built.

Known details of the Daring class are 2,610 tons normal displacement, 390 feet long overall, 43 feet beam and 12½ feet draught. Armament is to be six 4.5 dual purpose guns in power operated turrets, ten 40 millimetre AA guns and ten 21 inch torpedo tubes, in quintuple mountings. Parsons geared turbines on twin are specified, but no horsepower or speed has yet been announced. The British Darings are to be named "Diamond" (building by John Brown, Clydebank); "Disdain" (Fairfield S.B. Co.); "Dogstar" (Fairfield S.B. Co.); "Daring" (Swan Hunter); "Duchess" (Thornycroft); "Dainty" (J. Samuel White); and "Druid" and "Dragon" (both by Yarrow).

The Minister did in December, 1947, state that two Darings would be constructed at Cockatoo and two at Williamstown; and this programme has not been altered, but so far no announcement has been made of the laying of the keels of any of them at either dockyard.

The difference between the 3,300 tons announced as the tonnage of the Australian Battle class ships and the 2,320 tons for the British ships of the same class would seem to be explained in that ours is the full or deep displacement, and the British the normal displacement of 2,320 tons, though a difference of 980 tons for ammunition, oil fuel, torpedoes, stores, etc., might seem a little high. It will be seen that these ships almost come into the category of light cruisers.

D. W. M., of Sirius Cove Road, Sydney, says that the Sydney ferries "Kalang," "Koondooloo" and "Koompartoo" were taken up by the Navy and fitted out as floating workshops. They served in various theatres of war and "Kalang" and "Koondooloo" have since returned to their peacetime work on Sydney Harbour. He asks for information of these ships and also as to where the "Koompartoo" is.

These three ferries were all built of steel, the "Kalang" at Chester, England, in 1926. She was of 525 tons gross, 187.0 feet long, 35.6 feet beam and 13.1 feet deep. "Koondooloo" is 524 tons gross, 191.7 feet long, 35.7 feet beam and 14.8 feet deep, built in 1924 at Leith, Scotland. "Koompartoo" is 448 tons gross, 182.6 feet long, 36.1 feet beam and 13.9 feet deep, built in 1927 at Newcastle.

As mentioned, "Kalang" and "Koondooloo" have been refitted and returned by the Navy to their owners, Sydney Ferries, Ltd., but "Koompartoo" was removed from the Australian Shipping Register in 1945, when she was apparently purchased outright by the Royal Australian Navy. She is now lying in reserve in Darwin with a care and maintenance party. The prospect of her return to Sydney services would appear to be very remote.

These ships were very similar and have given good service to the thousands of people who have travelled in them. "Kalang"

Continued on page 48

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"NAIRANA"

For many Years A Familiar Figure On The Bass Strait
Ferry Run to Tasmania, She Saw Service In Both The
World Wars.

Written and Illustrated by Norman Allen
(Rocky Darby)

ON the 7th. of last month, the well-known old Bass Strait steamer "Nairana" was towed from her berth at South Wharf in the River Yarra, Melbourne, to an anchorage in Hobson's Bay, where she lies awaiting disposal. For very many years she has been a familiar figure in Melbourne, and in Launceston, as one of the Victoria-Tasmania ferries, and hundreds of thousands of passengers have made the voyage across the Straits in her.

She has been idle for a considerable period now, but it was strange to see her doing nothing over Christmas and the New Year after all her busy holiday voyages of past years.

In 1915 "Nairana" was being built by Denny of Dumbarton, when practically all work on merchant tonnage in British yards was stopped for the time being in favour of naval work. In 1917 the Admiralty took the ship over, and converted her into a seaplane carrier, she being attached to the Battle-Cruiser Squadron based in the Firth of Forth.

Following service in the North Sea, she was sent to the White

Sea for the summer of 1918 and 1919. In August, 1918, she and a light cruiser attacked a Bolshevik island fort at the entrance to Archangel. The cruiser sustained light casualties, while "Nairana's" seaplanes bombed the fort out of action, she herself suffering no damage. Eventually, her naval service completed, she was reconverted at Devonport Naval Dockyard to her original design, and returned to her owners, Messrs. Huddart Parker Ltd., in December, 1920.

An attractive and well-kept vessel, she at first had Huddart Parker's buff funnel, but this was later changed to the black, red and yellow markings of Tasmanian Steamers Pty. Ltd. She ran on the Tasmania service with "Loongana," "Rotomahana," and "Oonah," and when these vessels were finished she continued on with "Taroonah."

The run across Bass Straits can try out a vessel's seagoing qualities. "Nairana" proved herself a very comfortable ship, although on one occasion, near Port Phillip Heads, she took aboard a freak wave which killed one person and injured others.

She is one of the last links with the old times, the days when one could look from Queen's Bridge over the "Pool" of Melbourne and see ships all the way down to the Spencer Street ferry. The names come to mind now: "Edina," "Counner," "Wainui," "Nairana," or "Loongana"—possibly with Huddart Parker's lighter "Marjorie" alongside—"Paloona," "Rotomahana" or "Oonah," on the north side; and on the south side "Spence," "Eumeralla," "Casino," "Wyralah," "Manawatu," "Moonah," and "Reliance."

When "Taroonah" was called up for service in the 1939-45 War, "Nairana" successfully carried on the Tasmanian run alone, although it was a lot to expect of any single vessel. On one passage from Launceston to Melbourne she caused quite a stir. The Navy received a report that she had been sighted off the Tasmanian coast, steaming at high speed, and firing her gun at some object astern. H.M.A.S. "Adelaide" was at Port Melbourne, and although "Nairana" had made no signal indicating any enemy action, it was decided to recall "Adelaide's" crew from leave. The police gave great assistance, and the cruiser's men were soon streaming back on board from the pictures and other relaxation. It subsequently transpired, however, that "Nairana" had merely been carrying out gun practice.

When hostilities ceased, "Nairana" continued to run to Tasmania along with "Taroonah" until she was recently withdrawn from the trade. Before leaving her river berth for the bay anchorage to lay up, some of her treasured fittings were removed. Among them was a photograph of her as a seaplane carrier. Another relic was the brass tablet which was presented to her, giving the following brief account of her 1914-18 War service:

"H.M.S. 'Nairana,' flying the Flag of Rear Admiral T. W. Kemp, C.I.E., was instrumental in the capture of Archangel in

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August, 1918, engaging six-inch batteries at the mouth of the river with her guns and seaplanes, and off the city, destroying the Bolshevik forts. By means of bombs and gunfire directed from a seaplane sent up from her deck, she destroyed an armed vessel in which the Bolshevik Chancellor of the Exchequer was escaping with the Bolshevik treasury on board. Until October, 1918, H.M.S. 'Nairana' controlled the northern coast of Russia, engaging the enemy with her guns and seaplanes, and landing armed bluejackets wherever necessary."

Melbourne residents who remember the river before the building of the Spencer Street Bridge, will recall the "Nairana" lying at her berth near the Customs House, above where the bridge now stands. You could set your watch by her sailing. There would be the last of the hurrying passengers, the fast of the cargo gear waiting to swing the mails on board; and, as the final bags of mail lifted from the wharf, her bell would ring, finishing with the final three single strokes and the gangway would come away. Then her lines would be let go, and very quietly and smoothly she would leave her berth, swing, and proceed down stream on the start of her run across Bass Straits to the island State.

Now she lies out in the Bay, close to the mouth of the river, just off the track she trod so many times. Her going is the snapping of another link with the past, and she will be missed—but fondly remembered—by the port of Melbourne, as well as by the folk on the other side of the water in Tasmania.



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CONVOY CAPERS

By Bob Chambers.

I DON'T think I laughed much in the days of convoys, but now I can look back and smile at the brighter side. I remember the many times I have stood on the foc'sle watching the convoy struggle out of harbour and form up into station—gaunt liberty ships and low, wallowing tankers, and perhaps an odd merchantman or two; a sad looking lot in the gathering dusk. I have stood there watching the spray shoot off the rollers, and thinking of another seven days of pitching, tossing, rolling and corkscrewing our way to the Persian Gulf, where we had a short respite in a temperature of 120 degrees, and pulled out again with another mob of tankers and mercantile tortoises.

Down to Aden and back to Bombay by the same route in a month's time. We cursed our sea-sick souls, the war, and the monsoons. And most of us cursed the convoys. Long gruelling days in which nothing ever happened or perhaps an attack once in three weeks; but never a kill, unless an unoffending whale turned its belly towards the stars.

But, in retrospect, there was something spectacular and awesome in the line of grey hulls shadowed against the evening clouds.

They seemed to draw your gaze and, count them as many times as you wished, you got a different score each time. There was always a rub hidden by the old girl on her beam: and there was always the lazy last, the straggler who was forever not with us—the sort of creaking old hulk laid down in '13 for 12 knots and considered, at the convoy conference, capable of making eight. As she dropped steadily behind "over the hill," it was painfully evident that in a six-

knot convoy she could make five knots with a following sea.

The Old Man would come on to the bridge as the dismal greying light of dawn displayed our scrubby beards and tired eyes while we kicked the dirty coffee mugs out of sight and tried to look awake in his presence. He would grunt at the officer of the watch and say: "Old jughandle missing again?" Often 'old jughandle' was a miserable little coaster, and we would feel sorry for him while we swore at him.

HUMOUR and pathos played tag in some of the grim moments. I remember leaving port with a little coaster the Old Man called a "black-belching b—" as soon as he saw it. We lost him by morning, and we later learnt that he had gone back home. He was with us again, and the same thing occurred when we left the same port twelve days later. Third time is lucky, they say, and he stayed with us this time for two days, until the convoy commodore was fished. A second fish failed to explode in the next-in-line, and our organised panic commenced. Like terriers, we were darting about with our charges, and the convoy was dispersing when a streak of black smoke shot through the middle of the mess. The rotten little scrubber beat us into the next port by fifteen hours.

Sometimes convoys were called circuses by the cynics. One of our convoys was officially known as 'the circus' on inter-ship radio telephone communication. The conference had pre-arranged the call-signs, and the merchantmen were "boards," while the Navy ships were "floorboards". On the starboard side of the convoy two of the escorts were "Flannigan" and "Allen", and the Commodore was

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"Daddy", while everybody listened in to "Circus". The same wit of a commodore who suggested these call-signs made the sarcastic signal: "As the war ends at noon on Saturday in Bombay I suggest we alter course to — in order to arrive before this event."

I was spared the misery of Russian and North Atlantic convoys, but I have heard many of the tales that have drifted back. I think one of them is worth repeating. When the "Queen Mary" cleared her port in the homeland on her runs to America, a gallant little escort, often an old destroyer, awaited her outside. To the "Queen's" imperious "What is your maximum speed?" she would reply, "Twenty-two knots, sir," or whatever it happened to be. In the manner of a policeman waving on some slow traffic would come the signal: "We will steam at 22 knots." And for two days the game little escort would struggle on before giving up the ghost and returning to port, while the "Queen Mary" increased speed to 30 knots and scurried for the land of chewing gum and film stars.

The pride of the Navy rose again, however, when the "Mary" made her usual signal to an unusual looking escort.

"To Officer commanding escort, what is your maximum speed?"

"Forty-five knots, sir. So what?"

I can imagine the gleam in the Old Man's eye as he dictated that reply.

I can vouch for the truth of the following incident. There were 23 ships in the convoy, with a corvette astern and the other corvette, ourselves, doing a long criss-cross sweep in the van. In the blackness at 3.30 a.m., Jerry aimed for the Commodore, missed, and fished the second and fifth in the centre line. We commenced chasing unsuccessfully, the convoy dispersed and two skyscrapers of flame emphasised the darkness.

At 6.30 a.m. we commenced picking up representatives of all nations, except, I think, the Eskimos, and by midday we had lo-

cated a Norwegian tanker which Jerry had chased and holed, the explosion having broken her back. During the afternoon the crews of the three ships were sorted out and counted, including those collected by our sister ship. The men missing, believed to have gone down with their ships, were recorded, and everything tallied except for one Mohammed Lahl. Nobody knew him; he hadn't been on one of the torpedoed vessels. Who was he? From where had he come?

A lifeboat from the Yank tanker picked him out of the drink along with her own fellows. Even usually our engineer, who spoke Hindustani, found time to question him, and it turned out that he

was a donkey-man on the Commodore and had jumped straight overboard on hearing the first explosion. Fools rush in where angels wouldn't go with triple turrets. We delivered him to his ship three days later.

STRANGE things happen at sea, and beside locating a drifting buoy miles away at sea and chasing whales, reported by the R.A.F. one unhappy Christmas Day as six submarines, there was the occasion when the escorting vessel pulled away from the convoy to investigate a suspicious-looking, dirty Arab dhow. Imagine the surprise of the Old Man to find in command of it a Commander in the Royal Naval Intelligence branch,

very irate at having been stopped.

A certain convoy, proceeding to land troops on a Jap-occupied island, was a funny, if not fearsome, sight. The warships consisted of seven fierce-looking corvettes and two motor launches, and the three Dutch troopers belched black smoke for miles behind the inevitable straggler, a small Naval store ship, whose slowness dictated the speed of the convoy at four knots. There was one other ship; a top-sail schooner which, because of the good prevailing wind and her inability to shorten sail any further, sailed right round the convoy about once an hour in order to go slow enough to keep up with us! There is still a lot to be said for sail.

Yes, like our school days, which are not the best of our lives but the best to look back on, the very grim days give humorous memories in later years. Man owes much of his sanity to his natural ability to remember the good things long after the bad have been forgotten.

NAUTICAL QUIZ

- (1) On Boxing Day, 1943, H.M.A. Ships "Australia," "Shropshire," "Arunta," and "Warramunga" took part in U.S. landings at Cape Gloucester, New Britain. Who named the Cape and the Island?
- (2) In reading of the Indian and Eastern trades, we often find references to "country ships." What were they?
- (3) In the year 1580 a ship, returning from a long voyage, entered Plymouth Sound, and hailed a passing fisherman with the question "Is the Queen alive?" What was the ship, and the urgency of the question?
- (4) When and how did the term "capital ship" originate?
- (5) In numbers of her wars Britain has suffered from the "guerre de course." What is it?
- (6) The former merchant clipper "Sobraon" became the R.A.N. Training Ship "Tingira." The process was reversed when the former line-of-battle ship H.M.S. "Nile" became a training ship for officers of the British Merchant Service. Do you know the training ship?
- (7) In the summer of 1940, the sea off the French coast near Gravelines was the scene of an epic event in British history. What was the former event in which the sea there figured importantly for Britain?
- (8) Dassen Island, off the S.W. coast of Africa, is so-called because it is the home of small animals known as "dassies." Do you know why Rottneest Island, off the S.W. coast of Australia, is so named?
- (9) The Australian author Malcolm Uren has written, in "Sailors' Ghosts," a story of a visit to the Abrolhos Islands. Where are they, and whence the name Abrolhos?
- (10) Many of the early ships of Japan's modern navy were built by the British. Do you know of the first occasion of British shipbuilding for the Japanese?

Answers on page 53

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BOOK REVIEWS

By G.H.O.

"The Three Corners of the World"—An Essay In The Interpretation of Modern Politics, by Paul McGuire. William Heinemann Ltd., London.

Mr. Paul McGuire's latest book—"The Three Corners of the World"—is a call to the English speaking peoples to get together and do something about the state of the world today in the hope of improving that state in the future. Of the urgency of the need of some large-scale and long-term action, few who consider events with any thought could be in doubt. There are forces at work, and powerful forces, which are taking action, large-scale and long-term, to decide the future. But on present indications the future to which they are working is not a happy one.

Mr. McGuire believes and adduces strong arguments in favour of that belief—that a brighter future lies in taking some cognizance of what has been achieved in world order and world happiness by a system of which the peoples have some experience—the British System; and in building to that System's pattern. That system is a reality. It has worked, and given us the only practical experience we have had of a lasting and peaceful association among Sovereign States. It provides an example of the nearest that we have come to a world community.

"It defines some of the conditions necessary to a world order; and its virtues and vices, successes and errors are instructive when we must create new order or perish. The problems are far larger than the problems of the British System. It also is confounded and confused in the moral crisis which has come on all mankind. But in an effort to interpret that crisis, it provides an essential theme. I have therefore made it the primary argu-



Paul McGuire

ment of this book."

The British System is now—as it has been before—in flux and change. It must be refashioned—perhaps, as the author suggests, with the United States in the central role—if a world economy and a firm frame for world peace are to be established.

But to get the picture it is necessary to see how the British System has grown, how it has worked. For that reason this book must have an historical approach, and on that basis it is planned.

Mr. McGuire traces the motives of Empire which led to the growth of the System. That System he sees as consisting of three Empires which have now passed, growing one into the other: "not three entities but variations on one theme: the adventures of the British peoples in the world."

The first began with the death of Mary Tudor, "the end of the England which had for 1400 years been orientated towards the Continent." Thenceforward England turned towards the wide seas, and the First British Empire was born with the formation in 1562 by London merchants of an African Company to finance John Hawkins in the Slave Trade. There followed the struggle with Spain, brought to a head by Philip's realisation that his country could not gain time to shift the basis of her imperial development unless she could check the English excursions into a world too vast for Spain to protect and police. "Philip threw the Armada in the teeth of advancing history. History devoured it."

The dominant economic policy of the First Empire was "mercantilism": it sought trading-posts and ports and bases along the trade routes for the development of an entrepot trade, rather than territorial expansion. That came only in America. But territorial responsibilities—often embarrassing—inevitably followed the activities of the Trading Companies.

Mr. McGuire outlines the story of the colonization of America, of the development of the continental outlook and the tend to isolationism that resulted there, and of the revolt of the Colonies and their loss to Britain, at which point he closes the First Empire. "It is important to remember that if the Revolution cost Britain thirteen Colonies it cost the Colonies a lively and vigorous strain which left for territories under the British flag. The Loyalists went to make English-speaking Canada, Nova Scotia, New Brunswick, Cape Breton Island, and Prince Edward Island were largely peopled by them. Upper Canada took being from 30,000 of them. Thousands more went into Quebec."

And, "Australia has in her ancestry (if from the wrong side of the blanket) the American Revolutionaries. Five generations

after them, the United States and Australia formed the most intimate political and military association either had ever entered with a foreign power, to fight a war in seas and islands whose names were hardly known to the Founding Fathers. Strangely, too, America, growing to world power in the twentieth century was to find that her structure of defence north and west would need the new pillars of British power in the self-governing Dominions which the American Revolution had all-unknowingly helped to bring to being."

The Second Empire was under way before the First had gone. India and Canada came into the British System from the Seven Years War. Napoleon forced much of the later growth after the Americans had gone. "The French might almost be said to have forced a shotgun wedding on the British and their Second Empire."

This was the Empire of Sea Power and the trade it protected. "The skeleton of the Roman Empire was its roads. The circulatory system of the British Empire is its ships. The ships in their progress have woven the patterns of British power and of the world-economy. Other machines have contributed, but the master pattern has been the British. The British opened the new trades, made and protected essential ports, created the marts of Asia, Africa and Australasia. Sea-power and trade, the Royal Navy and the Merchant Marine are the fundamental facts of the Second Empire and the World System it produced."

It was the Empire of the Open Society, "not only for the several sovereign politics and economies but for the world at large. If competition and unrestricted enterprise were right in the conduct of domestic business they were right in the commerce of nations."

But it was the Empire also of the Industrial Revolution, and of a world in which tariff and customs controls fostered industrial-

isation in sovereign States, and heralded the eclipse of the Open Society. As Mr. McGuire points out, the motives behind the craze for industrialization are plain. Technical and industrial development is a necessity of defence. "Yet the strain of competing industrial economies is a constant provocation to the passions which make for war."

Within the British System the Dominions were growing up and shortly were to receive responsible and representative government. The Empire, in these changed conditions, was to remain in being, since "there seemed little sense in taking trouble to break bonds which lay so lightly." And there were great advantages in the connection. The matter of defence, for instance, of which Britain carried the main burden. And the Empire grew, since once engaged there was little option but to carry on. "The alternative to empire was exploitation, ruin, death, and slavery" in the newly opened territories of a world in which there could be no more "terra incognita or primitive Arcadis."

It was the Age of the weakening of the hold of the Church. The reshuffling of population due to industrialization had much to do with that, and "Christianity declined partly in the default and confusion of its preachers and teachers, partly in its failure to penetrate the new social milieux." Somewhat to fill the gap came the Darwinian theory of evolution, and the faith of the "Survival of the Fittest." It was a faith that solved many difficulties of conscience. But it did not help those of the masses. "Standing over from them beside the pillars of society, pressing on these, testing them, was Marx, an unshorn Samson: a figure far less respectable than Mr. Darwin but as formidable, and with no comfort in him for the men of property."

The Third British Empire grew "in this changing moral and intellectual climate," and in part from the philanthropic and

missionary impulse which was quickening even while the faith of Western Europe itself was in decline. It emerged from the Second in the 1870's. It began a phase of political integration of several great blocs within the System. The opening of the Suez Canal played a part in its development. It was an age of wide stirrings. Other nations were in pursuit of Empire. "Much history swung with Dewey's guns and Chichester's manoeuvre in Manila Bay; and with the Anglo-Japanese Alliance to check German and Russian hegemony in the Far East." By his challenge to Britain's most vital interest, her power upon the sea, the Kaiser, says Mr. McGuire, "welded the Third British Empire."

It was the Empire of Imperial Conferences, of the development of the mechanics of Commonwealth relationships; of the rise of Trade Unions. The Unions grew both in the Mother Country and the Dominions, and with them the Labour Parties, whose accession to power "is convincing evidence of the broad democratic character of the System." Mr. McGuire traces the development of the System through the first War, through the confused, disillusioned years that succeeded it; the surge of nationalism in the Dominions, and the holding of the bonds keeping the System together. It was the era of ever-rising trade barriers, of the further eclipse of the Open Society.

To many outside the System—and some within—the bonds seemed to have weakened. "Hitler was convinced that though the Kaiser had mistaken the strength of the British System, Germany now could count on its dissolution at the stroke of war. Hitler's delusion has been curiously persistent amongst Britain's enemies and even her friends. It sometimes leads its victims into considerable embarrassments."

(This reviewer is reminded by the foregoing of a passage in Mr. Churchill's first volume of "The Second World War." "It is,

he says, "a curious fact about the British Islanders, who hate drill and have not been invaded for nearly a thousand years, that as danger comes nearer and grows, they become progressively less nervous; when it is imminent they are fierce; when it is mortal they are fearless. These habits have led them into some very narrow escapes")

World War II, came, and passed. It has left deep scars. The Open Society became a more distant, nostalgic memory. World Economy must be restored before the healing of the scars can begin. If a return to the economic jungle is to be avoided, doors must be opened again. There must be co-operation among the nations, or a large part of them.

The Third Empire of the British System is passing—its passage hastened by the War. The Fourth, says Mr. McGuire, is now unfolding. "Through the first half of 1947, the imminent demise of the British System was extensively canvassed . . . many (especially amongst American publicists) mistook Great Britain for the whole British System; and then imagined that it was all wrecked because she was shaken. If Britain and the Commonwealth are dying, they are an unconscionable long time about it."

The author of this book does not think their demise is on the horizon. He reviews the factors which make for and against cohesion in the British System. He quotes Emerson's observation of a little over a hundred years ago when Britain was going through an earlier crisis: "So I feel in regard to this aged England . . . pressed upon by transitions of trade and . . . competing populations—I see her not dispirited, not weak, but well remembering that she has seen dark days before:—indeed with a kind of instinct that she sees a little better in a cloudy day, and that, in storm of battle and calamity, she has a secret vigour and a pulse like a cannon."

It is to the sources of this

"secret vigour" that the British People are now turning. And in their recent resignation of great charges "the chief and central motive is their instinctive recognition of the need to recruit their strength at its primal fountains." Mr. McGuire reviews the present state of the Empire: the state of the Nation; and that of the Dominions. Of his own country, Australia, he speaks straightly as one who comes "of families which sweated to pioneer Australia and which have given more lives than most to her defence; and I claim the right of my stock to speak of her necessities." Of the Australian: "He is meant, I believe, for greatness. But he must refuse to cower before alien superstitions and foolish or sinister temptations which would pervert and corrupt the Australia we have known. The Australian must be his own man. To be your own man, you must learn to examine your own conscience and consciousness." This Australian passage of his book will make every thinking Australian do so.

In a chapter on the Fourth British System he suggests its emergence as a supra-national organization developed from the working model of that Society of Nations which has worked which the British Commonwealth has presented to the world. It would be an organization of many centres of local power, with consultative machinery in each capital of the Commonwealth of Nations to cover the whole range of common themes.

"We need not be afraid of complexity. Organic life is complex and grows by the constant multiplication of its cells. We must abandon the idea of the National States as fixed and static forms. A World Order is not to be built like a wall of separate bricks. It must grow in the terms of organic life. This has been the lesson of the British System, and it stands in the sharpest contrast to set-pieces like the League and the United Nations."

And if the British System could do it, why not a wider, larger System; an Open Society, led by a partnership of the United States and the British System; a great supra-national economy and community in which they can freely collaborate for their general good with all the peoples who will accept its conditions?

The alternative, Mr. McGuire suggests, is the growth of the "Monstrous State," ever more encroaching on the peoples' liberties, ever more closely confining them within closed frontiers, not only those geographical, but inevitably those also of the mind and the spirit.

The move, he feels, is up to the United States. "They and they alone have the power to restore the Open Society in the world at large and in its several parts. They and they alone can apply the American Idea to the International order. If the American Idea is valid for them in their domestic affairs, they should have the courage to rest their foreign or international programme on it."

And they should look to the British System. For the chief significance of that System is not in the Sovereign Polity of the nations within it. "It is in the shape of things promised, in the energy which strove through the British System to make sense in the larger world. It is in the strange power of the British to create in the teeth of their own nationalisms a larger unity which for a century embraced peoples of every colour and creed. This is the phenomena which America should study: for it has clues to the supra-national society that is now the one alternative to chaos."

Mr. McGuire writes with deep sincerity and with an informed mind. This is no superficial survey of an undeveloped theory, but an earnest exposition into which, it is clear, has gone much observation, thought, and study of cause and effect. It is a convincing and stimulating

work by an author who, in his literary allusion is a charming companion, and who at the same time has that to say which is a challenge to every thoughtful reader.

"As You Were"—With The Australian Services At Home and Overseas From 1788 to 1948, Published by the Australian War Memorial, Canberra, A.C.T.

"As You Were—1948" is the latest of the Service Christmas Books produced by the Australian War Memorial, and is well up to the high standard of the previous volumes.

Like its post-war predecessors, this 1948 volume is a "combined operation" of the three Services. The representatives of the Second A.I.F.—ably supported by those of their forefathers of the 1914-18 War—are in the majority, with the R.A.A.F. and R.A.N. about equal in the number of their contributions.

On the whole, Air Force and Navy write in lighter vein than their brothers-in-arms of the Army. One imagines that, by and large, the recollections of soldiers are grimmer, so that perhaps it is only natural that such should be the case.

To this reviewer the most moving account in the book is "To Cookies and Prisoners of War . . .", which tells of the journey of "F" Force, a party of seven thousand prisoners of war, from Singapore to Thailand—eight hundred miles through the tropics packed like sardines in airless steel railway trucks, and a two hundred mile march of horror on starvation rations, racked with fever and beaten with sticks. "Nothing could stop the march: it moved on, death-

less, unceasing, and night after night the pitiful entreaties to stop were passed up from the rear until the very words symbolized all the agony against which the troops had no redress." It is a terrible story.

As a contrast on the Army side, "Footloggers Sometimes Rode," a First War Sketch; and "A New Hat in a New World" and "Johnny Gets A Job"—both War II. vintage—raise a chuckle.

But all of the material is good, and it will evoke memories for each reader according to his experience.

The book is well illustrated with reproductions of paintings and drawings—seventeen in full colour—and is handsomely produced, and printed to the usual good standard of the Halstead Press, Sydney. It is a worthy unit of the War Memorial's Service series, and earns a place in your collection.

NAUTICAL QUESTION BOX

Continued from page 36

was used, prior to requisitioning, as a show boat for evening and Sunday trips on the harbour. It is believed that "Koompartoo" was at some time stationed at the island of Guadalcanal, scene of the first attack of the American Marines against the Japanese.



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WHAT THE NAVY IS DOING

THE big change in the Royal Australian Navy since these notes were last written is that in the designation of the seagoing organization. As announced by the Minister for the Navy (Mr. Riordan) the title was changed, as from the 1st of January, from that of His Majesty's Royal Australian Naval Squadron to His Majesty's Royal Australian Fleet. As from the same date, the title of the Flag Officer Commanding became Flag Officer Commanding His Majesty's Australian Fleet.

When announcing the change, Mr. Riordan said that a fleet is defined as an organization consisting of various types of ships and naval aircraft capable of undertaking major operations, and the acquisition by the Royal Australian Navy of H.M.A.S. Sydney, the first of two aircraft carriers to be added to the R.A.N., qualified the combined Australian warships for that designation. The Minister added that the new designation would indicate the growing importance of the Royal Australian Navy, and should increase the pride of the Australian people in their senior service which had established such high traditions and won such glowing tributes in two great world wars.

This year, the active vessels of the Australian Fleet will consist of one aircraft carrier, one eight-inch gun cruiser, five destroyers, three frigates, two landing ships tank, two survey ships, and a tug, with other vessels in reserve.

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. Sydney (Captain R. R. Dowling, D.S.O., R.A.N.) is in United Kingdom waters, where she is carrying out training and exercising, and undergoing a "shake-down" period. On completion, she will sail for Australia via the Suez Canal.

The Cruiser:

H.M.A.S. Aus. Iru (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 His Majesty's Australian Fleet, arrived in Sydney from Jervis Bay on the 21st of last month, departing from Sydney on the 2nd of this month for a cruise of some six or seven weeks in Tasmanian waters, returning to Sydney via Westernport and Melbourne early in April. It is anticipated that she will sail from Sydney on the 20th of that month for Jervis Bay, and depart thence on the 4th May for Fremantle, returning to the East via Adelaide and arriving back in Syd-

ney on the 10th June. She is then due to commence availability for leave and refit, and to depart on a cruise early in August.

10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Captain (D) 10, Captain W. H. Harrington, D.S.O., R.A.N.) is due back in Sydney from Japan on the 28th of this month, after being relieved of her duties with the British Commonwealth Occupation Forces by H.M.A.S. Shoalhaven. She will be granted 50 days' availability for leave and urgent defects on arrival. Her present programme entails her departing from Sydney for Jervis Bay on the 20th April, and accompanying the Flagship on the cruise to Western Australia during May and June, on the 10th of which last-named month she is expected back in Sydney. She should again sail from Sydney on a cruise late in June.

H.M.A.S. Arunta (Commander P. N. Cook, D.S.C., R.A.N.) is in company with H.M.A.S. Australia on the Tasmanian cruise, and

will later accompany the Flagship to Western Australia. She will remain with Australia until the 4th May, and subsequently will be in company with H.M.A.S. Sydney on that ship's arrival on the Station.

H.M.A.S. Bataan (Commander A. S. Storey, D.S.C., R.A.N.) is in Sydney completing her period of availability for leave and refit. It is anticipated that she will sail from Sydney on the 22nd of this month and will accompany the Flagship on the Tasmanian cruise. Late in March she should depart from Hobart for Westernport, where it is anticipated she will arrive on the 23rd of the month, being in Melbourne from the 26th March to the 4th April, and returning to Sydney on the 6th. Subsequently, following a period in Jervis Bay, she departs Sydney on the 4th May for Japan via Cairns, Darwin, Tarakan and Hong Kong.

H.M.A.S. Quiberon (Commander J. L. Barth, R.A.N.) is in Sydney undergoing refit, which she should complete about the end of this month.

H.M.A.S. Quickmatch (Lieut. Commander R. R. Brown, R.A.N.) is in Sydney, where she will commence refit about the beginning of April.

1st Frigate Flotilla:

H.M.A.S. Culgoja, Senior Officer (Commander J. Plunkett-Cole, R.A.N.) departed from Sydney on the 7th of last month for New Guinea waters via Cairns, and reached Dreger Harbour on the 15th of January. She will remain in New Guinea waters—under the operational command of the Naval Officer-in-Charge, New Guinea—until the end of March, when she returns to Australia via the British Solomon Islands and the New Hebrides, being due back in Sydney on the 3th April. Culgoja proceeds to Williamstown Naval

.... at Sea and Ashore

Dockyard in May, being due there on the 6th of that month, and will then be at 50 days' availability for leave and urgent defects. It is anticipated that she will sail from Sydney about the 10th August to relieve Bataan in Japanese waters.

H.M.A.S. Condamine (Lieut. Commander J. H. Dowson, R.A.N.) is in Williamstown Naval Dockyard, completing availability for leave and urgent defects. She is expected to sail on the 7th of this month to join the Flagship in Tasmanian waters, remaining in company with the Flag until her return to Williamstown on the 6th May. She will then commence 50 days' availability for leave and 45 days for refit, previous to her departure for New Guinea waters about the middle of July.

H.M.A.S. Shoalhaven (Lieut. Commander Keith Tapp, R.A.N.) departed from Sydney on the 21st of last month for Japanese waters to relieve H.M.A.S. Warramunga for duty with the British Commonwealth Occupation Forces. Shoalhaven was at Cairns on the 26th January, at Dreger on the 29th, and is due at Kure on the 9th of this month. She will be relieved in Japan by H.M.A.S. Bataan early in June, and will call at Hong Kong on her passage south to Williamstown Naval Dockyard, where it is anticipated that she will commence 50 days' availability for leave and 45 for refit early in July.

H.M.A.S. Murchison (Lieut. Commander W. F. Cook, R.A.N.) is carrying out training exercises under the control of the Flag Officer-in-Charge, N.S.W. Murchison will commence 45 days' refit on the 7th June.

10th. L.S.T. Flotilla:

H.M.A.S. Tarakan — Lieut. Commander H. K. Dwyer, R.A.N.R.—is employed in dumping ammunition at Melbourne.

During December and January she transported 230 Tasmanian Boy Scouts from the Island State to Melbourne to attend the Pan-Pacific Jamboree, and later returned them to Tasmania. Tarakan was made available for this duty by the Royal Australian Navy at the request of the Tasmanian Premier (Mr. Cosgrove). Tarakan has forward commitments to ship stockpile of materials and equipment for the construction of the advanced Naval Base at Manus, and will also be used for the transfer of men and stores from the Royal Australian Navy's base at Dreger Harbour, New Guinea, to Manus, when the latter base is ready for occupation.

H.M.A.S. Labuan (Lieut. Commander G. M. Dixon, D.S.C., R.A.N.V.R.) is en route from Melbourne, via Fremantle, to Heard Island to relieve members of the Australian Antarctic Research Expedition on that island. She will then return to Melbourne, and subsequently proceed to Macquarie Island to relieve members of the Expedition there, returning to Melbourne about mid-April.

Landing Ship Infantry:

H.M.A.S. Kanimbla is in Sydney, reverted to the administrative control of the Flag Officer-in-Charge, New South Wales, for reconversion to trade and return to her owners.

Australian Minesweepers:

These two vessels, which are based on Flinders Naval Depot, comprise the Training Flotilla:

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

H.M.A.S. Larrobe (Lieut. M. G. Pechy, D.S.C., R.A.N.).

Survey Ships:

H.M.A.S. Warrego (Commander G. D. Tancred, D.S.C.,

R.A.N.) departed Sydney on the 7th of last month to carry out a survey at the eastern end of Bass Strait. A first degree triangulation connecting the mainland to Tasmania via various islands in Bass Strait, will be undertaken first. The result will form part of the National Geodetic Survey of Australia. Representatives of the Director of Naval Mapping will co-operate with H.M.A.S. Warrego in this important triangulation. On the 15th of January, Warrego visited Launceston in connection with the Regatta there.

H.M.A.S. Barcoo (Lieut. Commander D. A. T. Gale, D.S.C., R.A.N.) sailed from Sydney on the 11th January and is carrying out a triangulation survey of Investigator Strait and Spencer and St. Vincent Gulfs, the result of which will be included in the National Geodetic Survey of Australia. On the completion of this work, Barcoo will carry out a survey of the approaches to the Outer Harbour, Port Adelaide, and the ports of Whyalla and Port Pirie. The last charts of these approaches were made from surveys carried out over 70 years ago.

H.M.A.S. Jabiru left Sydney on 6th January, as tender to H.M.A.S. Warrego, with which ship she is engaged on the Bass Strait survey.

GENERAL

"Shoalhaven" Wins Gloucester Cup

Adjudged as being the ship in His Majesty's Australian Fleet foremost in general efficiency, cleanliness, seamanship, and technical training during the year 1948, the frigate H.M.A.S. "Shoalhaven" was awarded His Royal Highness the Duke of Gloucester Cup for the year. Rear Admiral H. B. Farncomb

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Japanese stone lantern at the Royal Australian Naval College, Henders Naval Depot. The Plaque bears the inscription: "JAPANESE STONE LANTERN presented to the Royal Australian Naval College by the Australian Military Component of I.C.O.F. Japan. This Lantern was originally owned by vessels of the Asano Family and later stood for 80 years in the City Park at Hiroshima, where it witnessed the first Atom Bomb Raid of 8th August, 1945."

presented the Cup to the ship during her recent period in Sydney.

Bass Strait Survey

The Survey of Bass Strait being carried out by H.M.A.S. "Warrego" presents some problems, among which is that of the erection of stations on various of the islands, many of which are difficult to land on by reason of their precipitous cliffs and the normal weather conditions. One of the most formidable of these islands is the Pyramid, which lies South a quarter West, 19½ miles from Deal Island. A bare, square-topped mass of granite, the Pyramid is 243 feet high and, so far as is known, has never been climbed previously. It has deep water close to its western side, and from 11 to 20 fathoms for about half a mile from its eastern side, and is usually surrounded by tide rips except when there is no wind. Its precipitous appearance is responsible for its

often having been mistaken for a sail.

H.M.A.S. "Sydney's" Education Record

Ninety-three men of the Australian Fleet's new aircraft carrier recently sat for their Educational Test Part I. This is an all-time record entry for a sea-going ship.

Concert Party

"Sydney's" ship's company put on a Christmas Party for the children in the Prince of Wales Hospital in Devonport, and the ship's Concert Party staged a variety concert at the Royal Naval Barracks, Devonport, to raise the necessary funds. Two days after the concert was announced, the theatre was booked out. The performance justified the enthusiasm, one officer remarking: "I've put on a number of Naval Concerts myself, but that's the best one I've seen." A second performance was put on in the W.R.N.S. section of the Barracks, and requests for repeat performances streamed in. The organisers hoped to be able, as a result, to spend fifty pounds on the 34 cots in the Prince of Wales Hospital. The reception of the concert was so good, that the Concert Party hopes to be able to put a show on at most ports of call, and to give the proceeds to some deserving cause.

NEW COLLEGE CADETSHIPS

Twenty-eight boys were selected for entry into the Royal Australian Naval College this year, the same number as were selected for 1948 entry. The newcomers to the Navy entered the College at the end of last month as Cadet Midshipmen. Two of them have been awarded the Special Cadetships reserved for boys who are sons of parents who have been on active service abroad in the R.A.N. or in an Expeditionary Force raised under the provisions of the Commonwealth Defence Act, including forces sent by the respective States of the Commonwealth to the South African War.

Full List of Boys

The full list of boys to whom the Cadetships were awarded is: Special Cadetships:

Campbell, James Brian, North Melbourne, Vic.

Reece, John Davidson, Prospect, S.A.

Ordinary Cadetships:

Bathgate, Ian Eyre, Bellevue Hill, N.S.W.

Bearlin, Raymond Campbell, Castlemaine, Vic.

Berger, Howard Paul, Neutral Bay, N.S.W.

Brook, Philip Graham, Frankston, Vic.

Chandler, Robert Thomas Mitchell, Crawley, W.A.

Collins, James Barrington, New Farm, Qld.

Cook, Harry Dene, Ayr, Qld.

Dowling, Anthony Russell, Toorak, Vic.

Earlam, Michael Ernest Harold, Panania, N.S.W.

Fernis, Alan George, Kedron, Qld.

Findlay, Haleburton Charles, Hawthorn, Vic.

Forsey, Keith Ronald, Maribyrnong, Vic.

Gatacre, Reginald Galfrey Ormond, Caulfield North, Vic.

Hawke, William Edward Roger, Balaklava, S.A.

Hocker, Peter John, Hawthorne, Qld.

Jackson, Malcolm Douglas, Kedron, Qld.

Keay, Michael John Stanley, South Yarra, Vic.

Keane, Edwin Trenchard, Goulburn, N.S.W.

Kennedy, Geoffrey Thomas, Newtown, Vic.

Mortensen, Edward Alfred Mark, Thursday Island, Qld.

Odium, Henry Francis, Maryborough, Vic.

Pennock, Robin John Rex, Murray Bridge, S.A.

Unwin, Malcolm Stewart, Yerronga, Qld.

Watts, John Hamilton, Albert Park, Vic.

Wilson, Brian Hoard, Strathfield, N.S.W.

Wishart, Terence Edwin Kevin, Rainbow, Vic.

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The Family Tradition

Three officers of the Royal Australian Navy see, in this year's list of Naval College entrants, the family tradition being carried on, and their sons following in their wake in entering the Navy. They are Captain Roy Russell Dowling, D.S.O., R.A.N., the Commanding Officer of H.M.A.S. "Sydney"; Captain G. G. O. Gattore, D.S.C., R.A.N., Deputy Chief of the Naval Staff; and Lieutenant-Commander Albert Brook, R.N., Director of Radio Equipment, Navy Office, Melbourne.

PERSONAL

Captain R. K. Dickson, D.S.O., R.N., who visited Australia in 1947 as Commanding Officer of the Royal Navy's Light Fleet Aircraft Carrier, H.M.S. "Theseus" has been promoted Rear Admiral. Rear Admiral Dickson was for a period from November, 1944, Chief of Naval Information at Admiralty, and, while there, made a series of War Commentaries and Naval Broadcasts which have since been published in book form under the title "Naval Broadcasts".

Before the aircraft carrier "Sydney" was commissioned as one of H.M.A. Ships, her Australian Ship's Company served in the carrier H.M.S. "Glory" under the command of the "Sydney's" present Commanding Officer, Captain R. R. Dowling, D.S.O., R.A.N. At Christmas, the men of the two carriers gave a dance, at which approximately 1,000 danced in a most successful party. The organising Committee on this most happy occasion consisted of C.P.O. (SM) McDonald of the Royal Navy, Petty Officer "Chicka" Avery of Hamilton, Newcastle, N.S.W.; Leading Stoker Mechanic "Bluey" Colville of Chelsea, Vic.; and Leading Stoker Mechanic "Darby" Barr of South Melbourne, Vic.

H.M.A.S. "Sydney" has as one of her Ship's Company a man who has served in all three of H.M.A. Ships of that name, he

having first joined the Royal Australian Navy in 1919, his first sea-going ship—in 1920—being H.M.A.S. "Sydney" of the four funnels and "Emden" fame. When, recently, the 61st Annual Dinner of Royal Navy

Writers was held in Devonport, the man in question—Commissioned Warrant Officer A. (Bert) Burley, of Sans Souci, N.S.W.—was accorded the unique honour of being the first Australian to attend.

Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

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

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

Appointments. Lieutenant (L) Harry Arthur Leslie Eddowes is appointed on loan from the Royal Navy, with seniority in rank of 7th September, 1946. Dated 26th September, 1948. James William McClure is appointed Sub-Lieutenant (L) (on probation), dated 24th September, 1948. The Reverend Frederick George Kye, Temporary Chaplain (on probation), is appointed to the Permanent List, with seniority of 17th February, 1947, dated 9th November, 1948.

Promotion.—William Jesse Dow, Chief Petty Officer Cook (O), Official Number 20259, is promoted to the rank of Warrant Catering Officer (Actupg), dated 21st October, 1948.

Confirmation in Rank.—Acting Lieutenant Brian Henry Francis Wall is confirmed in the rank of Lieutenant, with seniority in rank of 16th March, 1948, dated 3rd October, 1948. Francis Albert Pascoe, Gunner (T.A.S.) (Acting), is confirmed in the rank of Gunner (T.A.S.), with seniority in rank of 12th February, 1947.

Transfer to Emergency List.—Lieutenant (E) Desmond William Knuckey Vagg is transferred to the Emergency List, dated 4th November, 1948.

EMERGENCY LIST.

Appointment.—Reginald Selwyn Booth, Commissioned Communication Officer, is appointed

from the Retired List, dated 3rd November, 1948.

Promotion.—Lieutenant-Commander Colin Goyder Little, D.S.C., is promoted to the rank of Commander, with seniority in rank of 12th June, 1946, dated 1st October, 1948.

Transfer to Retired List.—Engineer Captain Douglass Phillips Herbert is transferred to the Retired List and reappointed for temporary service in the rank of Engineer Commander, dated 11th November, 1948.

Termination of Appointment.—The appointment of Lieutenant-Commander Colin Goyder Little, D.S.C., for temporary service is terminated, dated 30th September, 1948.

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

Termination of Appointment.—The appointment of Harold Graham Charles Delano Fowles as Lieutenant is terminated, dated 16th September, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Lewis Arthur Jones is appointed Lieutenant, with seniority in rank of 28th April, 1943, dated 6th March, 1946. Lionel Walter Lansdell is appointed Lieutenant, with seniority in rank of 30th June, 1941, dated 13th March, 1946. Noel Frederick Spicer is appointed Lieutenant, with seniority in rank of 19th April, 1944, dated 28th February, 1946. Michael Roger Edmonds is appointed Sub-Lieutenant (S), with seniority in rank of 4th December, 1945, dated 18th July, 1946.—(Ex. Min. No. 79—Approved 21st December, 1948.)

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

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Federal Council

THE Federal President and Council have received many New Year greetings from our Patrons, Vice-Patrons, States and their Sub-Sections' Presidents, and also from Secretaries of other ex-Service organisations. Amongst these messages were two from the U.K., one being from the White Ensign Club, Ipswich, Suffolk, and the other from the Royal Naval and Royal Marine Fellowship, Porchester, Hants.

Now that the R.N.B. Trust are again publishing their pre-World War 2 regular Quarterly Review for issue to ex-Naval Associations, we can expect our Association's information to be circulated throughout the Empire, and we hope to receive a measure of liaison with the various R.N. and R.M. Associations in the United Kingdom.

Federal Council has noted the Admiralty's proposal with regard to a national name for all ex-R.N. organisations in the British Isles, with the suggested name of "ROYAL NAVAL ASSOCIATION." This information is contained in the Admiralty News Summary, No. 26.

Interstate visitors who are officials and members of our Association have called on the Federal President and Secretary during the past few weeks, conveying good wishes from the officers and members in their own Sub-Sections. Recent arrivals were Messrs. Chas. Hall and Bert Oaten of Victoria, the first-named being present at the January meeting of Federal Council. Messrs. N. Kearsley and Kevin Smith, both of Canberra, were also visitors. Miss Edna Park,

of Brisbane Sub-Section, passed through Sydney on leave which she intended spending in Tasmania. Miss Chris. V. McLeod, a former W.R.E.N. who returned to Australia to take up teaching in Whyalla, South Australia, spent an enjoyable leave in January, visiting former friends she made in Sydney whilst on the staff of F.O.N.A.S. Still another visitor was former P.O. W.R.E.N. Pike, who was also attached to Admiral's staff in Sydney.

Mr. Ken Coonan, member of Western Australia, is again in the Antarctic, serving as observer

aboard one of the Japanese whaling ships.

Mr. J. Saunders has been elected State Secretary of Western Australia, replacing Mr. C. J. McMullin who resigned office owing to ill-health. Mr. W. W. Wayman has succeeded Mr. R. Roberts as Hon. Secretary of Fremantle Sub-Section. Mr. C. B. Law was recently elected Hon. Secretary of Sandringham Sub-Section, replacing Mr. Bromley. Mr. A. Fraser, of Essendon Sub-Section has replaced Mr. Leggo in office of Hon. Secretary. Mr. N. Huggins is the new Hon. Secretary of Geelong.

G.W.S.

HOTEL PLAZA

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HOTEL PLAZA

Answers to Nautical Quiz

- (1) William Dampier. He records how, discovering on the 26th. March, 1700, that this land "does not join to New-Guinea; therefore I name it Nova-Britannia. The North-West Cape, I called Cape Gloucester."
- (2) Country ships were local vessels, chiefly owned by Asiatic merchants. After the restoration of Charles II. in 1660 the East India Company was reorganized. From then on it did not engage in port-to-port trade in the East, but confined itself to the monopoly of shipping cargoes to England. Its factories were fed by the local shipping, known as the country ships.
- (3) The ship was the "Golden Hind," returning from the voyage of circumnavigation. She was loaded down with the King of Spain's gold, and Drake was uneasy lest the Queen were dead and a prince friendly to Spain on the throne.
- (4) The term "capital ship" was first used officially in the Washington Treaty of 1922. Recent naval treaties have defined capital ships as being surface vessels of war, other than aircraft carriers, mounting guns of a calibre exceeding eight inches and displacing more than 10,000 tons. The term apparently grew out of the development of the battle cruiser, which was distinct from the battleship but merited a rank comparable to it.
- (5) "Guerre de course" (war of the chase), is the name for the technique of commerce raiding.
- (6) The "Conway," the Merchant Service training ship moored in the River Mersey, was originally the line-of-battle ship "Nile."
- (7) The event in 1940 was the transportation of a British army from Dunkirk to Britain. The former event was that of 1588, the denial of the transportation of a Spanish army from the Continent to Britain; the Spanish Armada being battered at the Battle of Gravelines, and then scattered and destroyed by stress of weather.
- (8) Rottneest is the Anglicised version of a Dutch name given to an island so overrun with small vermin that the explorer, de Vlamingh, called it "Rat's Nest."
- (9) The Abrolhos Islands lie about 40 miles west of Geraldton, itself some 300 miles north of Perth, Western Australia. "Abrolhos" is an appellative name for shoals, Dampier tells us. The Portuguese "abrolhos" adopted by the Dutch and English, and meaning "Open your eyes," or "Look out!"
- (10) William Adams, the first Englishman to arrive in Japan, reached there in 1600 as "Pilot Major" of the Dutch ship "Liefde," and he obtained favour from the Japanese as a ship-builder. He was unable to obtain permission to leave Japan, and died there in March, 1620. ("The Background of Eastern Sea Power," by F. B. Eldridge.)

SEAMEN IN PAINT

Continued from page 15

ask why he had painted no more pictures of a similar nature? 'Because, my lord, there are no more subjects.'

'D— it,' said the Admiral, 'I didn't think of that,' and asked him to take a glass of champagne. 'But, my lord, I fear that your intrepidity may yet furnish me with such another scene, and if it

should I shall certainly avail myself of it.' 'Will you?' said Nelson, pouring out bumpers, and touching his glass violently against West's. 'Will you, Mr. West? Then I hope I shall die in the next battle.' He sailed a few days afterwards, and his next battle was Trafalgar."

Nelson was painted in 1799 by the English artist Charles Grignion at Palermo, in Sicily. Grignion was at the time anxious to get the famous landscapes known as the Altieri Claudes, to England, and when dining with Nelson at the table of Sir William Hamilton, he mentioned this anxiety, and the value and artistic interest of the pictures, to Nelson. "This," said Nelson, "is a national concern," and he immediately wrote a letter to the Governor of Gibraltar requesting him to give a convoy to the "Tigre," a small armed vessel in which the owners of the pictures had arranged to send them to England.

Sir Joshua Reynolds, in his studio at Leicester Fields, must have had a long procession of princes, actors, admirals, and aristocracy to paint. He recalled how "When I was a very young man I met with success in painting small portraits at a guinea a piece. During some warlike preparations which were going on, I went down to paint naval officers at Portsmouth. I had a partner at the time who used to rub in the draperies, and he and I contrived to make great despatch and pocketed money pretty fast."

I have mentioned Sir Joshua's portrait of Admiral Sir William James. Another William James was painted as a boy by Sir John Millais. The picture portrays a lovely child in green velvet with a lace collar, sitting holding a bowl and bubble pipe. Who among us does not know the picture "Bubbles"? Today, the subject of this picture is Admiral Sir William James, G.C.B., but the nickname "Bubbles" is still his, and according to a friend of mine who saw him recently in

London, the Millais child is obviously the father of the present man.

It is good to know that the present collection of World War II Admirals has been got together at Greenwich. I would like to see some public spirited citizens found a Maritime Museum here. Australia was born and lives by the sea, and such a Museum should be one of our first considerations in recording our story. In it could be housed portraits, charts, and other historical notes for our future generations.

Copies of portraits of such men as Phillip and Cook, of our great navigators such as Flinders and Bass, could be obtained; and we should build up a collection of portraits of those who have built the Royal Australian Navy. It would, for instance, be splendid if a really good likeness of Admiral Creswell could be painted for posterity. Australia owes its very being to the seafaring men, and a Maritime Museum would be a fitting tribute to their memory.

"GEORGIC"

Continued from page 17

the Australian Government for use as an emigrant ship. Originally it was intended to use the ship in her stripped-bare troopship condition, but it was realised the accommodation would not be suitable for family groups. In view of this it was decided to convert the ship into a tourist class passenger vessel. This work was carried out by Palmers Hebburn Co. Ltd. at their yard on the Tyne (England). Two new dining saloons, extra galleys and loonges, and a large nursery being specially installed, with six and ten berth cabins.

With the "Georgic" entering the migrant trade there are now eight all-migrant ships on the England-Australia run. "Georgic" is able to carry 2,000 passengers on each voyage, which is the greatest number yet carried by any single ship on this route.

NOT all Decorations are awarded for outstanding services in the heat of action. Some are for work of value carried out over long periods, often under arduous conditions. Such a one is the O.B.E. that was awarded to Commander Eric Augustus Feldt, R.A.N., for his work in connection with the Coastwatching Service that operated in the South Pacific and South West Pacific during the recent war.

The Coastwatchers functioned, often under extreme difficulty, often at sustained and deadly risk to individuals—many of whom remained as lone wolves in Japanese-occupied territory, communicating with Naval Intelligence by teleradio and passing out information of incalculable value—in an organization the work of which played a large part in securing Allied successes against the enemy.

Of the work of those Coastwatchers who remained in Bougainville after the Japanese had over-run that island, and who teleradioed information regarding Japanese ship movements and impending air attacks on our own ships and land forces during the Guadalcanal campaign, the U.S. Admiral "Bull" Halsey, then commanding in the South Pacific, said: "The Coastwatchers saved Guadalcanal, and Guadalcanal saved the South Pacific."

The Naval Intelligence Division of the Royal Australian Navy established and built up the Coastwatching Organisation in the first place, and by 1939 had an efficient organization in being on the Australian mainland and in the Island screen to the north of the continent. It was Eric Feldt who, mobilised from the Emergency List when war broke out, strengthened the Island screen part of the show; used his local knowledge of men and scene to select and place key Coastwatchers; distributed teleradios; organised the communications system—then the weak link in the chain—and generally, as the man on the spot, built the Organisation up to its high pitch of operating efficiency.

Eric Feldt had both the Naval and the Islands experience. He entered the R.A.N. College as a Cadet Midshipman in the first term in 1912, and served subsequently, with the R.N. and the R.A.N., as Midshipman, Sub-Lieutenant, and Lieutenant; retiring during the 1920's, when the Navy had entered the Disarmament Doldrums. He went to New Guinea, first as a Patrol Officer, then a District Officer, and, when war broke out, he was Mining Warden at Wau.

Mobilised then, he was the right man for the D.N.I.—Commander R. B. M. Long, an old First Term R.A.N. College shipmate—who wanted a Johnny-on-the-Spot in the North. So Eric Feldt was appointed to build up the Coastwatching Service in the Islands, based on Port Moresby. His job was to have the Islands Service efficient when—and if—Japan came into the war. And he did the job thoroughly.

As Acting Commander he was eventually Supervising Intelligence Officer for the North Eastern Area, in whom rested the faith of those courageous and lonely souls working behind the Japanese lines. He was tireless on the job; indefatigable in the support of his Coastwatchers; unsparing in his devotion to the Coastwatching Organisation. You can read that between the lines in his book "The Coastwatchers," in which he tells the story of that service.

Demobilised in 1945, Commander Feldt is now a resident of Brisbane.

FULL CARGO OF GOLDEN GRAIN

Continued from page 21

the hold, compared with the upper decks, is a change from Breugel to Rembrandt. The light from the small opening in the top hatches is pouring down mixed with the golden grain, which is itself little more than concentrated warmth and sunshine; both the light and the grain diffuse as they fall, and both are confined by the walls of the feeder and the shifting-boards. The pale gold of the grain is warmer than the golden Sydney beaches, just a few more carats. The grain has a living warmth, and its movements are lively like quicksilver.

The liquid stream pours down pulsating with energy, and the pulses appear as waves when it sprays out from the beams in its way. When the stream hits the surface of wheat in the hold it changes into a gently heaving mass of living grain that has no landslides, but only undulations like the muscular movements of abdominal breathing.

The surface of wheat in the hold is surprisingly loose to walk on, in spite of its close packing, for the legs sink a couple of feet into the grain at every step. This looseness must be due to the rounded and frictionless shape of the grains compared with sand grains, which are more angular and irregular, and so more binding in bulk.

When the hold is filled to within six feet of the deck beams, it is time to get the trimming machines into action. These take the stream of wheat and change it into a horizontal jet, which travels at such speed that it can reach to a distance of 120 feet. The farthest corners can be tightly packed by the "trimmer," which is electrically driven, and can handle sixty tons an hour. The machine has to be controlled by men in the hold, like a gun's crew training and elevating the jet, and they have to wear masks to avoid the dust produced.



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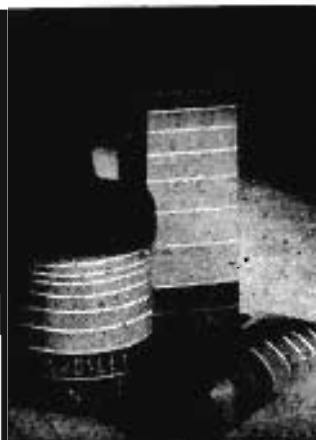
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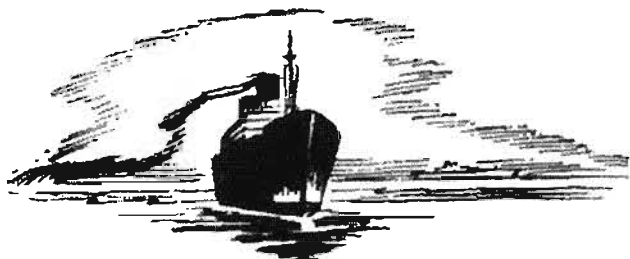
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In Sydney, the wheat is discharged by grabs and fed into railway trucks. Some has even been shipped into N.S.W. by rail from Victoria, as well as by ship from Geelong. Queensland was also short of wheat last year, and bought shipments of wheat in bags from South Australian ports, where bulk handling is not in use. Most sailormen will think of the Spencer Gulf ports as the wheat-loading points for the old-time sailing ships. But to those of us who served in the River class ships, the word "wheat" means a "full cargo of wheat in bulk."

WHEN I WAS A NEW ENTRY

Continued from page 24

ordinary seamen and could smoke without fear of whackings.

Having passed through all instructions, one hundred boys would be drafted to H.M.S. "Martin," a ten-gun sailing brig, for six weeks cruising in the English channel, and if you were not a sailor when you left her, you never would be.

Then to H.M.S. "Minotaur" for heavy gun drill. There we had not to walk or run, but to fly. Having passed through gunnery, we were fit for sea. In my own case I was drafted to the Channel Fleet, H.M.S. "Mersey." Whilst serving in "Mersey" we were one of the escorting ships to the Royal yacht when the late King George V and Queen Mary (then Duke and Duchess of York) visited Ireland and Scotland.

There followed foreign service—served three years and seven months in H.M.S. "Flora" on the South American station, visiting all Brazilian, Uruguayan, and Argentine ports, Montevideo being our base. On arrival at the Falkland Isles we received news of the death of Queen Victoria—January, 1901.

Home again, six weeks' leave, then gunnery school and a spell in destroyers.

And that finished my ten years, boy and man, in the Royal Navy.

HEROISM OF N.S.W. RATINGS.

They Won Their Decorations In The Sloops In Which They Were Eventually Lost.

TWO Sloops of the Royal Australian Navy were lost in the war of 1939-45—H.M.A. Ships "Parramatta" and "Yarra." With them went, in each case, the majority of their Ships' Companies, and, in each case, all of their officers. Each of the ships was in action on a number of occasions before her loss, and a number of those whose final account was marked "Paid" together with that of their ship, had been awarded decorations for their services against the enemy. This small account tells of two of those men: Able Seaman Christopher Goldie, of H.M.A.S. "Parramatta," and Petty Officer Steward Robert Joseph Hoskins, of "Yarra."

"Christopher Goldie, a native of Sydney, joined the R.A.N. as an ordinary Seaman in June, 1933, being promoted Able Seaman in February, 1935. At the outbreak of war in 1939 he was in "Moresby", being transferred to "Adelaide" shortly afterwards, and in March, 1940, leaving the cruiser and going to "Parramatta" in June, 1940.

The Sloop had plenty of work in the Mediterranean, and saw considerable action while on the Tobruk Ferry run, where she was eventually lost in November, 1941. It was on that run that Christopher Goldie earned his Mention in Despatches, during a long-drawn out and fiercely fought action against large numbers of German aircraft in June, 1941. "Parramatta," in company with the British destroyer "Auckland," was escorting a petrol carrier to Tobruk, "Auckland" being sunk in the attack. "Parramatta's" Commanding Officer told the story of Goldie's action.

"A.B. Christopher Goldie, H.M.A.S. 'Parramatta,' was in charge aft of depth charges during the first five actions against enemy aircraft on 24th. June, 1941, in the Mediterranean. After the depth charges had been jettisoned and before the last air attack, on his own initiative he manned and took away a skiff to the rescue of the survivors of H.M.S. 'Auckland' although he knew the boats would be bombed and machine gunned, which in fact occurred. His work in the boats was reported to me as being most inspiring."

Able Seaman Goldie was lost in "Parramatta" when she was torpedoed by a German submarine five months later.

P.O. Steward Hoskins entered the Navy in July, 1923, as A/Officer Steward 4th. Class, being promoted P.O. Steward in September, 1936. He was awarded the D.S.M. "For distinguished services in operations in the Persian Gulf." The Recommendation for the Award tells the story

"P.O. Steward R. J. Hoskins, R.A.N., of H.M.A.S. 'Yarra.' This rating was the leader of one of the boarding parties which boarded and captured Persian gunboats in the Karun River. These parties attained a high standard of physical fitness and the thoroughness of the leaders inspired the operation which was carried out under fire during the approach of the 'Yarra.'"

Petty Officer Hoskins, who was a native of Manly, N.S.W., was lost with the "Yarra" when she was sunk in action with Japanese cruisers and destroyers south of Java on the 4th. March, 1942.

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