

THE NAVY



AUSTRALIA'S MARITIME JOURNAL

MARCH, 1949

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March, 1949

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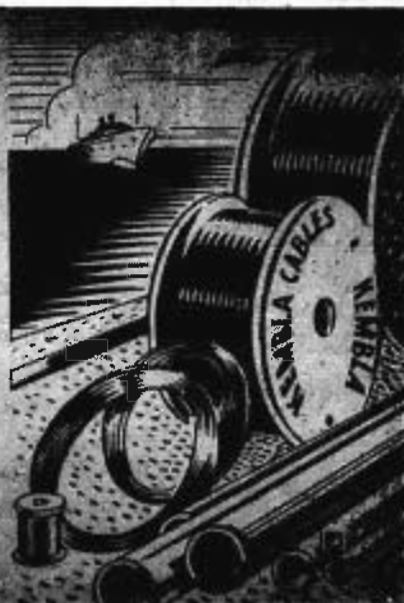
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THE NAVY FOR NEXT MONTH

We hope to deal with a variety of topics in our forthcoming issue of "The Navy," and material for April is already in the hands of the printers. It includes a short story and, among the articles, one on:

SHIPS' LAND HIGHWAYS

Our contributor "Reuben Ranzo" says that he is not unaware of the fact that railway trains are carried as a matter of regular traffic by ships, as, for example, that of the train ferry service from Harwich, England, to the Continent. But the plan to transport large ocean liners by goods train from the Atlantic to the Pacific Ocean and vice versa which, it is reported, is being worked out by engineers in Mexico, is something new. According to this plan, trucks will carry ships of up to 35,000 tons on a one-hundred-and-fifty-mile railway track across the neck of Mexico, the Isthmus of Tehuantepec. Working scale models have already been produced, and blue prints will be ready by the middle of the year. Anyhow, the report has suggested to "Reuben Ranzo" that an article on the more orthodox of ships' land highways—the Canals—might be of interest, and he has acted accordingly.

PRIZE MONEY

Prize money is in the air, and something is to be done about distribution of that earned in the recent war, in the near future. With this distribution, the matter of Prize Money will become a thing of the past, for the Act governing the distribution in this case puts "Finis" to Prize Money in the future. We thought, therefore, that something on Prize Money in the past might make a readable article, and one has been prepared for our April issue.

GENERAL

All the usual features of "The Navy." What the Navy is doing ashore and afloat, News of the World's Navies, Maritime News, Nautical Quiz, Fiction and general articles, and the latest news of the Ex-Naval Men's Association and the Navy League. Order your April issue of "The Navy" now.



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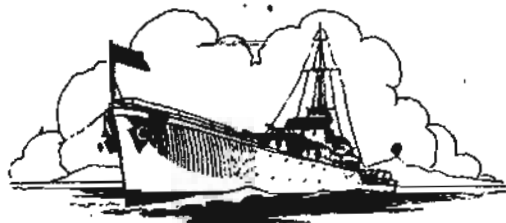
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LETTERS TO THE EDITORS

SHIP'S NAMES

Sir,

I have been an interested reader of your fine magazine for several months now, and have enjoyed it thoroughly. Congratulations on a fine publication. I am a keen student of the Navy and its history, and particularly of the ships themselves. Unfortunately there is not a very big scope here for my information hunting, so perhaps you can help me by suggesting possible sources I could investigate. My main "want" in information is on the type and main details, also dates of addition to and deletion from the Navy (all Empire Navies) of each ship of each name. Quite a tall order, isn't it? Nevertheless, I have acquired quite a lot of information already, but seem up against a brick wall now. Modern ships are comparatively easy to trace, but the old timers of the 18th. Century and earlier are very difficult to dig out. The main libraries here do not seem to have a great deal on the subject at all. If you could suggest any way in which I could further my studies in this direction, I would be very grateful indeed. Thanking you in anticipation, and wishing you all the very best.

Yours, etc.,

D. K. Robertson,
Storey Road,
Preston, N.19,
Vic.

Thank you for your letter, for your congratulations on our efforts, and for your good wishes. As you say, the information you are seeking constitutes quite a tall order. I doubt if you will be able to get it locally. You will probably have to go to overseas sources to get what you are after. You are probably aware of the list of ships with lengthy-history names which appears in "Jane's

Fighting Ships"—page 8. It runs into many hundreds, and gives the dates of the first ship of the name, and the number of ships carrying the name in the Navy's history. But, of course, you want far more than that. In the current issue of "The Navy Year Book and Diary, 1949," published in London by Hutchinson and Co. Ltd., Mr. Francis McMurtrie gives the particulars you require for a limited number of ships, these being: "Amphion," "Arcthusa," "Diadem," "Dido," "Euryalus," "Formidable," "Isis," "Kent," "London," "Penelope," "Revenge," and "Royal Sovereign"—the first of the seven of this last name having been built in 1485. Mr. McMurtrie gives brief details of the careers of all the ships bearing the twelve names mentioned above, which might be of some help to you. But that, of course, is only scratching the surface of your desire. Probably the best thing for you to do would be to write to Mr. Francis McMurtrie—who is Editor of "Jane's Fighting Ships," and who could possibly advise you of your most likely source for the information you desire.

Ed., "The Navy."

SHIP PARTICULARS

Sir,

Would it be possible for you to supply me with some information concerning a list of ships that I have enclosed. I have prepared a chart for your convenience and if you would be so kind as to fill it in, I shall be indeed grateful. I suppose some of this information I require may be unobtainable for security reasons, then in such cases an estimate or approximate figure will suffice. You may think it odd that I require this information for so large a number of ships, but the fact

Continued on page 7



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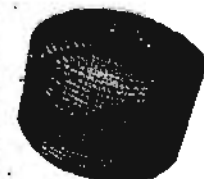
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LETTERS TO THE EDITORS

is that I am a model builder and am also keen to collect the technical data for the models I build. I must apologise for troubling you by sending such a large list but I considered that it was better this way than a few at a time. Please find enclosed stamped addressed envelope to facilitate reply. Trusting you will be able to help me and wishing your excellent and informative magazine all the best.

Yours, etc.,
L. J. P.,
Mount Gambier,
South Australia.

Thank you for your letter and for your good wishes. There does not appear to be any security objections to the supply of the information for which you ask, since it is all published in such publications as "Brassey's" and "Jones", and Lloyd's Register. The chart you forwarded is being completed and posted to you as you request.

Ed., "The Navy."

BOAT—SHIP

Sir,
When does a boat become a ship? This is not an idle question. A group of us were talking the other day, and mention was made of the hostile reception given by a seaman to the reference to his vessel—if she is of any size—as "a boat." None of us could say what is the essential difference between a "boat" and a "ship." We presume that size has something to do with it. And so we ask, "When does a boat become a ship?"

Yours, etc.,
"Interested,"
Little Bourke St.,
Melbourne.

Thank you for your letter. Actually it would seem that a ship is always a boat, but that only the larger types of boat—those

built for the purpose and capable of undertaking regular ocean and sea voyages and propelled by sail or mechanical means—are entitled to be called ships. The office dictionary says: "Boat: Old English 'bar', 'ship, boat'; Old Norwegian 'beitr', not found in other languages except as a loan from English. . . . The word is a generic term for water-craft of every description, large or small, whether used on the sea, on rivers or lakes, and no matter how propelled, whether by oars, a single paddle, a pole, steam or internal combustion engine, or electricity." "Ship: Old English 'scip', Middle English 'Schip', Old High German 'scif', Old Norwegian and Gothic, 'skip'. Any large vessel used for navigating the sea, propelled by sails, steam, or other mechanical means." Specifically, of course, a ship is a three-masted—or more than three-masted—vessel with a bowsprit, square-rigged on each mast.

Ed., "The Navy."

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THE NAVY
Australia's Maritime Journal

Vol. 12

MARCH, 1949

No. 3

MANUS

IN a statement he made on the 8th of last month—published in full elsewhere in this issue—the Minister for the Navy (Mr. Riordan), discussing the Royal Australian Navy's new advanced base at Manus, in the Admiralty Islands, said: "Apart from the strategical advantages it presents geographically, it enjoys as well, despite its location, the advantage of being a comparatively easy place to defend against raids, principally because its main harbour, Seadler Harbour, is almost enclosed by sheltering islands and reefs and also because the nature of the country has made possible the construction of airstrips for bombers and fighter aircraft possible."

In this column of "The Navy" in our issue of July last, it was suggested that the value of Manus in its new role lies in our ability to hold it should circumstances demand. And, at the risk of tedious reiteration, it is suggested that our ability to hold it would, in the event of war, depend not only on the scale of defence it might be possible to mount in the Admiralty Islands themselves in relation to the scale of attack, but upon our ability to deprive the enemy of sea communications, and to secure those communications for ourselves.

EXAMPLES OF THE PAST

Whilst it might be considered temerity to harp on this, apparently, obvious aspect, one is fortified in so doing by examples of the past. For many years Singapore was a hostage to British fortunes in the Far East, its strength dependent entirely on Britain's ability to maintain sea communications with the fortress.

To again quote Admiral Sir Herbert Richmond in his remarks on Singapore in his "Statesmen and Sea Power": "Unless aid could have come in a shape in which it could deprive the enemy, and secure for the British, the sea communications of the invading and defending forces respectively, the fall of Singapore, sooner or later, was inevitable; as the fall of every isolated fortress on land or at sea has been inevitable throughout the whole history of war."

In the event, despite the best intentions, that aid was not forthcoming. Yet, according to the U.S. Naval Historian, Captain S. E. Morison, in

his third volume of the "History of United States Naval Operations in World War II," "Marshal Wavell told Admiral Hart as late as 31st January, 1942"—when it was clear that such aid could not come—"that the island of Singapore could hold out indefinitely, although he admitted that it could no longer serve as a fleet base, and the order had already been given to evacuate ground forces from the peninsula." The island of Singapore capitulated to the Japanese a fortnight later.

Other examples are not wanting. In the same volume of his History, in dealing with the Philippines campaign, Captain Morison says: "It would be presumptuous in this, a naval history, to follow the operations of the Japanese troops ashore, when they came to grips with the 11th. and 21st. Infantry Divisions of General Wainwright's North Luzon Force. We can only remind the reader that the Philippines Campaign of 1941-42 was primarily an Army show, and that the full story of it must be told by Army historians. We must candidly admit that the pitifully few ships and planes of the sadly inadequate Asiatic Fleet were unable to prevent the enemy from landing wherever he chose, or even to delay his efficient timetable of conquest."

It is in this last sentence that lies the whole story of the Pacific War of 1941-1945. It was throughout the story of the over-running and capture of advanced bases, made possible by command of the sea, and operating in the flow and counter flow of two great waves of Naval-Air power, in the first place Japanese, in the second Allied. As the instruments of the "sadly inadequate Asiatic Fleet were unable to prevent the enemy from landing wherever he chose, or even to delay his efficient timetable of conquest" during the flood of the Japanese tide, so, when the tide turned with the rising Naval-Air Power of the Allies, were the Japanese unable to prevent their enemies from landing wherever they chose—including Manus Island.

SEA CONTROL ESSENTIAL

Sea control is essential to our defence of the new advanced base at Manus Island, should circumstances in the future make that defence necessary. Sea control is essential, also, to our defence of Australia generally. We are not only sea-girt and therefore, as an island, dependent upon sea communications for our security against an overseas aggressor; our whole internal economy is dependent upon our coastal sea communications. As has been said, the Indian Ocean does not end for us on the coasts of Western Australia. It ends on our South East coast, where the Pacific begins. A large section of our lines of communication with

India, South Africa, and the Middle East to the westward, lies in Australian coastal waters. The iron ore of Whyalla; the limestone of Tasmania; essentials in our economy in times of peace no less than in war, must be seaborne to the steelworks of New South Wales, as must the products of those works, and the coal of the New South Wales mines, be seaborne to their distribution centres in other States.

No peoples in the world are more dependent upon sea communications than are those of this island continent, and our future lies in our ability to maintain the integrity of those communications.

IT COULD HAPPEN AGAIN

It might be argued that today there is no question of the integrity of those communications being maintained. The Naval-Air powers of the world are the United States of America and the countries of the British Commonwealth. That is so. But the same conditions obtained in the years immediately following the first World War. At the conclusion of hostilities in 1918, Great Britain occupied a position of naval supremacy as great as she had ever enjoyed. The United States of America was strong also. European navies had practically ceased to count in the naval scheme. Japan, next in strength, was an ally. The picture had never looked more secure.

Yet in a comparatively few years, and to an extent none would have believed possible, the balance had changed completely. Shortly after the outbreak of war in 1939, the British Commonwealth was fighting for its life with inadequate naval resources strained to the uttermost. And when Japan entered the war in December, 1941, she could muster in the Pacific greater naval strength than the United States and the British Commonwealth combined. Events have a habit of moving quickly.

We have made, here in Australia, a good post-war start in building up an effective Navy combining surface and air power. The development of Manus as a Naval Base imposes upon us not only no reduction of that power, but an increase commensurate with our liabilities.

'The Navy'
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to Naval Affairs



Raymond Cappy is one of the bright pupils at the Royal Hospital School; with a sense of fun and boyish high spirits.

A DAY IN THE LIFE OF RAYMOND CAPPY

THE ROYAL HOSPITAL SCHOOL AT HOLBROOK, SUFFOLK, ENGLAND, EDUCATES THE SONS OF OFFICERS AND RATINGS OF THE ROYAL NAVY AND ROYAL MARINES.



Morning physical training finds him swinging his Indian clubs with the rest of the 500 pupils.

NOT far from the important Royal Naval station of Harwich, and overlooking the broad reaches of the River Stour where it empties into the North Sea and forms the boundary between Essex and Suffolk, stands a fine school for boys. It is the Royal Hospital School, at Holbrook in Suffolk, where the sons of officers and ratings who are serving or who have served in the Royal Navy or the Royal Marines receive an excellent education with a sea background.

Established in 1715, the Royal Hospital School was originally situated at Greenwich, but was transferred to its present site, about six miles from Harwich and approximately the same dis-



Facilities for seamanship training include a square-rigged mast in the School Grounds.

The Navy

tance from Ipswich, the market town and county town of Suffolk, in 1933.

It has antipodean associations, for the land on which the school now stands was given by Mr. G. S. Reade, of Auckland, New Zealand, a native of Holbrook, and one who had a great admiration for the Royal Navy. Mr. Reade died in 1929, and left practically the whole of his considerable estate in trust for Greenwich Hospital, in recognition of the work done by the Royal Navy in the First World War.

The Royal Hospital School, which is a boarding school, charges no fees. Admission is restricted to the sons of officers and ratings, and priority is given to those whose fathers have served as ratings, or who were killed or died on service.

The boys are taken in to the school between the ages of 11 and 12 years, and remain there until they are 15 or 16. They do not necessarily go into the Navy, although a large proportion of them do, not unnaturally, follow the profession of their fathers. The School is run on Naval lines, but education is given by civilian masters, with Naval men to give nautical training.

In the accompanying series of photographs some indication is given of a day at the Royal Hospital School in the life of Raymond Cappy, an 11-year-old student.

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March, 1949



Top: After P.T. we find him with the rest of the boys enjoying the daily shower.

Centre: In the School Chapel, Raymond—centre front—sings in the School Choir.

Lower: Here, at the last Speech Day, Admiral Burrough, Commander-in-Chief, The Nore, inspects the Speech Day Parade. Raymond, top of his form, received his prize from Admiral Burrough on Speech Night.

All British Official Photographs, by courtesy of the Central Office of Information, London.

MAINLY ABOUT ANCHORS

A ONE-TIME COLOMBO PILOT TELLS OF EXPERIENCES WITH THE EMBLEM OF HOPE IN THAT—AND OTHER—PORTS, AND SEEKS FOR ADVICE ON THE LIBEL AGAINST THE DUTCHMAN AS A SEAMAN.

By Captain H. V. Warner

It was recently reported that attempts would be made to recover an anchor and cable lost by a steamer in the Spencer's Gulf. In such a search there is a large element of luck, but luck alone does not find an anchor lost on the sea bottom. It is the nautical equivalent of searching for a needle in a haystack, only more so.

The salvors not only need to have a very accurate knowledge of the position of the anchor, but the bottom of the sea where it was lost must be fairly hard. If the ground is at all soft the anchor and cable will sink into the sand with surprising rapidity. I can recall many instances of anchors being lost during my years in Colombo Harbour and I can vouch for the fact that many are lost, but few recovered, though sometimes the "Angel that sits up aloft" does her stuff and they are found.

A large liner was berthing in Colombo one day when a pin fell out of a shackle while she was anchoring and her four-ton anchor, with 90 feet of heavy cable chain, was lost. Within half an hour a powerful steam launch towing a heavy grapple, started to drag for it. The position was known to within 50 feet, yet it was three weeks before it was recovered. Divers went down with steel probes thrusting into the sand. Then they called for high pressure fire hoses to wash away the sand while one of them did his utmost with the probes. They found nothing. The search was abandoned—the ship sailed.

For three weeks one ship after another used the berth each for a day or two. Then came a ship with a full cargo for Colombo and

she stayed in the berth for several days. Her anchor sank deeper and deeper as the days passed until it probably reached hard ground. When the ship was sailing and her anchor was being hove up, the liner's anchor came up, too, one being hooked to the other.

Strangely enough, while this anchor was missing, one of His Majesty's ships held a dance on board. While stepping from a boat on to the gangway, a lady missed her footing, and, in grasping a man-rop to save herself, a valuable ring slipped from her finger, falling into the sea. There was little hope of recovering it, but as a sympathetic gesture the Navy brought a diver over next day to make a search. He went down from the foot of the gangway and long before he touched bottom was in total darkness due to soft mud.

Slowly he descended through the last few feet of thick mud until at last he touched hard ground. He

put out his hands to steady himself and one of them closed over the ring. He at once made the signal to haul up, which was interpreted by those in his boat to mean that he was in trouble, so imagine their surprise when he broke the surface with the ring in his hand.

One of the best stories, almost incredible to a seaman, is that of a ship which came into Colombo in 1920. She had old-fashioned anchors which dropped from a hooked rail by merely knocking out a pin with a heavy hammer. A carpenter's mate was stationed at each side ready to knock out on getting the order. The pilot shouted, "Port anchor. Let go." Out went the pin and down went the anchor. Then came a cry from the young officer in charge of the fo'c'stle, "Sir! the cable was not shackled on the anchor."

"All right," replied the pilot, "let go the starboard one."

Bang! Out went the pin and down went the starboard anchor. Again came the cry. There was no cable on that one either. The flabbergasted captain turned to the pilot saying, "That damned fool did the same thing three weeks ago and now we haven't an anchor left aboard the ship."

The ship was moored up to buoys and an intensive drag for the lost anchors was commenced. All the resources of the port were brought into action, but without avail, then commenced a hunt round ashore for anchors, as she must have at least one anchor before she could be allowed to sail.

Some days later the scout of a local engineering firm said he had found an anchor in the grounds of a Buddhist temple some miles from the harbour. It proved to be very

suitable, so the priest of the temple was asked to sell it. He replied that it did not belong to him, but to a Muslim merchant who had asked permission to store it there. The Muslim gentleman explained that he had bought it at a salvage sale some years before and was quite willing to sell it at a price, the purchaser to pay any charges asked by the priest and remove it at his own expense. That was agreed upon.

Before the lorry could be got into the grounds, a portion of the dilapidated wall enclosing the temple grounds had to be demolished, so permission was asked of the priest. That gentleman had prepared for this eventuality and produced an agreement in duplicate typescript. The engineer scanned it over hurriedly and gathered that he was agreeing to replace the damaged wall, so in his hurry he signed over a 50 cent. stamp. The anchor was taken away and the ship sailed, having paid the bill.

When the masons went to repair the wall, they were stopped by the priest, who told them to send for the engineer. When that man arrived he was asked if he had read the agreement which stipulated that in return for five years' storage of the anchor, and for the permission to demolish part of the wall, the purchasers of the anchor agreed to demolish and rebuild to the specifications and plans supplied to them by the priest, the whole of the wall round the temple grounds. That meant several hundred feet, so the poor engineer had to go and consult his principals.

They in turn consulted their lawyers, who advised them that the document was a work of legal art and its terms must be complied with. So a wall that was scientifically perfect had to be built at great expense. It more than absorbed the profit made on the sale of that anchor. The Buddhist priest with shaven head and yellow robes was no simperton, but a graduate of an English University with many sets of letters after his



Joined there by the two Chiefs, who were both swearing at the Captain in their native tongue.

name, and a Doctor of Civil Law.

One of those lost anchors was dredged up seven years later from under 11 feet of sand. The other had not been recovered when I left Colombo 26 years after it was lost.

Another anchor story was told me many years ago by a pilot at Boston, Massachusetts and I have no reason to disbelieve it. His family had owned a schooner trading on the North-east coast of the United States. They not only owned it, but it was entirely manned by members of his family. One of his brothers was Captain and another was Mate. To economise on expense they insured only against total loss and damage by fire, so all were impressed by the necessity of avoiding even minor damage.

Sailing lazily one morning into a dangerous harbour in a very light breeze, they encountered dense fog. After a while the Mate, who had been keeping look-out on the fo'c'stle, went aft to the Captain and said, "Say, Cappy. If you don't want to pile up on the rocks, I calculate that you had better give her the anchor until it clears. Guess we're making more leeway than headway, anyhow."

The Captain, who had been thinking the same thing, resented the interference with his responsibility, so he replied, "I'll look out for this end of the ship. You get away forward to your own end and don't come here telling me how to run mine."

The Mate walked forward, let go the anchor with a suitable scope of chain, walked aft again and, addressing his brother, said, "Well, Cappy boy, my end of the ship is at anchor. You can do what the — you like with yours."

While anchors are intended for the purpose of mooring a ship and holding her in place, they sometimes have to be used in emergency to prevent collision with other ships or the shore. Engines or steering gears may and do fail, and often the use of one or even two anchors may be the only hope of preventing a serious accident. Bringing a ship up in this way involves a very grave risk of breaking the chain, so much depends on the skill and judgment of the officer in charge of the operation.

I well remember the case of a big liner coming up to Colombo with too much speed. If all had gone well in the engine-room no harm would have been done, but one of the engines refused to reverse, while the reversal of the other caused the ship to swing towards the breakwater. I heard her anchors dropping and cable grinding against her bows until at last the ship was pulled up perilously close to the breakwater. The cables were bar tight, but they had saved her from a terrible smash. They were afterwards found to be badly stretched and had to be scrapped when the ship reached England; but only very fine judgment on the part of the fo'c'stle officer had pulled the ship up without breaking them.

An amusing incident once occurred on a ship leaving Colombo. She was a small coasting steamer with a Chinese crew. Chinese on such ships often draw a meagre allowance and provide their own cooks and provisions. In Colombo they had bought some live pigs, and while leaving harbour their cook was trying to steer one of these into an improvised pigsty. During the round-up the pig fell overboard. The cook shouted something to the Chinese carpenter, who was standing by the anchors. Chips promptly let go an anchor,



When the engineer arrived he was asked by the priest if he had read the agreement.

and, turning towards the Captain, shouted, "Stop engine, pig overboard; pig no can swim."

Fortunately the engines had already been stopped to allow the pilot to leave, so no damage was done. But it might have been otherwise.

I once joined a tramp steamer which was held up waiting for a new spare anchor. Curious to know what had happened to the missing anchor, I questioned one of the apprentices. His reply was amusing. "The last bo'sun punched it and sold it." Now that anchor weighed two tons 15 cwt., so I asked for details.

"About eight months ago we were in Venice when a ship came in that had lost her anchors during a storm at a Greek port. Next morning was Sunday, and both mates were ashore. The bo'sun came to our room and said, 'Lend me a hand to get this spare anchor over the side and there'll be a quid between the four of you.'"

There was no steam, but we rigged some gear and got it over into a barge. Bo'sun painted up the dirty places where it had been stowed, and no one seemed to miss it until Lloyd's surveyor asked to see it when we were under survey. There's been plenty of talk about it since then, but no one has asked us about it and, anyhow, we don't know anything. We might be pinched as accessories, though we only obey orders.

Officially, the "Mystery of the Missing Anchor" was never solved, as she was one of those tramps in which few of the officers stayed more than a voyage or two, and while they were in her took every opportunity of augmenting their miserable pay.

I had a funny experience once on a foreign ship in which all the officers and engineers were part owners. They had bought her cheaply during the slump and they all seemed to take full advantage

of their position as owners. I had to take her from dry-dock, which had not been dry from the liquor point of view. Nearly all the ship's company were well illuminated.

It was important to get her clear of the dock before dark, as another ship urgently required to enter. I could get no tug, but as she was not very big I felt that I could manage without. The Captain was entertaining someone in his cabin, so I went to the bridge and rang "Stand by Engines." There was no reply, so I informed the Captain, who assured me that the engines were ready. I therefore told the dockmaster that he could go ahead undocking. He took his lines to the capstan and commenced heaving the ship out of dock. When clear of the dock entrance the ship's officers, without waiting for orders, cast off the warps, leaving the ship to be handled by the helm and engines.

I gave an order to the helmsman and rang "Slow Ahead" on the engine telegraph to straighten up the ship. I got no reply from the engine-room, but the Chief Engineer came up and angrily told me that the engines were not ready. Hoping for the best I ordered "Helm Amidships," but nothing happened. The angry Chief Engineer had shut the steam off the steering gear while he went to tell the Captain who was boss of the engine-room. The ship seemed likely to go astern first into the guide pier, so I ordered "Let go the Port Anchor." The Chief Officer shouted back, "Anchors not ready. No can let go." He had lashed the anchors while in dock to avoid their being let go by accident.

A friendly zephyr caught the ship and turned her stern away so that she glided just clear of the pier-head. Then the tug came along, so I ordered him to pass his rope aboard. While he was doing so there was a violent ring on the engine telegraph ending with the

pointer going to "Full Speed Ahead." I had visions of the tow-rope getting foul of the propeller, so replied, "Stop." That was not acknowledged and the ship shot ahead, with howls of rage from the Second Mate. I looked aft and saw the towing wire flying round the poop until the end suddenly disappeared over the stern. At the same time I heard the anchor go with a roar. The ship started turning a circle, narrowly missing the tug which was heaving in the tow-rope. I rang the engine telegraph violently and was thankful to get an acknowledgment this time that the engines were stopped. We hove up the anchor and succeeded in reaching the berth without more excitement.

After mooring I went to the Captain's room and was joined thereby the two Chiefs, who were both swearing at the Captain in their native tongue while filling up the glasses of all present. The Captain laughingly told me that everyone aboard was mad drunk and invited me to drink a tumbler of brandy and join in the fun. When I declined, saying that I had other ships to handle during the night, he told the steward to put a couple of bottles in my boat. I left the ship with the feeling that I had earned them.

Had the carpenter not held on to the anchor chain when he did we should have inevitably sunk the tug that evening.

During my early days at sea it was a common thing to hear said, with reference to something which could not be found: "I suppose it's like the Dutchman's anchor; you left it at home."

Now a Dutchman is as good a sailor as any in the world, so this aspersion on his character has always puzzled me. If, therefore, any of the old sailors, of which there seem to be many thousands in Australia, can tell the origin of the libel, I should be very glad to hear from him.



A group of Victorian Navy League Sea Cadets at H.M.A.S. "Lonsdale" about to embark in transport for Williamstown, where, by courtesy of the Naval Board and H.M.A.S. "Lonsdale," they were conducted on an instructional tour of the frigate, H.M.A.S. "Condamine", and of Williamstown Naval Dockyard, on Saturday, the 5th. February.

—(Block by courtesy "The Age," Melbourne).

THE NAVY LEAGUE SEA CADETS

ESTABLISHED FOR OVER TWENTY YEARS IN AUSTRALIA, THE SEA CADET CORPS NOW HAS NAVAL BOARD RECOGNITION AND SHOULD FORGE AHEAD ON THE ENGLISH MODEL.

By John Clark

SPEAKING some months ago in England of the Sea Cadet Corps there, Mr. A. V. Alexander, First Lord of the Admiralty for a great part of the 1939-45 War, and the present Minister for Defence in the British Government, said: "It is a stroke of genius for the Navy League to concentrate much of its work on popularizing in the minds of our youth the idea of a life at sea and giving them to understand what seamanship really means, what comradeship means." And he added that "It would have been very much more difficult for us to have carried on in these troublesome days in the war at sea if it had not been for the steady stream of fine youth which

has come to us from the Sea Cadet Corps."

The one fact follows naturally from the other. The popularizing in the minds of youth of the idea of seamanship is to popularize also the idea of comradeship. And the training in seamanship naturally produces boys who have, at least, a grounding in the technical instruction of a seaman, which plus that sense of loyalty to an ideal and of responsibility to his fellows which comradeship imbues, makes excellent material in "troublesome days in the war at sea."

There is, however, far more to the Sea Cadet Corps than the training of boys for a life at sea. The aim of the Navy League,

insofar as the Sea Cadet Corps is concerned, is primarily to sow in the boys the seeds of good citizenship; and through social contact to provide for their spiritual and educational welfare so that they may be of a character the better to fit them to take their part, to enjoy their privileges and shoulder their responsibilities, in national life.

That there has been considerable success in achieving that aim is shown in the story of the Sea Cadet movement since its establishment in 1900, in Britain.

At that time few organisations existed for directing into useful channels, through discipline and moral training, the outflow of high spirits of normal healthy

boys. As a start to do something in that direction, the Navy League established a Sea Training Home at Liverpool and a training ship on the Thames, while eight years later a second Thames training ship was started. From these small beginnings the Empire-wide organisation of the Navy League Sea Cadets has grown.

In 1910, the various Boys' Naval Training Brigades which had been established in Britain were reorganised, and the several units affiliated to the Navy League, and by 1914 there were 27 Boys' Naval Brigades so affiliated, and three Navy League training brigades. In 1919, by which time the Navy League Naval Brigades in Britain had grown to 34 in number, Admiralty recognition was sought, and was granted provided that the unit seeking recognition passed an inspection by an officer detailed by the Admiral Commanding Reserves.

The name "Navy League Sea Cadet Corps" was then formally adopted. On receipt of official recognition from the Admiralty, each Corps was granted certain privileges, such as stores from naval sources and a capitation grant for the number of boys between the ages of 12 and 18 present at the annual inspection. Naval uniform, authorised by the Admiralty, was provided for the Cadets from Navy League funds. The officers were granted Navy League Sea Cadet Commissions, and authority was also given for a Sea Cadet Corps Banner—the Union Flag, defaced with the Badge of the Navy League.

Officers and instructors were found from among patriotic men with some knowledge of the sea and a desire to help youth, and who were willing to give their services and leisure time to do so. "No praise," wrote Vice-Admiral J. E. T. Harper, C.B., M.V.O., in his historical outline of the Corps, "The Navy League Sea Cadet Corps," in referring to the officers and instructors, "is too high for their splendid work, and a debt of gratitude is due also

to those who carried on under difficult conditions and, during the fifteen years which preceded the 1919-45 war, not only with lack of encouragement from the Public, but often against actual opposition from local bodies and societies whose dislike of 'uniform' and any form of drill and discipline over-rode any desire for the moral, social and physical training of boys," which was one of the main objectives of the movement at that time. Criticism and opposition did not, however, discourage the Sea Cadets. With the loyal help of the local Committees, the officers of the Sea Cadets Corps and, most important of all, the boys themselves, the movement grew steadily in strength and efficiency.

By 1939 the number of the Sea Cadets Corps in the United Kingdom had nearly reached the 100 mark; this being the maximum then authorised to receive Admiralty recognition. The Cadets numbered about 9,000.

The outbreak of war came as a great blow to the Sea Cadet Corps, because owing to consolidation and expansion a steady flow of officers and instructors was essential, and instead of getting that flow, many officers and ratings who had been giving their services and leisure to the Corps were recalled to naval service.

Deprived of many of their officers, and with those remaining overworked, faced with problems of accommodation which had in many cases been commandeered by the Army, it is not surprising that some units closed down. But the vitality of the Corps reasserted itself. Cadets were, with marked success, promoted to officer's rank. Fresh accommodation, of a sort, was found. Fresh officers and instructors were enlisted. Such a spirit could not but triumph over difficulties, and by January, 1940, the tide had turned. All but two units were in full operation, but recruits had often to be refused because of the accommodation problem.

A valuable step taken by the Navy League was the opening of establishments for the training of signalmen for the Royal Navy. The "Bounty," an old Bristol Channel sailing ship, was purchased, and a shore establishment was opened also. In December, 1940, at a conference at the Admiralty, the assistance of the Navy League was sought to meet the demand for Signalmen and Telegraphists. The Navy League undertook to supply some four hundred partly-trained boys annually, and so successful was this 'Bounty' scheme that it was suggested that the number should be very largely increased. The Admiralty assumed control of the training of the boys; appointed salaried area officers; granted temporary, unpaid, R.N. V.R. Commissions to the Sea Cadet officers; and provided the following: uniforms for boys between 14 and 17; uniform grant for officers; naval stores, if available; and equipment grant for each unit, and an annual capitation grant for boys.

The administration of the movement was left in the hands of the Navy League and of Local Committees.

After the inevitable reduction in strength in the post-war years, the Corps in the United Kingdom has continued to grow until the present aim is to limit the number of Cadets to 50,000.

What happened in the United Kingdom, has to an extent, taken place here in Australia. With us the Sea Cadet movement is of comparatively recent origin, the first organised Company having been formed at Drummoyne, New South Wales, in 1928. This is the Sydney Training Depot (Voluntary Sea Training Establishment) for the purpose of training members of the Sea Cadet Corps in New South Wales, another unit in Port Jackson being that of T.S. "Australia" in Lavender Bay.

At about the same time as the formation of the Sea Cadet Corps in New South Wales, a Company was formed in Victoria at

Black Rock, and this was followed in the southern State by the establishment of additional Companies at Port Melbourne and Geelong. These Companies are still on the "active list"—and are becoming more active today. Some others, which were established and flourished for a while between the wars, have been disbanded, this being due principally to the difficulty experienced in obtaining the equipment without which sea-training cannot be given. It is hoped, however, to revive these now that the movement is getting under way again.

A recent addition to the Victorian list is an energetic unit at Portland.

Here, as in the United Kingdom, the success of units has been due to the enthusiasm of the Honorary Commanders and of officers of the Corps, and to the keenness of the boys. With inspiring leadership, and the unselfish devotion of their services and time, officers have done much—and are doing much now—to build the Sea Cadet Corps and to help boys to become better citizens. Many imposing difficulties have been overcome, and such triumphs offer examples which auger well for the future of the movement here.

On the 20th. November last, as was described in a brief article in last month's issue of "The Navy," the "Sydney" Training Depot celebrated its 20th. birthday. The modern, well-equipped Depot on Snapper Island is outstanding evidence of what can be achieved with enthusiasm and keenness, and devotion to a cause.

It was built, virtually, from the ground up. It stands on Snapper Island in Sydney Harbour, on what was formerly a barren pinnacle of rock. In the brochure "The Romance of Snapper Island," Mr. E. Samuel gives a suggestion of the work entailed in clearing a site before the buildings were erected.

"A start was made on July 7th, 1931," he says, "to clear away the scrub and lantana bushes to make possible a survey of the actual surface of the island. A fortnight later the ideal depot and future home of sea training was mapped out, and it was found necessary to lower the whole surface of the island by nine feet six inches, to gain a flat surface on which to construct the necessary buildings. It was found that approximately 1,000 tons of rock would have to be removed by blasting. It was also realised that the area of the island was too small; it was decided to enlarge it by reclamation. A wall was built from the rock, with a total length of 279 feet, eight feet high, and five feet in thickness. The rock blasted from the top was utilised to some purpose, and the area of the island was increased by one third. All this work was done by the little unit, unaided by outside labour, and almost without financial assistance, between July, 1931, and January, 1932."

And, on this redesigned island, within a few months there had been built—"in spare time, on holidays, on every conceivable occasion"—a model depot, on perfect Naval lines, to be officially opened on the 26th. November, 1932, by Sir Charles Cox, on behalf of the Minister for Defence.

That is one instance of what can be done, of what the Sea Cadets have done, and are doing in Australia. And they are extending their operations. Queensland has a programme under way, and the formation of Navy League Sea Cadet units is being pushed ahead there also.

Unlike their brethren in the United Kingdom, the Sea Cadets in this country have not hitherto had the advantage of official assistance. This situation is now to be remedied, and in preparation for the day when the Commonwealth Parliament enacts the necessary law, the Corps throughout New South Wales and Victoria is undergoing extensive reorganisation.

In Victoria, a small group of Reserve Officers and Chief and Petty Officers is working hard to link the various Companies in the State into a body that will be of value, and a credit, to the Navy and to the Country. At the present time the Cadets—who are mostly between the ages of 14 and 18 years—are undergoing the same training as that received by the New Entries in the Sea Cadet Corps of the United Kingdom. It is expected that this course, which takes efficient Cadets from "New Entry" to "Petty Officer" rate in 33 months, will eventually be adopted in its entirety.

The course includes instruction in general seamanship; rigging; boats and boat handling and maintenance; pilotage; signale; small arms drill; Corps and ship knowledge; sea history; service and leadership; medical hygiene; as well as physical instruction and exercise, and training in citizenship.

Substantial assistance, e.g., equipment, uniform, grants, etc., will be provided by the Naval Board to approved Companies, and the Sea Cadets in Australia show promise of developing into an organisation as efficient and as useful to the country as that at present in being in the United Kingdom.

In the meantime, encouragement and assistance are being given to the Sea Cadets by the Naval Board and Naval Authorities in the Commonwealth, by their co-operation in arranging visits of parties of the Sea Cadets to H.M.A. Ships and Dockyards as opportunity permits; by the provision of training facilities where possible; and in other practical ways.

The Navy League Sea Cadets are flourishing in other of the nations of the British Commonwealth also. In Canada, in South Africa, in Rhodesia and New Zealand.

Continued on page 48

CAPTAIN H. L. HOWDEN, C.B.E., R.A.N.

CAPTAIN Harry Leslie Howden, C.B.E., R.A.N., Naval Officer-in-Charge, Fremantle, Western Australia, was born in Wellington, New Zealand, on July 4th, 1896, the son of Patrick G. Howden, of Edinburgh, Scotland, and New Zealand.

Educated at Wellington College, Captain Howden went to sea as a boy, and was appointed Midshipman, R.A.N., in October, 1916, being promoted Acting Sub-Lieutenant in July of the following year. During the 1914-18 War he served overseas in H.M.S. "Benbow" and H.M.A.S. "Sydney."

He was promoted Lieutenant on the 5th. May, 1919, and Lieutenant-Commander in May, 1927. The following year, having passed the preliminary examination in Japanese in June, 1927, he was appointed as an attaché to the British Embassy, at Tokyo. Following a period there, Captain Howden had various sea appointments, and while Commanding Officer of H.M.S. "Mantis" on the Yangtze-Kiang River, China Station, he was promoted Commander in December, 1931.

During his naval career, Captain Howden has served several terms of exchange duty in the Royal Navy, including a term at Admiralty in the Naval Intelligence Division. From 1932 to 1933 he was appointed to H.M.A.S. "Albatross," and in 1933, when the "V" and "W" Class destroyers came out to Australia from England, he was Second-in-Command of the Flotilla, in command of H.M.A.S. "Vampire" for the voyage out, being appointed to H.M.A.S. "Canberra" on arrival in Australia.

He subsequently commanded various destroyers, and H.M.A. Ships "Albatross," "Yarra," and "Adelaide," being promoted Captain in June, 1938.

Shortly before the outbreak of war in 1939, he was appointed Commanding Officer of the cruiser H.M.A.S. "Hobart," and in October, 1939, left Sydney in that ship for Singapore en route to the Middle East, "Hobart" being the first ship of the R.A.N. to operate in that area during the 1939-45 War. The months up to the entry of Italy into the war in June, 1940, were spent in the Indian Ocean and Red Sea, "Hobart" being at

Aden when she received the signal to commence hostilities against Italy, her first shots being fired two days later against Italian aircraft raiding Aden on the 12th. June.

During August, 1940, "Hobart" carried out valuable work during the British evacuation of Berbera, British Somaliland. She was Headquarters Ship throughout the operation, and her Ship's Company performed excellent service, manning her own boats and harbour tugs, carrying out demolitions ashore, and evacuating troops and other personnel. At 0745 on the morning of Monday, 19th. August, 1940, "Hobart" commenced bombarding Berbera, completing the work of the demolition parties, and an hour later, on the successful conclusion of a difficult operation, sailed for Aden.

For his services on this occasion, Captain Howden was made a Commander of the Order of the British Empire.

"Hobart's" operations in the Middle East included a period of service in the Mediterranean from July to December, 1941, in which last-named month she passed through the Suez Canal en route for Australia and the Far Eastern War.

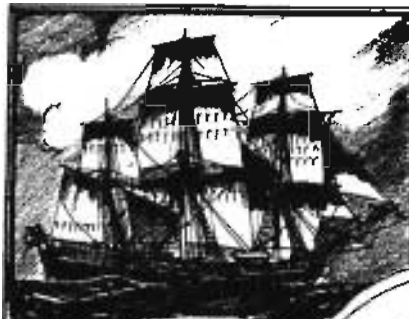
"Hobart" operated in Malayan and Indonesian waters during January and February, 1942, and took part in the final operations leading up to the Battle of the Java Sea, Captain Howden being Mentioned in Despatches for his services during this period. For bravery and endurance when H.M.A.S. "Hobart" was taking convoys across the China and Java Seas in the face of sustained enemy attacks.

After some three years in H.M.A.S. "Hobart," Captain Howden relinquished command of the cruiser in June, 1942, and has since held Command appointments in various of H.M.A. Shore Establishments, including that of Captain Superintendent of Training, Flinders Naval Depot; and Commanding Officer, H.M.A.S. "Penguin", Sydney—during which period he was for a time acting as Naval Officer-in-Charge, Sydney—previous to his assuming his present appointment as Naval Officer-in-Charge, Fremantle.

Captain Howden married, in May, 1931, at Hankow, Vanda, daughter of Mr. W. Saunders Fiske, of Kensington, London.



CAPTAIN H. L. HOWDEN, C.B.E., R.A.N.



WHEN KNIGHTS WERE BOLD

MOST OF OUR KNOWLEDGE OF THE 13th CENTURY ENGLISH VASSAL COMES FROM THE BAYEUX TAPESTRY, BUT FROM DOCUMENTS WE DO KNOW HOW IT WAS MANNED. HERE IS THE CREW LIST:

ONE CAPTAIN, 15 SEAMEN, 40 KNIGHTS COMPLETE WITH HORSES, 40 FOOT SOLDIERS, AND 14 SERVANTS. WONDER WHERE THEY PUT 'EM?



BLACK "CARGO"

UP TO ABOUT 100 YEARS AGO SLAVES WERE "NECESSARY" CARGO, AND SUCH IT WAS LEGAL AND JUSTIFIABLE TO THROW THEM OVERBOARD FOR THE SAFETY OF THE SHIP. ON MORE THAN ONE OCCASION THIS WAS ACTUALLY DONE //

GREAT VOYAGES / LITTLE SHIPS, No. 5!

CAPT COOK'S FIRST EPIC VOYAGE WAS IN H.M.S. ENDEAVOUR (1768-71) TO TAHITI, THENCE HE CIRCUMNAVIGATED THE WORLD VIA NEW ZEALAND AND THE EAST COAST OF AUSTRALIA IN A TINY VESSEL 105 FT LONG, 28 FT BEAM, AND 3' 6" DEEP. ENDEAVOUR WAS OF 367 TONS, MANNED BY 85 MEN.

IT WAS ON THIS VOYAGE THAT COOK "DISCOVERED" THE ENGLISH COLOURS, AND FROM POSSSESSION ISLAND, CLAIMED FOR DENHAM, THE COAST OF NEW HOLLAND FROM LAY, 38° TO 10° S., ABOUT 2,000 MILES, AND CALLED IT "NEW SOUTH WALES."



DESIGNED AS A NATIONAL FLAG FOR NEW ZEALAND, BUT DISCARDED IN FAVOR OF THE ENGLISH NOW IN USE, THIS FLAG WAS QUICKLY ACQUIRED BY THE SHAW, SAVILL AND ALBION LINE, AND IS THEIR HOUSE FLAG TODAY.

"SLAVES"

EPAULETTES WORN BY NAVAL OFFICERS CAME INTO USE IN 1785, AND WERE POPULARLY KNOWN AS "SLAVES." CAPTAINS AND COM-MANDERS THEN WORE TWO, LEUTENANTS ONE. TEN THOUSAND YARDS OF GOLD WIRE GO INTO THE MAKING OF ONE EPAULETTE //



CERTIFIED BY LOG ENTRY!

AT 4 AM ON JULY 11, 1881, THE OFFICIAL LOG OF H.M.S. BACCHANTE "SAWS" THE FLYING DUTCHMAN, "HUNG SIGHTED OFF CASSO ISLAND - A PHANTOM SHIP ALL AROUND IN A STARK RED LIGHT." NIGHT WAS CLEAR, AND 18 PERSONS IN ALL ON BACCHANTE SAW THIS APPARITION, BESIDES OTHERS IN "TOURNAINE AND CLERMONT SAILING IN COMPANY."

AT 10 AM THE SAME MORNING, AS LOOKOUT "SEAWAN" WHO, AS LOOKOUT, HAD FIRST REPORTED THE GHOST SHIP, FELL FROM ALOFT, AND WAS INSTANTLY KILLED. ON ARRIVAL AT SYDNEY THE ADMIRAL WAS STRICKEN DOWN WITH ILLNESS.

THE "GUERRE DE COURSE"

OUR VULNERABILITY TO IT IS A REMINDER THAT THE NUMBER AND STRENGTH OF SUITABLE SEA ESCORTS NEEDED DEPENDS UPON THE INTERESTS WHICH THEY HAVE TO DEFEND.

by Reuben Rains

COMMERCE destroying—the "Guerre de course," as the French call it—has for long been a recognised form of sea warfare. It is capable, as we have learned from hard experience in our own lifetimes today, of inflicting severe losses upon the maritime nation against which it is practised. But even today, when the submarine and the aeroplane have given those practising it advantages not formerly possessed by them, it is not on its own decisive.

Circumstances have changed since Mahan wrote in "The Influence of Sea Power Upon History": "Such a war, however, cannot stand alone; it must be supported, to use the military phrase: unsubstantial and evanescent in itself, it cannot reach far from its base. That base must be either home ports, or else some solid outpost of the national power, on the shore or the sea; a distant dependency or a powerful fleet. Failing such support, the cruiser can only dash out hurriedly a short distance from home, and its blows, though painful, cannot be fatal."

In the two world wars of this century this, fundamentally, remained true. It certainly holds good so far as surface raiders were concerned. In both wars they did considerable damage, but in neither war did their activities continue undiminished throughout. The improved communications, and the greater mobility of the forces hunting them down, reduced their capabilities in comparison with what they were able to do in earlier maritime wars.

Mahan quotes the French historian, Bon Louis Henri Martin, as telling how the French, reduced by long neglect of the navy to

a cruising warfare, "from June, 1756, to June, 1760, captured from the English more than twenty-five hundred merchantmen" through the activities of privateers. "In 1761, though France had not, so to speak, a single ship-of-the-line at sea, and though the English had taken two hundred and forty of our privateers, their comrades still took eight hundred and twelve vessels."

The big factor in the two recent wars has been the submarine, less dependent in its cruising on home ports or some solid outpost of the national power; able to strike swiftly and devastatingly from concealment; and, having struck, more difficult to track down and destroy. In the recent war, the aircraft developed as an additional factor, both as an aid to the submarine, and as a menace in itself.

Yet, even so, and in spite of the very heavy losses inflicted, the enemy was not able to make his war on commerce decisive.

In its counter measures, the British Navy followed the pattern of the past—the convoy, and the small escort vessel. The need for such vessels to protect her trade has always been paramount with Britain in her wars, and has coloured her approach to problems of international naval disarmament. Lord Barham—at the time Sir Charles Middleton, and Senior Sea Lord—expressed this need in 1793, when he told Pitt in a letter of his conviction that the French would direct their efforts at sea primarily against Britain's trade, and that it was a matter of urgency that the naval building programme should be

directed towards countering this form of warfare.

"He advised," recalls Sir Herbert Russell in "Sea Shepherds," "that only a sufficient number of ships-of-the-line should be built 'to overawe those of the enemy,' but that the shipyards should concentrate on the rapid construction of very large numbers of frigates, corvettes, sloops, brigs and cutters for the protection of merchantmen against the raiding tactics of the 'guerre de course.'"

"This letter is of historic importance for, as Commander (now Rear-Admiral) K. G. W. Dewar pointed out in a paper on 'Over-sea Commerce and War' which was awarded the 1912 gold medal of the Royal United Service Institution, Sir Charles Middleton really expounded the principle 'that the number of battleships required is mainly governed by the strength of the enemy's battle fleet, but that the number of cruisers and small craft depends upon the interests which they have to defend.'"

"It was not until Napoleon developed his grandiose schemes for the blockade of England that the full fruits of this policy became apparent. In 1804 this country—Britain—"possessed 75 ships-of-the-line and 316 cruising ships of all types; in 1809 the corresponding figures reached the peak point of the French Wars at 113 and 684 respectively."

The adoption of convoys in the 1914-18 War was brought about only after long controversy. There were objections to the institution of convoys both among Naval Officers and those

of the Merchant Service. Naval objections rested in the main on the number of escort vessels that would be needed, on the fact that convoys presented too big a target for U-Boats, and that: "they would never be able to keep merchant ships sufficiently together to enable a few destroyers to screen them. It was different with warships which they could keep in a 'lock-up' formation." (Admiral Jellicoe, at a meeting of the War Committee, on November 2nd., 1916.)

Admiral Bacon records that at a meeting of Merchant Service officers called at the Admiralty, the more important objections raised by those officers were "that it would be impossible for the ships of the convoy to keep even reasonable station at night if the ships extinguished their lights. They had none of the station-keeping instruments fitted in men-of-war, no manoeuvring valves in their steam supply; nor, since their best officers were serving in the Navy, had they anyone competent to use them if they were fitted. . . . They were convinced that one of two things would happen; either the ships would straggle or there would be collisions. The conclusion reached was, that without sea-training and practical experience, it would be folly to put ships of the 'Tramp' class into convoys."

On the other hand, Naval Officers who had had to deal with the movements of shipping, while generally agreeing that the views of the Merchant Service Officers were sound, "pointed out that experience had shown that the Merchant Service Officers had carried out every task imposed on them by the Admiralty, however difficult, however unreasonable or impossible it had appeared to be; therefore nothing could be said to be impossible for them!"

Later experience, both in the 1914-18 War and even more so in that of 1939-45, was to prove the truth of this assertion.

In any case, by 1917, the sinkings of British Merchant Ships by U-Boats had reached such figures that something had to be done, impossible or not, and in May of that year the first experimental convoy from Gibraltar to the United Kingdom was formed. It consisted of 17 steamers escorted by two "Q" ships, and the passage was made successfully. Regular convoys began to run between America and the United Kingdom on the 2nd. July following: from Gibraltar on the 26th. July, and from Dakar on the 11th. August.

The success of the convoys was immediate, and saved Britain from disaster. Between the summer of 1917, when the convoy system was fully instituted, and the end of the war, 16,657 vessels were conveyed to or from Great Britain; and of this total 16 ships were lost by sea peril, and 36 were sunk by enemy action when not in contact with their convoys. This total amounted to less than one per cent. of the vessels conveyed. At the same time, the sinkings of enemy submarines—due to improved detection instruments, depth charges, and the more effective arming of Merchant Ships—increased sharply.

In the 1914-18 war, the Admiralty—and the Merchant Service—was confronted with something entirely new in the conduct of a "guerre de course" with the advent of the submarine. Furthermore, many years had elapsed since the need for convoys had existed. The record of convoys in the past—both from the point of view of the Naval Officer and the Merchant Service Officer—was not one altogether to justify confidence in their efficacy.

Sir Herbert Russell quotes a letter written by Admiral Sir William Cornwallis to the Admiralty in November, 1776, which gives one picture of sailing ship convoys of the earlier wars. "I shall enclose by the next post"—wrote Cornwallis—

"another copy of the Trade that left Jamaica with the 'Pallas' under my command, wherein I have set off the time of their parting against the names of such as we knew, but they chiefly parted in the night; I hope their Lordships will be pleased to consider that it was totally impossible for the officers of a man-of-war to tell the names of all the merchant ships, particularly as there were not above eight or ten out of above a hundred sail that kept their stations or behaved tolerably well. During the time the 'Maidstone' was in company I wrote to Captain Gardner to beg that he would oblige the ships in the rear to pay attention to my signals; notwithstanding which, when we were off Cape Antonio, between twenty and thirty sail brought-to to buy turtle, the 'Maidstone' being at that time in chase. When she came up the masters of the merchant ships acquainted Captain Gardner that their passengers were on shore purchasing turtle, and they could not make sail. This Captain Gardner informed me of before we parted company, and that many of them gave him impertinent answers when he hailed them, and that it was impossible for him to make them attend their duty."

For their part, "many of the masters of the merchant ships acquainted the officers of the 'Pallas' that they thought it entirely owing to our steering so much to the eastward that we met with the calms which occasioned the long passage. From this time to the 24th. of September the weather was such that any ship might have kept company that chose; that morning there were only nineteen sail in company; during the day it blew very hard and we brought-to under a reefed mainsail; the next morning there were only six sail in sight which joined us."

Shortage of escort ships, in the past as in the recent wars, was a contributory factor to losses in convoy. An outstanding case

Continued on page 46



HIGH SHIPBUILDING COSTS

THE Chairman of Messrs. Barclay, Curle and Co.—Mr. George Barrie—speaking at a luncheon in Glasgow recently on the occasion of the launching at the firm's yard of the P. & O. Line's motor vessel "Coromandel," commenting on the high cost of ship building, said: "I wish I could feel more confident than I do that ship owners will continue to order new ships under the present conditions." The existing plenitude of work, he said, had induced a feeling of prosperity and security—with increased demands and consequent rising costs. Mr. Barrie said that the incentive of serious competition was for the first time inoperative; and an all round slackening of effort was the result; and he commented that it seemed a pity to have to wait for difficult times to provide the effective incentive to increased output when realisation now of the urgent need for it might change present

conditions into those of real and lasting prosperity.

AUSTRALIA'S FOOD EXPORTS

With the exception of dairy products and some meats, the Commonwealth's food exports in the first six months of 1948-49 showed a healthy increase, according to a statement by the Minister for Commerce and Agriculture (Mr. Pollard). Butter and processed milk exports declined slightly, but total dairy production increased and more was being held in store. Export of wheat to the United Kingdom was back to the level of prewar trade, and sugar exports showed the industry recovering from drought effects, the Minister said.

NEW AMERICAN LINERS

This month, the first of three 11,000,000 dollar round-the-world luxury liners will be laid down in the United States for the American President Lines. Each of the three ships will be of 19,600 tons displacement and 10,600 deadweight tons, will be 536 feet

over all with a beam of 73 feet, and will cruise at 19 knots. Two hundred and twenty-eight first-class passengers will be carried, and cargo space amounts to 522,000 cubic feet. The vessels will have a "yacht-like, stackless contour, and what little smoke or vapour arises from the ultra-modern engine room will be expelled through vents, or dorsal-like fins, from the vessels' sides." The new liners have incorporated in their designs extensive national defence features required by the U.S. Navy to make them readily convertible into naval auxiliary craft or troopships should the occasion arise.

ITALIAN MERCHANT MARINE

As part of Italy's merchant marine rehabilitation plan, a 60,000,000 dollar subsidy programme for the construction of some 260,000 tons of new ships has been approved by the Italian Council of Ministers, says a report in the "New York Herald Tribune." The subsidy will be

in the form of State-advanced credit up to 40 per cent. of the cost of construction of modern passenger and cargo liners and specialized ships including oil tankers. Ships built under the programme will be exempt from requisitioning and from carrying compulsory cargoes during the next five years, and profits earned from them will be exempt from income tax.

TYPE OF SHIPS VISUALISED

Four large Italian liners are in operation today, the "Conte Grande," "Conte Biancamano," "Saturnia" and "Vulcania," of approximately 24,000 tons each, and all built under various Italian subsidy programmes. No such large liners are anticipated under the present plan. The most likely type of ship to be built, it is understood, is combination cargo ships of approximately 10,000 tons.

CUNARD "CARONIA" AROUSES INTEREST

During her stay in the port of New York on her maiden voyage across the Atlantic in January, the new Cunard liner "Caronia" was visited by nearly 7,000 persons eager to see over her. On the one day on which she was thrown open to the public, 5,000 boarded her. Special invited and conducted parties accounted for the other 2,000.

SOVIET ICEBREAKER RECONVERTED

The Soviet ice breaker "Lenin" has been reconverted in a British shipyard after more than two years of delays and changed designs. The "Lenin" was built in Great Britain in 1917 as the Czarist "St. Alexandre Nevsky," and is a two-funnelled vessel of 3,828 tons. She was seized by the British during the 1914-18 war, but was handed over to the Soviet Government when hostilities concluded. As the "Lenin" she took part in a number of Arctic rescues. She was sent to England for repairs in 1946, and now, after successful trials, has been delivered to the Russians.

"SCANDINAVIA INVITES"

The Scandinavian countries are in the race for the European tourist trade, and travel information offices in the United States, representing Denmark, Norway, and Sweden, have started an advertising and promotional campaign called "Scandinavia Invites," in a joint effort to spur tourist travel to their countries this year.

ARGENTINE IN EMIGRANT TRADE

The Doder Lines of Argentina, one of the biggest maritime concerns in South America, is getting new ships for the emigrant trade from Southern Europe. In January, according to a report in the "New York Times," the Argentine shipping line took delivery at Newport News, Virginia, of the "Corrientes," a converted escort carrier, purchased from the United States as war surplus, and converted to an emigrant ship by the Newport News Shipbuilding and Dry Dock Company. To trade between Mediterranean ports and South America, the "Corrientes" will carry 1,350 passengers, and is equipped with motor lifeboats, extensive fire equipment, state-rooms for four to six persons, spacious public rooms, and the latest safety and navigating equipment. She is the fourth in a series of such conversions carried out at Newport News for the Doder Lines, and a fifth ship, the "Salta," is now being converted for delivery early this year.

U.S. SHIPBUILDING

The shipbuilding and repair industry in the United States shows a marked improvement compared with the immediate post-war years according to a review of the industry made by Mr. H. Gerrish Smith, president of the Shipbuilders Council of America. On the 1st, January, 1948, private shipyards in the United States had under construction or on order 30 sea-going merchant ships of 185,818 gross tons and two dredges aggregating 22,672 displacement tons.

On the 1st, January of this year, ships under construction or ordered numbered 75 merchant vessels, aggregating 1,173,430 gross tons, and the two dredges. The merchant vessels include two passenger liners for the American Export Lines; 64 oil tankers; two ferry boats; three combination passenger-cargo ships for the American President Lines; three trawlers; and one bulk carrier.

SHIPBUILDING IN CANADA

Considerable activity is evident in Canadian shipyards. The Canadian merchant marine was of very small proportions before the war, but the Dominion is at present building 23 cargo ships and colliers, one tanker, and three passenger ships.

BULK ORE CARRIER

The longest merchant ship at present building in the United States is the 660-foot "Wilfred Sykes," a bulk or carrier intended for service on the Great Lakes. Ordered by the Inland Steel Company, of Chicago, she is under construction at the Lorain, Ohio, yards of the American Shipbuilding Company, her keel having been laid on the 1st, November last.

NEW YORK SHIPPING TRADE

With the exception of ships on U.S. Registry, Great Britain had more ships than any other country entering New York in December last. Of the 639 which entered the port, 298 were American and 341 foreign. Of the foreign group, 79 were British, 62 Norwegian, 34 Danish, 31 Panamanian, 26 Swedish, 24 Dutch, 10 Greek and 10 Italian, nine were registered in Honduras, eight were Argentine vessels and eight Brazilian; France was low on the list with seven, Belgium and Spain had four each, Portugal, Chile and Columbia tied with three each, Cuba, Venezuela, Egypt, Finland and Poland each had two, while those in the "one" class were Turkey, Iceland, Nicaragua, Dominica, Ecuador, and Costa Rica.

News of the World's Navies

PRIZE MONEY

IN the February issue of "The Navy," reference was made in this column to the Prize Bill introduced to the House of Commons in Great Britain. Since those notes were written the scope of the Bill—in respect of categories of those entitled to receive prize money—has been extended. Those eligible now include: Members of the Naval and Marine forces who served as Commodores of Convoys, or on their staffs; Pilots in merchant aircraft carriers; Gun crews in defensively equipped merchant ships known as "Dems"; Members of the Royal Artillery who rendered similar service. The total amount of Prize Money it is proposed to distribute is approximately £5,125,000.

PATRONESS OF ARTILLERYMEN

The Californian town of Santa Barbara was presented by H.M.S. "Excellent," the Royal Navy School of Naval Gunnery at Whale Island, with a model of St. Barbara, the Patroness of Artillerymen, at a reunion dinner held by gunnery officers on the occasion of the Saint's Festival in December last. Admiral of the Fleet Lord Chatfield was guest of honour at the dinner, and unveiled a memorial to matesmates of men in the Gunner's Mates' Mess, who fell in the war. The presentation to the town of Santa Barbara was handed by Officers of the Gunnery School to representatives from a visiting U.S. warship, for delivery to the town.

CHILEAN ANTARCTIC BASE

A Chilean naval expedition has recently established a new base below the Antarctic circle, in the deepest penetration Chili has yet made of the frozen continent. The new base is located south of the O'Higgins Base,

which was established in February of last year.

U.S. NAVY DEEP DIVES

Reference was made in this column in the issue of "The Navy" of November last, to the deep diving record of 535 feet established by Petty Officer Diver William Bollard, R.N., in an experimental dive from H.M. Submarine Rescue Ship "Reclaim" in Loch Fyne, Scotland. Two U.S. Navy Divers—Wesley Singleton and George McCullough—defeated the previous American record of 440 ft., but failed to reach the British depth, when they dived to 485 feet off Key West, Florida, in December last. Singleton and McCullough, wearing ordinary diving suits and breathing a mixture of oxygen and helium, were lowered into the ocean from the Submarine Rescue ship "Chanticleer." According to a report in the "New York Herald Tribune," they remained on the floor of the ocean for a minute, and were not uncomfortable despite the intense pressure of nearly 216 pounds to the square inch.

SCHOOLBOYS' OWN

In January of this year, Admiral of the Fleet Sir James F. Somerville, G.C.B., C.B.E., D.S.O., opened the Schoolboys' Own Exhibition in London, at Westminster. The Royal Naval Exhibition stand provided a schoolboys' dream of heaven in the shape of a complete Engine Room Control Platform. The replica of the starting platform of a destroyer, it was equipped with all the normal accessories, including smoke control buzzer, steering gear alarms, revolution and telegraph reply gongs, regulating wheels, and controls. Boys operating the regulating wheels were able to produce conditions which would obtain in a destroyer under running conditions; and

were also able to work a Fire Control Box which would operate model guns at a distance of ten feet.

U.S. NAVY FORECASTS SUNSPOT DECLINE

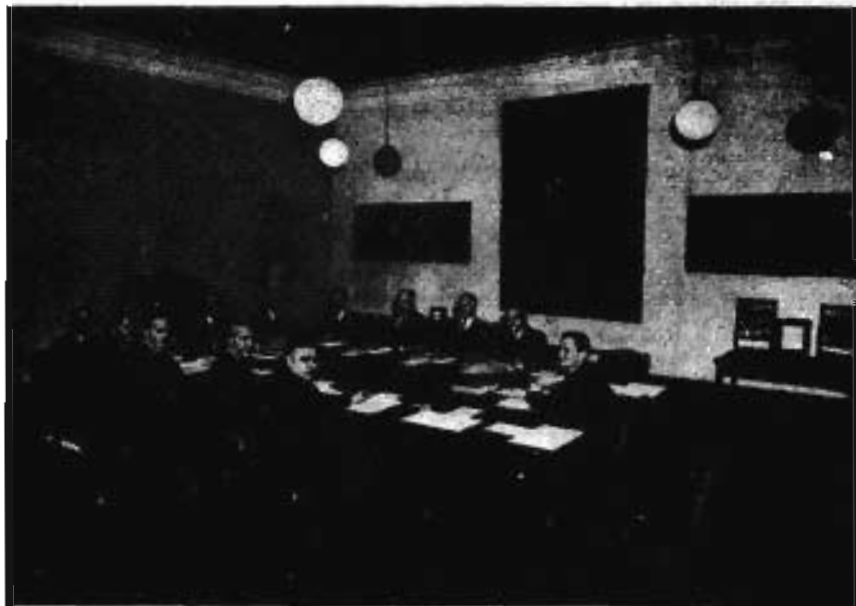
Captain Guy W. Clark, Superintendent of the U.S. Naval Observatory, predicts a decline in the number and frequency of sunspots for several years, says a report in the "New York Times." The Observatory points out that while the effect of sunspots was a matter of controversy, the spots themselves are very real, ranging in size from small ones only a few hundred miles wide, to "huge areas many times the earth's diameter." The spots are defined as "turbulent regions in the sun's atmosphere which are several hundred degrees cooler than their surroundings." The spots are believed to affect both weather variations and transmission of short wave radio. In 1947 they reached the peak of cycles timed by the U.S. Naval Observatory as lasting eleven years each.

SUBMARINE FOR PORTUGAL

The British Government recently transferred the submarine "Spur" from the Royal Navy to the Portuguese Navy, the ceremony of transfer taking place at Gosport. This is the third submarine so handed over, Portugal having received from the Royal Navy the submarines "Saga" and "Spearhead," some time ago.

EVIDENCE OF SABOTAGE IN H.M.A.S. "SYDNEY"

In the first official statement on the damage to H.M.A.S. "Sydney" in Devonport Dockyard, made in the House of Commons last month, the Civil Lord of the Admiralty (Mr. W. J. Edwards) said that the nature of the damage pointed to sabotage. According to a report in the Melbourne "Argus," Mr. Edwards said that



THE BOARD OF ADMIRALTY

Members of the Board of Admiralty photographed before a recent meeting. Starting at the right-hand end of the table and moving anti-clockwise, are: Mr. John Dugdale, M.P., Parliamentary Secretary; the Fifth Sea Lord, Vice-Admiral G. E. Creasy, C.B., C.B.E., D.S.O., M.V.O.; the Fourth Sea Lord, Vice-Admiral H. A. Packer, C.B., C.B.E.; the Third Sea Lord, Vice-Admiral Sir Charles S. Daniel, K.C.B., C.B.E., D.S.O.; the Second Sea Lord, Vice-Admiral Sir Cecil Marcourt, K.C.B., C.B.E.; the Permanent Secretary of the Admiralty, Sir John G. Long, K.C.B.; the First Lord, the Right Honourable Viscount Hall, P.C.; the Deputy Secretary, Mr. R. R. Powell, C.M.G.; the First Sea Lord, Admiral of the Fleet, Lord Fraser, of North Cape, G.C.B., K.B.E.; the Vice-Chief of Naval Staff, Vice-Admiral Sir John Edelman, K.C.B., C.B.E., D.S.O.; the Assistant Chief of Naval Staff, Rear-Admiral R. B. Edwards, C.B.E.; and the Civil Lord of the Admiralty, Mr. W. J. Edwards, M.P. The portrait on the wall is that of King William IV, last Lord High Admiral of England.

the aircraft carrier—then H.M.S. "Terrible"—was under dockyard control, and machinery which had been installed by the main machinery contractors had not been finally accepted. Despite all appropriate security precautions, a number of persons who must necessarily have had access to the machinery would have been in a position to commit sabotage if they had a motive for doing so." The Civil Lord said that the damage was slight, and had been made good, but the case was not regarded as closed.

ROYAL NAVAL LEAVE INCREASED

Leave periods which have been

in force in the Royal Navy since the end of the war have become broadly the basis of a permanent scale, but further concessions are granted to officers and men, according to the Admiralty News Summary. Those serving in home establishments and ships in home ports are now entitled to an additional four long weekends a year, bringing their leave up to thirty days and twelve long weekends. Officers and men serving in North Western Europe will, in addition to their previous 42 days annual leave, now receive 21 days disembarkation leave on returning to Great Britain, if they have had their fam-

ilies with them during their foreign service. The annual leave period for those serving in seagoing ships of the Home Fleet remains at 42 days.

U.S. NAVY'S NEW ATTACK PLANE

Described as carrying the heaviest concentration of torpedoes, rockets and machine guns ever built into a single-engined carrier-based aircraft, the new U.S. Navy attack plane, the Martin AM-1 Mauler, has been undergoing tests from the carrier U.S.S. "Kearsage," off the Atlantic Coast. Weighing 22,000 lb. gross, the Mauler has a wing span of fifty feet one inch, is forty-

one feet six inches long, and stands sixteen feet eleven inches in height. It is powered by a Pratt and Whitney R-4360-4 engine. The new aircraft has a crew of one, and a range of more than 2,000 miles, with a speed of over 300 miles an hour. Except for guns in the leading edges of the wings, all armament is carried in shackles under the wings and fuselage.

WRNS SPECIAL ENTRY OFFICERS

The Royal Navy has invited applications from suitable women for special entry to officer rank in the Women's Royal Naval Service. Candidates must be between the ages of 20½ and 29, of good general education, and desirous of making the Service a career. Special consideration is being given to those applicants who can offer good qualifications in secretarial work, accountancy or domestic science, and administrative work of any kind. A few posts for Personnel Selection,



WRNS TAKE NEW DENTAL COURSE

A new Dental Course is being taken by W.R.N.S. at Portsmouth Barracks, where they are being trained as Dental Surgery Assistants. The picture shows a Naval Dental Surgeon of the Royal Navy taking an impression of Petty Officer E. Elliott's teeth, assisted by W.R.N. Pamela Reynolds, of Wrexham, Cheshire, England.

(Photograph by courtesy of the United Kingdom Information Office).

Meteorological and Education Officers, are also available.

ANTARCTIC SEASON

The Antarctic Summer Season is seeing the annual visits of vessels of nations concerned to their southern bases. Reference has been made earlier in this column to the Antarctic visit of a Chilean naval expedition. So far as Australia is concerned, H.M.A.S. "Labuan" is at present on a voyage to Heard Island, and to Macquarie Island. In the Atlantic sector, the Falkland Island Dependencies motor survey vessel "John Biscoe" has been visiting British Antarctic bases, while the sloop H.M.S. "Sparrow" has also been carrying out a routine visit to British Antarctic territory.

NAVAL OFFICER WINS TEST PILOTS' CUP

The McKenna Cup, presented to the student who passes out top of the annual Empire Test Pilots' Course at the Empire Test Pilots' School, Farnborough, Kent, has for the first time been won by a Naval Officer, Lieutenant J. Elliott, R.N. Sponsored by the British Ministry of Supply, the courses at the school last nine months, and are attended by some 30 or more selected candidates from the various Commonwealth Services concerned with aviation. There were six Naval candidates during 1948, which was the seventh year of the establishment of the course.

VOLUNTEER REQUIRED

The Sea Cadet Corps Training Unit "Australia," Lavender Bay, requires the services of a volunteer to instruct Cadets in the Drum Band, with the object of re-forming the Sea Cadet Corps Drum Band which has been sadly depleted by the resignation of Drummers.

Volunteers are requested to communicate with the Hon. Commanding Officer, T.S. "Australia," c/o 9 Sheffield St., Merrylands, or interview the Hon. C.O. in person on board T.S. "Australia," at Lavender Bay on Saturdays from 2 p.m. to 5 p.m. and Tuesdays, 7.30 p.m. to 10 p.m.

NAUTICAL QUIZ

- (1) What is a sponson?
- (2) Can you name the "N" Class destroyers which served with the Royal Australian Navy? Has the Royal Australian Navy any now?
- (3) What was the biggest battleship ever built?
- (4) Victoria might have had as its capital city one named for a Lord High Admiral of England. What is it?
- (5) Do you know whence is derived our word "starboard"?
- (6) "What Philip of Spain tried to do and failed; what Napoleon wanted to do and could not; what Hitler never had the courage to try, we are about to do, and with God's grace we shall." These words were uttered by a British Admiral during the recent war. Do you know to what they referred?
- (7) In 1945 the Clan Line's "Clan Ranald" sailed from Aden to "a little-known spot—Safaga." Do you know where it is?
- (8) The Federal Government proposes to establish a Commonwealth Shipping Line. What do you know of the former venture?
- (9) What is the outstanding physical difference between the North and South polar regions?
- (10) These Pacific islands have alternative names. Do you know them? (1) Navigator's Islands; (2) Friendly Islands; (3) Ladrone Islands.

Answers on page 48

WHAT THE NAVY IS DOING

THE main development in the Royal Australian Navy since these notes were last written is that a start has been made on the establishment of the advanced Naval Base at Manus, in the Admiralty Islands group north of New Guinea. As the centre of the Navy's operations in the New Guinea area, it will replace the present Royal Australian Naval base at Dreger Harbour, 260 miles to the south on the mainland of New Guinea. On the 8th of last month the Minister for the Navy (Mr. Riordan) said that an advance party of the Royal Australian Navy had arrived at Manus, and that H.M.A.S. Tarakan, of the 10th L.S.T. Flotilla, had departed from Sydney for the Admiralty Islands with the equipment needed to begin the establishment of the Base. The full text of the Minister's statement is published elsewhere in this issue of "The Navy."

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. Sydney (Captain R. Dowling, D.S.O., R.A.N.) has been carrying out trials and exercises in United Kingdom waters. Early last month she departed from Portsmouth for Belfast, whence she will shortly leave for Australia.

The Cruiser:

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 His Majesty's Australian Fleet, is in Tasmanian waters, where she has been carrying out exercises with other units of the Fleet. She is due to depart from Hobart on the 21st. of this month for Westernport, arriving there on the 23rd., Melbourne on the 26th., and departing Melbourne on the 4th. April for Sydney. Her subsequent programme is: Arrive Sydney on the 6th. April, and depart on the 20th. of that month for Jervis Bay, sailing from Jervis Bay on the 4th May for Fremantle, where it is probable that she will meet H.M.A.S. Sydney. She should return to Sydney, via Adelaide, by the 10th. June, and shortly after will commence 50 days' availability for leave and 45 days for refit. She should depart Sydney 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 in Sydney, after having been relieved of her duties with the British Commonwealth Occupation Forces in Japan, by H.M.A.S. Shoalhaven. Warramunga has been granted 50 days' availability for leave and urgent defects, and is due to depart on the 20th. April with the Flagship for Jervis Bay and Western Australia. Her Western Australian programme is: Bunbury from the 10th. to the 13th. May, Fremantle from the 13th. to the 23rd. of the month, and return to Sydney via Adelaide—in which port she should remain from the 28th. May to 6th. June. Warramunga should arrive in Sydney on the 10th. June, and is expected to sail from that port on a cruise later in the month.

H.M.A.S. Anania (Commander F. 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 company with the Flagship on

the Tasmanian cruise. She departed from Sydney on the 22nd. of last month, and will remain in the Hobart area until the 21st. March, her subsequent programme being: Westernport, 23rd. March to 25th.; Melbourne, from the 26th. March until the 4th. April, arriving in Sydney two days later. She will accompany the Flagship to Jervis Bay from the 20th. to the 29th. April, then returning to Sydney, whence she should depart on the 4th. May for Japan, to relieve H.M.A.S. Shoalhaven with the British Commonwealth Occupation Force. Her programme for the passage to Japan is: Depart Sydney 4th. May; Cairns, 8th May, arrive Darwin 13th. May and depart on the 14th; Tarakan on the 18th. May, Hong Kong on the 23rd., and Sasebo on the 30th. of the month.

H.M.A.S. Quiberon, is in Sydney undergoing refit.

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

1st. Frigate Flotilla:

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-Cole, R.A.N.) is in New Guinea waters, under the operational command of the Naval Officer-in-Charge, New Guinea. She arrived at Dreger Harbour from Sydney on the 15th. January, and will remain in the New Guinea area until the end of this month, when she returns to Australia via the Solomon Islands and New Hebrides. Culgoa is due back in Sydney on the 5th. April, and proceeds to Williamstown Naval Dockyard in May, being due there on the 6th. of that month after accompanying the Fleet to Jervis Bay from the 20th. April. She will have 50 days' availability for leave and urgent defects at Williamstown, and it is anticipated that she will leave Sydney about the 10th. August to relieve Bataan in Japanese waters.

.... at Sea and Ashore

H.M.A.S. Condamine (Lieutenant-Commander J. H. Dowson, R.A.N.) is with the Fleet in Tasmanian waters, and remains in the company of the Flag until she returns to Williamstown on the 6th. May. She will commence 50 days' availability for leave and refit at Williamstown on the 9th. May, previous to her departure for New Guinea Waters about the middle of July.

H.M.A.S. Shoalhaven (Lieutenant-Commander Keith Tapp, R.A.N.) is in Japanese waters, having departed from Sydney in January to relieve H.M.A.S. Warramunga for duty with the British Commonwealth Occupation Forces. She will remain in Japanese waters until her relief early in June by H.M.A.S. Bataan. Shoalhaven will call at Hong Kong on her passage south, and should arrive at Williamstown Naval Dockyard early in July, where she will be

granted 50 days' availability for leave and 45 for refit.

H.M.A.S. Murchison (Lieutenant-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 (Lieutenant-Commander H. K. Dwyer, R.A.N.R.) is employed shipping stockpile of material and equipment for the construction of the advanced Naval Base at Manus, and departed Sydney in January on this mission. She will later be employed in 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 (Lieutenant-Commander G. M. Dixon, D.S.C.,

R.A.N.V.R.) is employed carrying the relief parties to Heard and Macquarie Islands, in connection with the Australian Antarctic Research Expedition. She should complete this assignment and return to Melbourne about the middle of next month.

Australian Minesweepers:

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

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

H.M.A.S. Larobe (Lieutenant 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.) is employed on survey work, and has been carrying out a first degree triangulation connecting the mainland to Tasmania via various islands in Bass Strait, as part of the National Geodetic Survey of



WINNER OF THE GLOUCESTER CUP FRIGATE OF THE R.A.N.

The R.A.N. Frigate H.M.A.S. "Shoalhaven," from a recent photograph taken at Jervis Bay. H.M.A.S. "Shoalhaven" (Lieutenant-Commander Keith Tapp, R.A.N.) was awarded His Royal Highness the Duke of Gloucester Cup for 1948, as being adjudged the ship in His Majesty's Australian Fleet foremost in general efficiency, cleanliness, seamanship, and technical training, throughout the year.

—[Photograph by Max G. Wilson.]

Australia. Representatives of the Director of Naval Mapping have been assisting in this important triangulation.

H.M.A.S. *Barcoo* (Lieutenant-Commander D.A. T. Gale, D.S.C., R.A.N.) has been carrying out a triangulation survey of Investigator Strait and Spencer and St. Vincent Gulfs, and surveys 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*, is engaged on survey work, as tender to H.M.A.S. *Warrego*.

GENERAL

"Warramunga" In Sea Rescue
During her recent period with the British Commonwealth Occupation Forces in Japan, H.M.A.S. "Warramunga" figured in a sea rescue following a collision between two vessels off Bonhom Light, on the China coast in the vicinity of Shanghai. The ships involved in the collision were the Steamships "Tai-Ping" and "Ken-Yuan." More than 1,500 passengers were in one ship, and a large number in the other, and reports from survivors indicate that one of the vessels sank within five minutes of the collision, and the other some forty minutes later. On receipt of the call for help, "Warramunga" proceeded at full speed to the scene of the disaster. No boats were found by her, but she took 36 survivors from the water, and earned them to Woosung.

SCHOOLBOYS IN CORVETTES

During their routine training cruise from the 24th. January to the 3rd. February with recruits from Flinders Naval Depot, the corvettes "Gladstone" and "Larrobe" of the Training Flotilla carried with them as guests of the officers, twenty school boys, aged 16 to 17 years, who are potential candidates for entry into the Royal Australian Navy as Special Entry Cadet-Midshipmen. During the cruise the ships visit-

ed Western Port, and anchored in the berth that was to have been occupied by H.M.S. "Vanguard" had the Royal Tour materialised this year. While there the corvettes were visited by Commodore W. A. Dallmeyer, D.S.O., R.N., the Commodore Superintendent of Training. The Flotilla later sailed for Tasmania, and opportunity was taken to visit anchorages at the islands en route, such as Waterloo Bay near Wilson's Promontory; Seal Bay in King Island; and Flinders Island.

SEA CADETS VISIT H.M.A.S. "CONDAMINE"

Through the courtesy of the Naval Board, and under arrangements made by the Resident Naval Officer, H.M.A.S. "Lonsdale," a party of 30 Victorian Navy League Sea Cadets enjoyed an interesting and instructive afternoon on Saturday, the 5th. February, when they were embarked in transport at Port Melbourne and taken across to Williamstown for a conducted tour of the frigate H.M.A.S. "Condamine," and of the Williamstown Naval Dockyard. The boys derived considerable benefit from this first-hand contact with the Navy, and were able to see for themselves the progress that has been made in completing the Battle Class destroyer, H.M.A.S. "Anzac," which has been fitting out at Williamstown Naval Dockyard since her launch there in August last.

NEWS FROM H.M.A.S. "SYDNEY"

Ratings of the Royal Navy are impressed with the facilities provided for the Ship's Company in H.M.A.S. "Sydney," if the reaction of a couple of them who visited the ship after she had been taken over by the R.A.N. are any criterion. A few days after she was commissioned as one of His Majesty's Australian ships, a "Sydney" rating, long after visiting hours, requested permission to show two Royal Navy men over the ship. The Officer of the Watch approved,

and the two visitors were taken for a conducted tour. Their reaction, on leaving half-an-hour later, was: "She's a bloomin' floating palace."

SEEING ENGLAND

The men of the "Sydney" are getting a good opportunity to see over the "Old Dart." Twelve years ago a young school-girl of Toowoomba, Queensland, started writing to a pen friend in Scotland, and the friendship thus established spread to the two families concerned. That girl was the sister of Yeoman of Signals Ken Nutley of H.M.A.S. "Sydney," and he spent his Christmas leave with the Scottish pen-friends at Dunoon, on the Clyde. Some of the Sydney's people have got around with a vengeance. Petty Officer Telegraphist 'Johnno' Johnson, for example, of Walkerville, South Australia, has taken a big bite at England in his first visit there. Through an introduction, he spent the first day of his leave as the guest of the Austin Works at Birmingham, lunched with the Board of Management, and was conducted on a tour of the factory. The next few days he spent in Manchester with friends of friends in Walkerville, and motored round Windermere in the Lake District, and went sight-seeing in North Wales. Thence to Scotland, where he hired a car and for three days toured the Highlands, covering some 500 miles and attending the famous Braemar Gathering. Off to Peterborough next, where he stayed with the owner of the Embassy Theatre, to whom he was introduced by friends in Melbourne. More sight-seeing, but this time from the Aviator aeroplane owned by his host. Backstage at the Embassy he met Australian Bill Kerr, who has achieved fame on stage and radio; together with Kay Cavendish, and Laurie Lupino Lane of "Lambeth Walk" fame. There followed a visit to the Perkins diesel works, where he met the founder of that well-known firm; and he was lunch-

ed by the Rotary Club before returning to London for a final two days sightseeing. At the conclusion of his leave he returned to H.M.A.S. "Sydney" at Devonport, impressed with the beauty of the country and the hospitality of its people, but also with the poorness of the food and the general living conditions.

PERSONAL

Captain David H. Harries, R.A.N., has been appointed Commanding Officer of H.M.A.S. "Penguin" at the Naval Base Headquarters, Sydney. He succeeds Captain Ernest C. Rhodes. Captain Harries entered the Royal Australian Naval College in 1917. At the outbreak of war in 1939, he was on exchange duty overseas with the Royal Navy, commanding various of H.M. Ships, and being appointed for a period of duty at Admiralty. From 1941 to 1942 he was Australian Naval Attaché at Washington, and from there was appointed to H.M.A.S. "Shropshire," returning to Australia in that ship as Executive Officer, an appointment he occupied until his appointment in 1944 as Deputy Chief of the Naval Staff at Navy Office. In "Shropshire," he was present at the landing operations and assault bombardments at Cape Gloucester, Secadler Harbour, Humboldt Bay and Biak areas. Captain Harries was appointed Commanding Officer of H.M.A.S. "Australia" in November, 1945; and of H.M.A.S. "Hobart" in August, 1946. Previous to his present appointment, he had been in the United Kingdom, where he attended the course at the Imperial Defence College.

Commander Harley C. Wright, D.S.C., R.A.N., has been appointed War Book Officer, his previous appointment having been that of Director of Plans and Operations, Navy Office. Commander Wright was Executive Officer in H.M.A.S. "Austra-



Considerable progress is being made in the work of completing and fitting out the Royal Australian Navy's Battle Class destroyer, being built at Williamstown Naval Dockyard, Victoria. The funnel is erected, and work is proceeding on other superstructure, including the bridge, as shown here.

lia" when the bridge of the ship was struck by a Japanese aircraft at Leyte, during the Philippines assault in October, 1944. Captain Dechaineux, the ship's Commanding Officer, was killed, and Rear Admiral J. A. Collins, C.B.—then Commodore Commanding, His Majesty's Royal Australian Naval Squadron—was seriously wounded. Commander Wright immediately took command and quickly got the ship under control. For his "skill, determination and courage" on this occasion, he was awarded the Distinguished Service Cross.

Commander Alan W. R. McNicoll, G.M., R.A.N., has been appointed Director of Plans and Operations at Navy Office; he was formerly Deputy Director. Commander McNicoll was awarded the George Medal for coolness and courage in removing the inertia pistols from eight torpedoes of the captured Italian submarine "Galileo Galilei" in 1940. The torpedoes had been in the tubes for about six months, and the war heads were badly

corroded. While the work was in progress, a warning was received that the pistols might be of magnetic type. This did not deter Commander McNicoll, who continued his work until the torpedoes were rendered safe. He is the son of the late Brigadier General Sir Walter McNicoll, K.B.E., C.B., C.M.G., D.S.O., a former Administrator of New Guinea.

The new Deputy Director of Plans and Operations at Navy Office is Commander Jack S. Mesley, D.S.C., R.A.N., formerly Commanding Officer of H.M.A.S. "Kurtalbul," at Sydney. During 1941-1942, Commander Mesley served in H.M.A. Ships "Hobart" and "Canberra," and later was Naval Officer-in-Charge, Port Moresby. From December, 1943, to September, 1944, he commanded the destroyer H.M.A.S. "Vendetta." He was awarded the Distinguished Service Cross in November, 1945, "for courage, skill and initiative, whilst serving in operations in the Far East."

Manus Advanced Base

Full Text Of The Statement Made By The Minister
For The Navy.

SPEAKING of the Royal Australian Navy's new advanced base at Manus, in the Admiralty Islands, the Minister for the Navy (Mr. Riordan) said in a statement he made on the 8th, of February last: "Situated, as it is, a few degrees south of the Equator and 240 miles directly north of the eastern portion of New Guinea, Manus serves as a screen both for New Guinea and adjacent islands and for the mainland itself. It could serve again, also, not only as a warning station for the approach of enemy ships and aircraft, but as a fuelling base for vessels of the Royal Australian Navy and allied ships.

"Apart from the strategical advantages it presents geographically, it enjoys as well, despite its location, the advantage of being a comparatively easy place to defend against raids, principally because its main harbour, Seeadler Harbour, is almost enclosed by sheltering islands and reefs and also because the nature of the country has made the construction of airstrips for bombers and fighter aircraft possible.

"The site of the base is at Lombrum Point, on Los Negros Island, which is separated from Manus Island proper by a narrow channel known as Loni Passage. It lies in a typical island setting and nestles under the slopes of a palm-covered hill which, before the war and since, has produced rich revenue from copra for its owners.

"Many other parts of Los Negros and Manus have been cultivated and planted with palms, but large areas of hill country and flats are still in a state of primitive jungle which encroaches rapidly unless it is cut back.

"Both Los Negros and Manus Islands face out on to the wide deep waters of Seeadler Har-

bour, the north-eastern side of which is flanked by a long narrow promontory known as Mokerang, which the Americans used as an air strip. Lombrum Point is on the western side of the entrance to an enclosed bay about a mile in width, at the Eastern entrance to which Sabukaleo Point stands guard. It was because deep-draught ships could berth almost beside the shores of the bay that the U.S. Navy built a T-shaped jetty on the south-east side of Lombrum Point and constructed a large seaplane base at the point itself.

"Light aircraft carriers and cruisers could secure at the jetty for repairs and refitting, and damaged seaplanes could be hauled up from the water on to a huge concrete apron to receive attention from engineers and other skilled artisans. The extensive workshops were close to the jetty and the big apron, which spread out in front of them.

"Representatives of Australia's three fighting services and of several civil Government departments, including the Federal Treasury, have inspected the site at Los Negros to determine what portions of buildings and other installations left there by the United States Navy shall be used, what portions shall be reconditioned and what portions, if any, shall be dismantled.

"Some of the installations, including all the machinery which was erected, have already been sold by the United States Government. Large quantities of the machinery were bought by the Chinese Republic. It is probable that only a small percentage of buildings used by the Americans will be required by the Royal Australian Navy, and those which are not needed will be

dismantled and the material from them sold.

"Many of the structures used during the war have deteriorated but workshops and stores, which were built of iron, are in fairly good condition. Repairs will be effected where they are required.

"The transfer from Dregor to Manus will be made in two stages. The first stage will be completed by the small party of RAN officers and men who have already been landed at Lombrum Point to carry out preliminary tasks and prepare for the arrival of the remainder of the personnel.

"All the machinery, cranes and other equipment, including a small floating dock, will be transferred to Manus. Transport for personnel, stores, machinery and equipment, will be provided by H.M.A.S. "Tarakan," and a frigate stationed in New Guinea waters.

"When the base has been established, Australia will possess an extremely valuable asset for use in peace time, an asset which could be rapidly developed again, if it were ever needed, in time of war."

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BOOK REVIEWS

"HISTORY OF UNITED STATES NAVAL OPERATIONS IN
WORLD WAR II. Volume 3, The Rising Sun in the Pacific, 1931—
April 1942." By Samuel Eliot Morison. Little, Brown and Company,
Boston, U.S.A.

(Reviewed by "Tennor")

IN the Third Volume of this series—the two earlier Volumes were reviewed in "The Navy" issues of August and October, 1943—Captain Morison deals with the U.S. Naval Operations covering the period from Pearl Harbour, the 7th December, 1941, to the first air raid on Japan carried out by Colonel J. H. Doolittle on the 18th April, 1942. The opening chapters of the book furnish the appropriate "background" in the Pacific from 1931, and set out certain of the events leading up to the initial attack by the Japanese on the United States Pacific Fleet.

Much of the material in these earlier Chapters has appeared in one form or another in various publications, but recapitulation is necessary in order to present the picture, and Captain Morison has been at pains to give here only essentials, and to present a balanced and well-documented record.

It is intensely interesting reading, not only to the seamen, but also to the general reader. It is to be regretted that in the limited space here available we can cover only very briefly a book of over 400 pages, pages which this reviewer found absorbing from the first to the last. It is equally regrettable that this book—and, eventually, the whole of the Pacific series of this History (eight volumes)—is not, through lack of dollars, easily procurable here. There are many young and old Australians who would find it extremely profitable reading.

It would not be unreasonable to suggest that our own Naval Officers, at least, whether of the Permanent or Reserve Forces, should be encouraged and assisted to se-

cure the whole of the series, since the set of conditions from which the Pacific War developed could quite conceivably arise again, and we might be induced to forget that Japan was able to produce the brains and the ability to build up a Fleet which, at the commencement of the hostilities in December, 1941, was superior to the Naval Forces of the United States and Great Britain in the Pacific.

The "tragedy of Pearl Harbour" is treated by Captain Morison in a calm and dispassionate manner. He offers no excuses, and seeks no scapegoats. For a nation which had to fight what eventually amounted to a global war after having for many years exercised to excess its desire to keep out of trouble, the American people in general and the Armed Services in particular learned a hard lesson in a hurry. Without stopping to cry over misfortunes, they repaired the damage with truly remarkable speed and, in the face of even greater territorial disasters in the ensuing days and weeks after Pearl Harbour, set out to create an invincible war machine in record time.

It will certainly never be known just how many members of the United States Congress voted against the provision of adequate funds, men, and material, before Japan struck, but who did not hesitate, in the House and elsewhere, to blame the senior Navy and Army officers on the spot when the damage was done. But this condition is not peculiar to Americans. It arises from an inclination—not as a rule on the part of the Naval and Military Officer, but on that of politicians and the nation at large—to underestimate

both events and a potential enemy. With events shaping as they did in the years leading up to December, 1941, and with it becoming fairly clear that if war did come to the Pacific it would open with a Japanese strike at the Philippines, the East Indies, and possibly Northern Australia, one might feel surprised that the Japanese mentality was not taken more fully into account in defence planning, if not in diplomacy. Her acting in the spirit of the old "Scarborough Warning" of "A word and a blow, but the blow first," was not unknown in the past.

But it is hard to stir people who are anxious for peace at almost any price. On the other hand, once those people are the victims of treachery, their reaction is apt to be fairly vigorous. As Captain Morison says: "Four years later, when Germany and Japan were utterly defeated and helpless, it became easier to see the alleviating factors. Japan's treacherous attack on Oahu aroused the American people, ended their smug conviction of innate military superiority over Orientals, and brought home to everyone in the land the ruthless and dangerous nature of their enemy. Before even the fires burning in battleships were quenched by the waters of Pearl Harbour, the United States had become virtually unanimous in entering the war, grimly determined to win it, and firmly convinced of a community of interest with the British Commonwealth of Nations and Latin America."

"And, as Senator Vandenberg, one of the leading isolationists of pre-war era, remarked five years later, Pearl Harbour 'drove most of us to the irresistible conclusion that world peace is indivisible. We learned that the oceans are no longer moats around our ramparts. We learned that mass destruction is a progressive science which defies both time and space and reduces human flesh and blood to cruel impotence.'"

This somewhat arch reflection, coming as it does from a politi-

cian whose previous attitude to World Affairs it is not unreasonable to describe as extremely shortsighted, might, with considerable profit, be remembered by our own present Government in viewing the (to the layman) quite obvious trend of International disharmony to-day.

The events at Wake Island, and the gallant defence with insufficient personnel and equipment, are somewhat overshadowed by the statement that "on December 17th the 'Lexington' group"—of ships—"held anti-aircraft practice, but the ammunition on board the cruisers completely failed to function; not reassuring to a force that expected to engage land-based planes, and possibly carrier-based planes as well."

Possibly the thoughts of Vice-Admiral Wilson Brown, commanding the group, turned back to a somewhat similar situation in World War I, when faulty ammunition supplied to ships of the Royal Navy burst on impact on the armour plate of the German ships, doing little damage, but causing much amusement among the German Naval officers. Wake Island, captured by the Japanese on the 23rd December, 1941, put up a most gallant defence and, in fighting off the first attempted landing sank two Japanese destroyers and caused heavy losses in the landing party.

"Admiral Kajioka departed Kwajalein 20th December for a pre-dawn landing on Wake on the 23rd. Meantime, the defenders were being worn down by repeated air strikes. On 12th, 14th, 15th, 16th 17th and 19th December, the island was bombed at noon-time by planes from Kwajalein, the largest flight numbering 51 bombers; and at dawn or dusk by four-engined flying boats, which terrified the civilian personnel and took several brave men out of the defence picture."

Similar conditions were later repeated at Darwin, the difference being that there was no place to run to at Wake.

A Catalina flew in from Pearl Harbour on the 20th December, bringing mail, and news of a relief expedition which had left Pearl Harbour three days earlier. This was a great help to morale. But the relief expedition never arrived, and Wake Island surrendered on the 23rd of the month after a gallant fight against the Japanese assault marines. The "Saratoga" and other ships of the relief force, were recalled to Pearl Harbour when still 425 miles from Wake Island, a fact which was kept from the American people and the country's armed forces until the Enquiry presided over by Justice Roberts.

Admiral Ernest J. King was appointed Commander-in-Chief, U.S. Fleet, on the 20th December; and on the 31st of the month Admiral Chester W. Nimitz became Commander-in-Chief, Pacific Fleet, with his headquarters in Honolulu. These two appointments appear to have lifted the morale of the Service very considerably, and despite Japanese successes all over the South-West Pacific, the Allies, and particularly the U.S. Navy, started to move ahead.

Many of the first carrier strikes were lacking in visible results, and the glowing reports of both aircraft and submarines were later found to be often totally inaccurate. It was a period when young men, only a few months from training camps and home, might be forgiven for being over-enthusiastic in a set of circumstances which was without precedent in the history of their country. It was most certainly productive of much that was to be good in the months that followed. Great risks were taken in those days of the first months of 1942, by the carrier squadrons particularly, and as their attacks became more numerous their aircraft personnel became more accurate.

On the 21st February, pilots from the "Lexington" conducted the first aerial combat of the Pacific War, virtually "right over the Task Force." In this combat the

Americans lost only two aircraft and one pilot, while few, if any, Japanese escaped. "The anti-aircraft fire was wildly inaccurate, and got in the pilots' way," but some profit was being derived from every error and, as is well known now, the U.S. Navy eventually produced a fire pattern for ships of every class, which in the end did much to win the war for them.

On the 15th January, 1942, the A.B.D.A. Command—named for the American, British, Dutch and Australian elements—was formed. In dealing with the forces and staffs under the A.B.D.A. Command, Captain Morison has exercised a verbal restraint which it is quite obvious was not felt either by himself or the American people, more particularly in their dealings with the Dutch. The divided command, which never appeared likely to work satisfactorily, must have infuriated the Americans, where vital decisions were arrived at belatedly.

Tarakan and Balikpapan were lost with little or no interference from the Allies. One of the greatest difficulties for the Americans was that of getting oil fuel for their ships. "It is," says Captain Morison, "paradoxical that United States ships operating in the midst of one of the world's great oil producing centres should have suffered from fuel shortage, but such was the case. Java itself is not an oil producing island comparable to Borneo and Sumatra, both of which were now in Japanese hands. It had ample storage facilities, but these were mostly in the interior and not readily accessible, while those in the seaports were inadequate. Moreover, as soon as the Japanese air raids began on Javanese ports, most of the native employees of the Dutch oil companies vanished, so that ships' crews had to operate the pumps, a slow process at best. Around 5th February Admiral Glassford had proposed to fill U.S.S. "Pecos" to capacity from the storage tanks near Sourabaya and have her proceed to the south shore and fuel ships at sea, out of enemy air

range. But Admiral Helfrich would have none of that. In desperation Glassford, on 17th February, dispatched Navy oiler "Trinity" to the Persian Gulf for fuel, and on the 19th sent a chartered tanker on a similar mission to Ceylon."

Singapore? "As late as 31st January Marshall Wavell told Admiral Hart that the island of Singapore could hold out indefinitely, although he admitted that it could no longer serve as a Fleet Base. . . . At that time Admiral Hart's international team (Helfrich, Glassford, Collins) had been working together for only two weeks. The change in the defence plans for Singapore released considerable striking power for offensive naval operations. At a conference on 1st February, Hart formed on paper the first A.B.D.A. Combined Striking Force, with teeth enough to warrant the name; yet only a few of the ships were immediately available. The Dutch cruisers and destroyers had been sent on a wild goose chase to Karimata Strait . . . where a Japanese surface force was rumoured to be. That rumour was false, as Admiral Hart happened to know; but Helfrich had not asked his opinion before sending the ships out.

"Even in those most difficult days, the Netherlander was not entirely frank with his American superior in command; but Admiral Hart, appreciating the ambiguous nature of Helfrich's position, bore him no grudge. Helfrich was not only naval commander, but Minister of Marine of the Netherlands East Indies, which involved civil duties as well. The Governor insisted on receiving a play-by-play report every morning, and, as this information was soon circulating in the town, where there were numerous enemy spies, Admiral Hart had to be reticent, too."

This sorry tale goes on throughout the Japanese "Octopus" attacks in the South-East Indies. The Japanese, with their superior strength, were capturing every one of their objectives without any trouble in the series of battles

which are now too well known to need recapitulation here.

The A.B.D.A. Command ceased to exist on the 1st March, and the evacuation from Tjilatjap began at once. "At about 1030 Helfrich sent for Admiral Glassford, thanked him for his naval support and told him that if he wished to leave Java, better do so at once. Helfrich intimated that he, too, was about to leave; and leave he did next day by air for Colombo."

General Tj. Poorten surrendered Java unconditionally on March 9, and the Malay Barrier was broken.

"Was, then, all this gallantry and grief in vain?" asks Captain Morison. "Were our efforts to defend the Barrier a waste of men and material? The answer depends largely on moral factors such as national pride and Oriental 'face,' which in the last analysis are imponderable. Admiral King is reported to have characterised the whole South-West Pacific Campaign as 'a magnificent display of very bad strategy.' True enough, but the strategy was imposed by the enemy's initiative, by the failure of the three principal victims of his lust for conquest to concert defensive measures before he was ready to strike, and by the inability of the Allies to deploy sufficient force to stop him. The Dutch believe that the A.B.D.A. forces held up the enemy for a month or more, and so saved Australia from invasion; but, so far as could be ascertained from the Japanese after the war, their timetable of conquest was not seriously delayed, and they had no plan to invade Australia. Be that as it may, the Allies did well to fight for the Malay Barrier, although their fighting could not save it. They had a recent and horrible example of the moral disaster in too easy and complacent a capitulation—that of France. Another Vichy regime in the South-West might have been too much for the Allies to bear."

On the 18th April, the now famous Doolittle raid on Tokyo

took place—a factor which probably did more to shake the Japanese faith in their own invincibility than any other single factor thereafter. Although discovered and reported prior to launching the attack, in both preparation and execution, was masterly, and, at least from the point of view of morale-building, entirely successful.

In this, the Third Volume of his History, Captain Morison has maintained the high standard, in the evidences of painstaking and conscientious research, in historical honesty, and in writing, that he set in the book's predecessors. One awaits with increased interest the further volumes of this valuable work.

"IN DANGER'S HOUR," by Gordon Holman. Hodder & Stoughton Ltd., London. (Reviewed by G.H.G.)

It is most interesting to see that a number of the British Shipping Companies are themselves arranging or are making the facilities available to authors, for the publication of narrative histories of the activities of their ships during the war. That of the ships of Messrs. Shaw, Savill and Albion—"The Flag of the Southern Cross, 1939-1945"—was reviewed in "The Navy" issue of April, 1948. The latest one to come to hand is the story of the ships of the Clan Line and its associated undertakings, the Houston and Scottish Shire Lines, and, in the capable hands of Mr. Gordon Holman, it makes stirring reading.

It is to be hoped that more of the Shipping Companies place the war work of their ships on permanent record, for the story of the Merchant Service in the 1939-45 war—as in the previous war—is one of which every one of our people, and our seamen in particular, may well be proud. And it is a story that should be well known.

As an instance in plain figures of what the Clan ships did, the vessels under the management of the Clan Line at the outbreak of war in 1939 totalled 58; 46 Clan ships, seven Houston Line, and five of the Scottish Shire. During the

war, 23 Clan ships were lost by enemy action, together with six of the seven Houstons, and three of the five Scottish Shires. Fatal casualties to Clan and Associated Companies seagoing personnel totalled 641.

These are imposing figures. But if the losses were great, the achievements were even greater, and it is of these that Mr. Holman tells in some detail, and often in the words of the actors in the drama of the seas.

Like a thread running right through the tapestry, the account of the adventures of "Clan Forbes" continues throughout the book. She was a new ship when the war broke out. She was one of the fortunate ones to come safely through, although she had her moments and suffered damage from bombing on one occasion. And interwoven with her story, completing the pattern, are the stories of the other ships, many of which failed to survive the war.

First of the Clan ships to be lost was "Clan Chisholm," struck by two torpedoes from a U-boat, one in the engine room and one in No. 5 hatch, 300 miles off Finisterre on the 17th October, 1939. Four lifeboats got away. The survivors from three of them were subsequently rescued, the other was lost.

Twenty-four hours after the sinking of the "Clan Chisholm," the "Clan Macbean," also in the Atlantic, was attacked by a U-boat which missed with a torpedo and then surfaced and opened fire with her gun. "Clan Macbean" attempted to ram his opponent, and came so close to doing it that her bows were only 100 feet from the submarine when it crash-dived, and, as the "Clan Macbean" steamed right over the spot where the submarine had been only minutes before, the cries of the gun's crew who had been left to their fate as the submarine went under water, came up to the ears of the men they had sought to destroy.

"Those who had anything to do with the war in the Mediterranean

at the time of the campaign in Greece in 1941, will remember the disastrous explosion in the Piræus, when a ship blew up when on fire after a heavy air raid, and completely wrecked the port of Athens. That ship was the "Clan Fraser," with some 200 tons of T.N.T. among other things in her cargo.

The "Clan Cumming" was lying nearby in the harbour, and that ship's Master, Captain J. D. Matthews, wrote a graphic description of that disastrous night, which Mr. Holman quotes in this book.

"It must have been known by the Authorities that there were some hundreds of tons of high explosives on board her ('Clan Fraser'), but beyond a small tug which played a hose over her No. 3 hatch from alongside, nothing seemed to be done. Commander Knox, Lloyd's surveyor, and I watched her burning from my lower bridge till 2 a.m., and, since she was red hot fore and aft just above the waterline, we concluded—wrongly—that if there were still high explosives on board, they would have exploded before then. Commander Knox went ashore in his row boat and I lay down half-dressed. I was nearly asleep when—the whole world seemed to burst asunder! The 'Cumming' went over until she seemed to be on her beam ends, and then rolled heavily for some time. All the woodwork in the rooms crashed down and then came the rain of molten metal falling, which had to be seen to be believed. Among other things we had a full plate, 23 feet by 3 feet, wrapped round our main top. About half the 'Fraser's' windlass crashed through our No. 4 hatch and set fire to timber, etc. Later, a section of structure was found nearly three-quarters of a mile away. It weighed 12½ tons. About 30 feet of her 80-ton derrick was found in a park. Before the blast, I had counted 14 deepwater ships, four hospital ships, two cruisers ('Ajax' and 'Coventry') and numerous coasting craft and barges. In very few minutes every one of them was on fire, including

ourselves. The 'Devil' and 'Cumming' were the only two deepwater ships saved from this catastrophe, which even the pen of Dante could not adequately describe."

The "Clan Cumming" subsequently got out of the Piræus, only to be mined and sunk outside.

Space does not here permit to tell more of this book. But it describes, in vivid and colourful prose, and in considerable and engaging detail, the achievements of the ships and men of the Clan and Associated lines, achievements on all fours with those of other representatives of the British Merchant Service. The book records many examples of unsurpassed bravery and endurance. Time and again the Masters of the ships refer to the courage and devotion of their Indian crews.

This is a moving story that will make an especial appeal to seamen, and to the Merchant Service.

The book is most admirably illustrated, in water colour and black and white half-tone drawings by Mr. C. E. Turner, who also designed and executed the excellent dust jacket. His fine contribution to the book is acknowledged on the dust jacket—which tends to be thrown away. It seems a pity that an acknowledgement is not permanently recorded on the title page of the book itself.

Two other things would have added to an already very fine production—one, a reference in the title to the fact that the book records the war-time story of the Clan Line, and two, an index. But, in any case, here is a book to read, and to read with pleasure and pride.

"CHINESE WHITE," by J. A. Jerome, Hampton Court Books, Molesey-on-Thames, England.

"Chinese White" is a first novel by an author who knows his subject, and who has produced a book which is quite out of the ordinary, and which is engaging reading. A story of Chinatown, which might

Continued on page 48

EX-NAVAL MEN'S

Association



of Australia

Petres-le-Chief

His Majesty The King

Federal Council

THE Director of Naval Reserves is to be congratulated for the introduction and issue of regular News Letters which contain a wealth of information concerning the R.A.N. Reserves. These news letters are now being received by the Federal and State Councils who are arranging to promulgate many items of interest to the members of the Association in Australia. Federal Council notes the satisfactory response and progress being made in recruitment of volunteers for Naval Reserves. It is the policy of the Ex-Naval Men's Association to advocate for a strong Navy, comprised of modern fighting ships and manned with well trained men. Quite a number of the new recruits for the Naval Reserve are members of our Association.

Approximately 8% of new applicants to membership of the Association were formerly Royal Naval Officers and Ratings, many of these having arrived in Australia during the last six months. Suitable employment has apparently been obtained for everyone, for, at the moment, State Employment and Welfare Officers are hard pressed to find sufficient ex-Naval men and women to fill the positions offering. The Association is still receiving urgent requests from members and other ex-Naval men arriving with the new settlers, for permanent housing facilities for their wives and families. Ex-Royal Naval Ratings who have joined the R.A.N. and are serving aboard the new Aircraft Carrier "Sydney" will be given a warm and fraternal welcome

when the ship arrives in Australian waters.

Whilst on a visit to Sydney recently, Mr. Chas. H. Hall, State Vice-President of Victoria, attended the monthly meeting of Federal Council; the Federal President (Mr. F. F. Anderson) extended a hearty welcome to the visitor who brought first hand reports of the many activities of the Victorian State Council and its seven Sub-Sections.

Notification of change of officers in N.S.W. Sub-Sections are as follows:—Mr. P. F. Seckold, of 15 Colin St., Lakemba, is the newly elected Hon. Secretary of Canterbury-Bankstown Sub-Section, and Mr. T. Townsend, of 6 Nolan Avenue, Westmead, is Parramatta's Hon. Secretary in place of Mr. Hipperley who resigned office.

Any financial member residing in Australia who has not yet received his or her copy of the newly revised Rule Book should immediately contact the Hon. State or Sub-Section's Secretary, and ask for a copy of the Constitution to be posted.

Recommendations for the Association's highest honour, that of Life Membership, for Messrs. F. F. Anderson and H. R. Lockwood, the former of Western Australia, and the latter of Victoria, will be placed before next Federal Conference, which will be held at Canberra. The 1950 Interstate Conference will be attended by the Federal President and Hon. Federal Secretary and three Delegates from each State. Nominations and elections of Federal Conference Delegates will be finalised before the close of October by the respective

States' Conferences, vide Rules 10 and 56.

Each State will also nominate its choice for Federal President for the succeeding three years from the rising of Federal Conference Assembly. Items for inclusion on this Conference Agenda must be compiled and forwarded by the State Councils to the Federal Secretary by the close of August, 1949. Items from Sub-Sections must be submitted to the State Conference, and if approved, shall be included in the Federal Agenda which will be promulgated to all State Councils and Sub-Sections at least two months before the Federal Conference assembles.

G.W.S.

Queensland

Action has been taken to disband the State Council and the Brisbane Sub-Section and to reconstitute the Queensland Section again. This step became imperative because of the defection of the distant Sub-Sections at Toowoomba and Rockhampton. Permission to reform the Section was obtained from Federal Council before any move was made in this direction. This move, incidentally, in no way weakens the standing of the Association in the Northern State, and every endeavour is being made to retain all distant and country members within the revived Section. Neither Toowoomba or Rockhampton Sub-Sections had functioned actively for some little time, and to obviate the duplication of work and administration between the State Council and Brisbane Sub-Section the re-formation of the Queensland Section was only logical.

ical and in accordance with our Constitution.

Nominations for new office bearers of the Section closed at the General Meeting held on March 7th; election of officers and Committee taking place on the same evening. Those elected will only hold office until the expiry of the current term, and the normal annual elections will take place in August, 1949.

At the January meeting of Brisbane Sub-Section a very nice tribute was paid by Mr. C. Lambourne to those responsible for the very successful annual Children's Christmas Party. In moving a vote of thanks he said "the function was easily the best of its kind he had attended and the selection of toys in good taste." Receipt of expressions of this nature convince officials that their work, on behalf of the Association's members and their children is sometimes appreciated.

Through one of our members, Mr. W. L. Brear, we have become the possessors of a splendid array of decorations, material, etc. At future reunions and other functions these decorations will prove more than useful; our appreciation is extended to Mr. Brear, also to other members who assist the Committee from time to time.

Miss A. Summers has been elected an Honorary member for her assistance to the Association, she is one of a willing band of volunteers who work in our interest.

Another reunion or dance is to be arranged for either the 22nd or 23rd of April, time and place will be promulgated later.

At the February meeting members were given an interesting and illustrated talk by Mr. R. S. Marriott, his subject was "A trip to the Arctic." Mr. Marriott, who is an Australian and a member of our Association, served in the Royal Canadian Navy during the war and was official historian with the Canadian

Eastern Arctic Expedition of 1939. Mr. Marriott undertook the trip in R.M.S. "Nascopie" which had more than thirty trips to her credit. She was a vessel a 2,000 odd tons, her skipper, Captain Smellie, was a veteran of those Arctic visits before he retired from service in 1946. In the following year the "Nascopie" had the misfortune to founder in Hudson Straits with the loss of her new captain. It is a matter of interest that "Nascopie" was used as an ice-breaker on the Murmansk run in World War I. To her credit she had the sinking of a German submarine. Associated with the speaker was Mr. Mark Harris, another one of our members; he kindly loaned and operated his 8 mm. projector for the occasion.

The Committee will vary the type of entertainment for its members at regular monthly meetings, which are held at the Alice Street Naval Depot on the first Monday of each month unless otherwise notified.

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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

APPOINTMENTS, ETC.

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

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

APPOINTMENTS.

Robert Michael Coplans is appointed Surgeon Lieutenant-Commander (for short service), with seniority in rank of 1st September, 1947. Dated 15th November, 1948.

Harold Leonard Kent, Commissioned Aircraft Officer, is appointed on loan from the Royal Navy, with seniority in rank of 1st October, 1946. Dated 30th August, 1948. (Amending Executive Minute No. 70 of 21st October, 1948.)

Walter George Carman, Commissioned Aircraft Officer, is appointed on loan from the Royal Navy, with seniority in rank of 1st April, 1948. Dated 30th August, 1948. (Amending Executive Minute No. 70 of 21st October, 1948.)

Extension of Appointment.

The appointment of Lieutenant-Commander (Acting Commander) William Harold Thurlby is extended for a period of one year from 4th January, 1949, under the Defence (Transitional Provisions) Act.

PROMOTION.

George Hooker, Chief Bandmaster, Official Number 21032, is promoted to the rank of Warrant Bandmaster (Acting).

CONFIRMATION IN RANK.

Alec Russel Ryan, Temporary Warrant Engineer (Provisional), is confirmed in the rank of Temporary Warrant Engineer, with seniority in rank of 18th April, 1947. Dated 15th October, 1948.

Edward James Kerkin, Warrant Electrical Officer (R) (Acting), is confirmed in the rank of

Warrant Electrical Officer (R), with seniority in rank of 10th December, 1947. Dated 10th December, 1948.

EMERGENCY LIST.

Transfer to Retired List.

Cecil Robert Welch, Commissioned Master-at-Arms, is transferred to the Retired List. Dated 23rd December, 1948.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Promotions.

Acting Temporary Lieutenant-Commander Ian MacKenzie Adie is promoted to the rank of Temporary Lieutenant-Commander. Dated 20th August, 1948.

Temporary Lieutenant Godfrey George Moss is promoted to the rank of Temporary Lieutenant-Commander. Dated 16th September, 1948.

Temporary Lieutenant David Reid Beaumont is promoted to the rank of Temporary Lieutenant-Commander. Dated 15th October, 1948.

Termination of Appointment.

The appointment of Arthur Murden Elvin, as Temporary Engineer Lieutenant is terminated. Dated 2nd November, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.

Allan William Turner is appointed Lieutenant, with seniority in rank of 17th January, 1945. Dated, 21st November, 1945.

William Baxter Hay is appointed Lieutenant, with seniority in rank of 1st December, 1945. Dated 2nd February, 1946.

Adrian Schrader is appointed Sub-Lieutenant, with seniority in rank of 12th December, 1944. Dated 24th May, 1946.

Gordon Graham Chenery is appointed Lieutenant (S), with seniority in rank of 21st November, 1945. Dated 8th February, 1947.

Eric Keith Haughton is ap-

pointed Sub-Lieutenant (Special Branch), with seniority in rank of 10th October, 1944. Dated 5th December, 1945.

Termination of Appointment.

The appointment of Ronald Herbert Berkholtz as Lieutenant (Special Branch) is terminated. Dated 1st November, 1948.—(Ex. Min. No. 1.—Approved 20th January, 1949.)

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

PERMANENT NAVAL FORCES OF THE COMMONWEALTH.

(Sea-going Forces.)

Appointment.—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 8th October, 1948 (amending Executive Minute No. 76 of 25th November, 1948).

Promotions.—Sub-Lieutenants Richard John Rust and James Alexander Mackie are promoted to the rank of Lieutenant, dated 16th December, 1948.

Termination of Appointment.

—The appointment of George Frederick Fisher, Commissioned Communication Officer, is terminated on reversion to the Royal Navy, dated 14th August, 1948.

AUXILIARY SERVICES.

Transfer to Retired List.—Sydney John Willemets, Commissioned Communication Officer, is transferred to the Retired List, dated 2nd December, 1948.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Termination of Appointment.

The appointment of John Frederick Pumfrey as Temporary Lieutenant is terminated, dated 26th November, 1948.

ROYAL AUSTRALIAN NAVAL RESERVE.

Resignation.—The resignation

of Walter Haddon Burke of his appointment as Lieutenant-Commander is accepted, dated 14th November, 1948.



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ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Leslie Norman Morrison is appointed Acting Lieutenant-Commander, with seniority in rank of 15th July, 1942, dated 13th November, 1945 (seniority as Lieutenant 26th October, 1939). Gustaf Theodore Purves Lenz is appointed Acting Lieutenant-Commander, with seniority in rank of 31st March, 1946, dated 28th June, 1946 (seniority as Lieutenant 9th September, 1941). Arber Edwin Courteney is appointed Lieutenant, with seniority in rank of 15th January, 1943, dated 9th November, 1946. Frank Norman Buxton is appointed Lieutenant, with seniority in rank of 27th March, 1943, dated 11th October, 1945 (amending Executive Minute No. 25 of 22nd May, 1947). Stephen Henry Rieck is appointed Lieutenant, with seniority in rank of 3rd October, 1945, dated 25th January, 1947. Bruce Douglas Barrow is appointed Sub-Lieutenant, with seniority in rank of 26th January, 1945, dated 12th March, 1946. John Bernard Weeks is appointed Sub-Lieutenant, with seniority in rank of 16th April, 1945, dated 20th February, 1946. Vernon George Vivian is appointed Sub-Lieutenant, with seniority in rank of 10th June, 1946, dated 29th January, 1947. John Francis Sanguinetti is appointed Lieutenant (S), with seniority in rank of 1st February, 1946, dated 1st March, 1946 (amending Executive Minute No. 34 of 20th May, 1948). Herbert Garfield Maddick is appointed Sub-Lieutenant (S), with seniority in rank of 4th December, 1945, dated 12th March, 1946 (amending Executive Minute No. 35 of 3rd June, 1948). Harold Louis Plaisted is appointed Lieutenant (Special Branch), with seniority in rank of 14th April, 1941, dated 20th December, 1945. Robert Mervyn Pendlebury is appointed Lieutenant (Special Branch), with seniority in rank of 10th December, 1942, dated 16th May, 1946.

Frederick Malcolm Rollo is appointed Lieutenant (Special Branch), with seniority in rank of 9th July, 1943, dated 17th July, 1946. Arnold Kenneth Wertheimer is appointed Sub-Lieutenant (Special Branch), with seniority in rank of 16th April, 1945, dated 13th June, 1946.

Resignation.—The resignation of Baldwin Robert Lowick of his appointment as Lieutenant is accepted, dated 20th October, 1948.

Termination of Appointment.—The appointment of Arthur William Wonders as Engineer Lieutenant is terminated, dated 14th November, 1948—(Ex. Min. No. 5—Approved 9th February, 1949.)

PERMANENT NAVAL FORCES OF THE COMMONWEALTH.

(Sea-going Forces.)

Appointments.—Lieutenant-Commander (A) Roland Henry Hain is appointed on loan from the Royal Navy, with seniority in rank of 8th February, 1947, dated 15th December, 1948. Commander (E) Roger Francis Deans Harris is appointed on loan from the Royal Navy, with seniority in rank of 31st December, 1944, dated 6th December, 1948. Lieutenant (E) Douglas Victor Knight is appointed on loan from the Royal Navy, with seniority in rank of 1st March, 1941, dated 13th September, 1948. Instructor Lieutenant (Dagger) John Anthony Bell is appointed on loan from the Royal Navy, with seniority in rank of 7th February, 1944, dated 28th December, 1948. Surgeon Commander Thomas Frank Miles is appointed on loan from the Royal Navy, with seniority in rank of 26th November, 1945, dated 11th October, 1948. William John MacNally (Sub-Lieutenant, Royal Navy) is appointed Sub-Lieutenant, with seniority in rank of 1st May, 1947, dated 1st December, 1948. Bryan Maurice Seymour, Warrant Airman (Acting), is appointed on loan from the Royal Navy, with seniority in

rank of 14th October, 1948, dated 20th December, 1948.

Promotions.—Instructor Sub-Lieutenant Keith Morley is promoted to the rank of Instructor Lieutenant, dated 1st January, 1949. Lieutenant (S) Graham Campbell is promoted to the rank of Lieutenant-Commander (S) (Acting), dated 29th December, 1948.

Confirmation in Rank.—The following Acting Sub-Lieutenants are confirmed in the rank of Sub-Lieutenant, with seniority in rank of 1st May, 1947:—Ian Hawkins Nicholson, Patrick Richard Burnett, John Neville Crosthwaite, David Willoughby Leach, Peter Mervyn Rees, John St. Barbe More, Francis Gordon Morrell, Peter Thomas Cabban, dated 10th October, 1948. Acting Sub-Lieutenant Alan Gill Cordell is confirmed in the rank of Sub-Lieutenant, with seniority in rank of 1st May, 1947, dated 19th December, 1948. Acting Sub-Lieutenant John Alexander Matthew is confirmed in the rank of Sub-Lieutenant, with seniority in rank of 1st June, 1947, dated 10th October, 1948. The Reverend John Owen Were, Chaplain (on probation), is confirmed in the rank of Chaplain, with seniority in rank of 6th December, 1944, dated 19th December, 1948. Instructor Sub-Lieutenant (on probation) Leo Claud Dixon is confirmed in the rank of Instructor Sub-Lieutenant, with seniority in rank of 22nd May, 1948, dated 22nd November, 1948. Instructor Sub-Lieutenant (on probation) Kevin Thomas Foley is confirmed in the rank of Instructor Sub-Lieutenant, with seniority in rank of 22nd May, 1948, dated 22nd November, 1948.

EMERGENCY LIST.

Appointment.—William Albert Bull (Lieutenant (A) Royal Navy, Emergency List) is appointed Lieutenant (A), with seniority in rank of 21st May, 1941, dated 13th January, 1949.

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CITIZEN NAVAL FORCES OF THE COMMONWEALTH

ROYAL AUSTRALIAN NAVAL RESERVE

Transfer to Retired List—Lieutenant-Commander Charles Sydney Gasking is transferred to the Retired List, dated 22nd November, 1947. Lieutenant-Commander Cecil Raymond Beresford Coulter is transferred to the Retired List, dated 30th July, 1948. Lieutenant-Commander Stanley Nuttall Thorne is transferred to the Retired List, dated 10th April, 1947. Lieutenant-Commander John Athelstan Victor Nisbet is transferred to the Retired List, dated 7th January, 1946.

Termination of Appointment. The appointment of Peter John Falconer Grant as Surgeon Lieutenant is terminated, dated 12th January, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

Appointments.—Ronald Walker Fowler is appointed Lieutenant, with seniority in rank of 22nd May, 1945, dated 28th March, 1946. Herbert Jack Ratcliffe Jeans is appointed Lieutenant, with seniority in rank of 30th June, 1944, dated 31st October, 1945. Douglas Kaye is appointed Lieutenant, with seniority in rank of 6th May, 1945, dated 24th October, 1946. Victor Geddes Maddison is appointed Lieutenant, with seniority in rank of 24th September, 1945, dated 11th April, 1946. Alan Hilary Marshall is appointed Sub-Lieutenant, with seniority in rank of 20th September, 1944, dated 27th August, 1946. Peter Samuel Sturges is appointed Sub-Lieutenant, with seniority in rank of 1st November, 1944, dated 8th February, 1946. Evan Godfrey Morris is appointed Sub-Lieutenant, with seniority in rank of 26th September, 1945, dated 2nd March, 1946. David Aquilla Smith is appointed Sub-Lieutenant, with seniority in rank of 7th October, 1946, dated 7th February, 1947. Graeme Braidwood Norman is appointed Lieutenant (S), with seniority in rank of 1st July, 1946, dated 21st December, 1946. George Edgar Hodgson is

appointed Lieutenant (Special Branch), with seniority in rank of 3rd February, 1943, dated 13th January, 1946.

Promotion.—Surgeon Lieutenant Edward Winston Preshney is promoted to the rank of Surgeon Lieutenant-Commander, dated 12th December, 1948.—(Ex. Min. No. 6—Approved 9th February, 1949.)

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

THE NAVY LEAGUE SEA CADETS

Continued from page 19

A valuable and memorable experience falls to the lot of those Sea Cadets who are able to take advantage of the journey to one of these other countries to attend the Sea Cadet conventions which are held at intervals. One such is being held in Canada about the middle of this year, and arrangements are being made for representatives of the Sea Cadet Corps in Australia to attend.

Here in Australia, where new Companies are being formed, and established Companies are being strengthened, the great need is for Officers and Instructors, and specialist lecturers. "Permanent" Officers and Instructors devote one evening or a Saturday afternoon each week, and "Part Time" Instructors and Lecturers are required to instruct or lecture from time to time at specified periods, usually amounting to one or two lectures in each three-monthly section of the course.

It is for this reason that the Navy League is seeking former Reserve Officers or Naval personnel who will be willing to give some of their leisure time, knowledge, and experience, to further the cause of the Sea Cadets. By doing so they will be helping the youth of the country, and performing a national service.

March, 1949

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THE GUERRE DE COURSE

Continued from page 24

was that of the "Winchelsea" in 1758, when the small 20-gun frigate was the sole escort of a large convoy bound for Carolina. The frigate was attacked and captured, as were 34 ships of the convoy. The fastest ships escaped, and it is only natural that Merchant Mariners in such case should conclude that speed was a better protection for them than that of an ill-protected convoy.

But that brings us back to the fundamental factor conditioning circumstances in the case of a nation—or collection of nations—such as the British, with their large trade in time of war. To the fact that, in designing its Navy, such a nation or combination must bear always in mind that whereas the number of main fighting units required is mainly governed by the strength of the enemy or potential enemy in that

direction, the number of cruising craft depends upon the interests which they have to defend.

The provision of such craft in times of peace as an insurance against times of war is not a simple matter. Many of the types needed have little or no peacetime value, and during the piping days they must eat their heads off. But a reserve in cold storage can be of incalculable value, as witness the 50 "four-stacker" destroyers of the 1914-18 War United States Navy, which were a Godsend to Britain when made available by the United States Government in 1940.

Other Naval Commanders than Nelson, with their main battle fleets locked up keeping watch over the opposing battle fleets of the enemy, must have had the word "frigates" written on their hearts. Lord Jellicoe had its equivalent in the 1914-18 war. The Admiralty had its equivalent in this latest war, when convoys were instituted at the outbreak of hostilities, and ship yards had to be diverted from other important work to turn out the necessary escort vessels to protect those convoys.

In each of the wars of this century we have suffered during the opening years of hostilities through the inability—owing to lack of suitable escort vessels—adequately to protect trade. Seaborne trade is our most vulnerable point, and will always be a point of attack by any enemy. It will be a happier day for us when we can feel that we do not have to undergo a period of wartime losses in Merchant Ships—and Merchant Seamen—while we catch up in wartime building of escorts, whatever form those escorts may take, and of the training of personnel to man them.

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Answers to Nautical Quiz

- (1) A spinnaker is a curved projection from the side of a vessel, specifically the outward curve of planking before and abaft each wheel of a paddle steamer, or the projection on the side of a warship to enable a gun to be swung around to different angles. Protecting projections above the propellers of destroyers have also been known as spinnakers. The word is possibly a modification of "expansion."
- (2) The "N" Class destroyers which served with the Royal Australian Navy were "Napier," "Nizam," "Nestor," "Norman," "Nepal." "Nestor" was lost in the Mediterranean in 1942 during an enemy air attack. The other four were, after the war, returned to the Royal Navy. The R.A.N. does not now possess any "N" Class destroyers.
- (3) The biggest battleships ever to be built were the Japanese "Yamato" and "Mutsu," laid down in 1937 and completed in 1941 or early 1942. They were the most heavily armoured warships in the world, and were of 63,700 tons standard displacement (full load displacement of about 73,500 tons), an overall length of 866 feet, and an 18.1-inch main battery.
- (4) Williamstown — originally William's Town, which was named after King William IV, the last of the Lord High Admirals. In naming Melbourne after England's Prime Minister, Governor Bourke was of the opinion that William's Town would replace Melbourne as the chief town of the State.
- (5) From the Old English "steorbord," "steor" meaning rudder and "bord" side, the steering oar originally being on the starboard quarter. The word "stern" derives from the same root.
- (6) It was Admiral Cressy, Chief of Staff to Admiral Sir Bertram Ramsay, Allied Naval Commander-in-Chief for the Invasion of Normandy in June, 1944, who used these words shortly before "D" Day. The reference was to a seaborne invasion across the Channel.
- (7) Safage is an Egyptian port on the Red Sea some 250 miles south of Suez. Captain Townrow, of the "Clan Ranald," said of it: "It was my first visit to Safage and it impressed upon me how very much we owe to such handfuls of men as those I found there. They are truly outposts of the Empire, for Safage is just desert and barren rock with not a sign of green anywhere. During our stay, the temperature was round about 98 degrees day and night, and we were all very happy to get away in order to obtain at least some slight movement in the air." (Quoted by Gordon Holman in "In Danger's Hour.")
- (8) The previous Commonwealth Government Line was established during the 1914-18 War by Mr. W. M. Hughes when he was Prime Minister, and was originally formed of captured German vessels, and the purchased steamers of the "Strath" Line, being later added to by the "D" and "E" cargo steamers built in Australia, the "Bay" passenger-cargo liners built in Great Britain, and the two fast cargo steamers, the "Dales," built

in Australia. The Line was disposed of in 1927 by sale to various private interests, foreign, overseas British, and Australian. A number of the "E" and "D" Class cargo vessels are still in service on the Australian coast. The five "Bay" steamers and two "Dales" were sold to Messrs. Shaw Savill and Albion. "Fernside" was a marine casualty in the Mediterranean before the war. "Jervis Bay" was lost in action when an Armed Merchant Cruiser in the war. Those remaining on the U.K./Australia/New Zealand run are "Esperance Bay," "Moreton Bay," "Largs Bay," "Arawa," and "Fordsdale."

- (9) The North Polar region consists of a polar sea surrounded by continental land masses, whereas the South Polar region is a great polar continent surrounded by ocean.
- (10) (1) Samoa; (2) Tonga Islands; (3) the Marianas.

BOOK REVIEWS Continued from page 18

be the Chinatown of any large seaport, it will appeal especially to those who have the sea and the life of the sea's fringes in the great ports, at heart.

Ah Soong, the Chinese restaurant owner, and his family, are the central characters, whom Mr. Jerome draws with a faithful and convincing pen. His people ring true, his dialogue is fresh and apt, and there is a vitality about his writing which makes him a joy to read.

Mr. Jerome knows his scene and has the feel of the sea, something he gained from his war-time experiences in the Royal Naval Volunteer Reserve, and which, grafted on to his experience in newspaper journalism in Northern England, produced this literary first fruit. He is now on the staff of the Chief of Naval Information, Admiralty.

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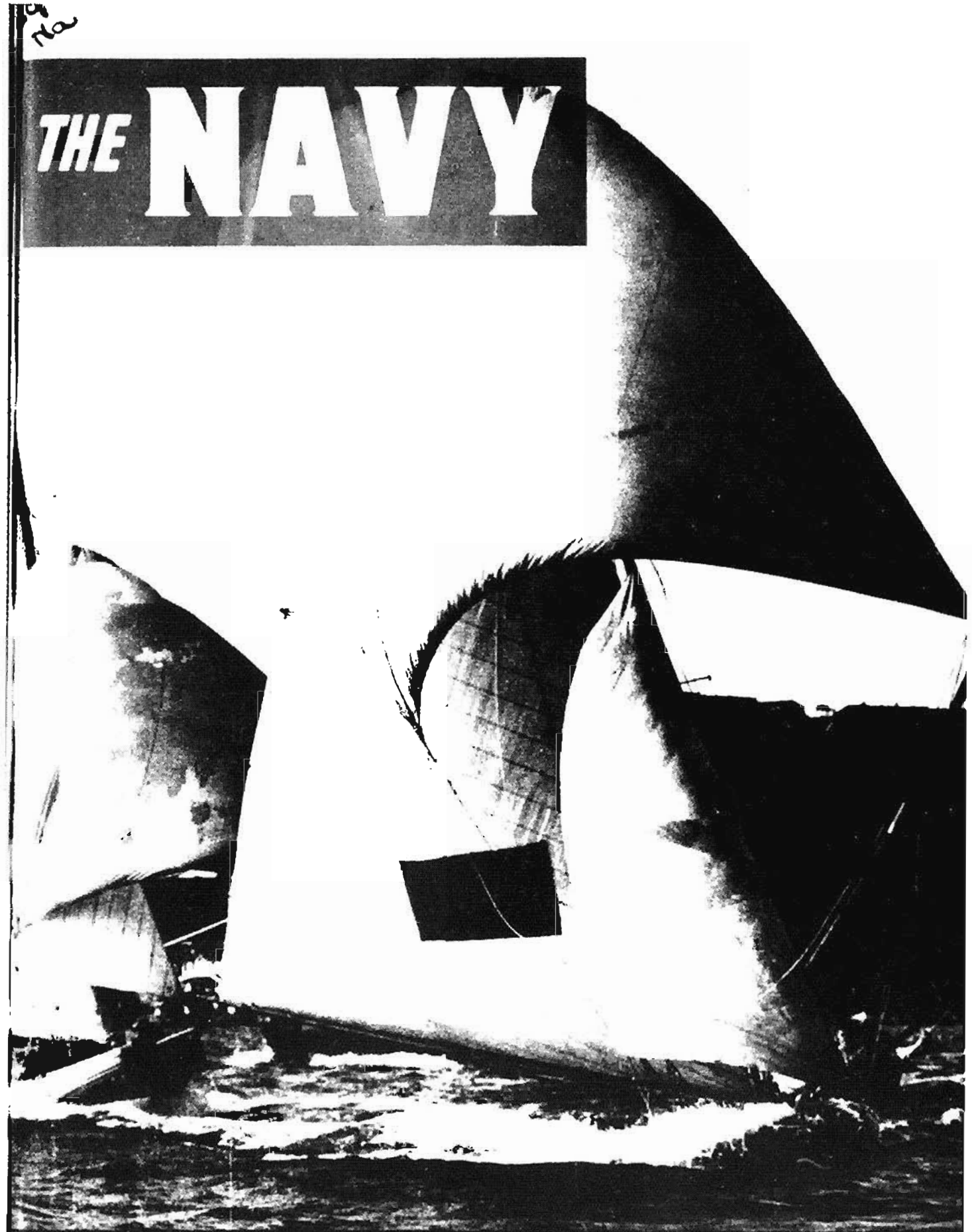
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THE NAVY



AUSTRALIA'S MARITIME JOURNAL

APRIL, 1949

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THE NAVY FOR NEXT MONTH

VARIETY is the spice of life, and the sea, like Cleopatra, is of infinite variety. Something of that variety we hope to offer you in the issue of "The Navy" for May, for which a number of articles ranging over the sea's surface and various of its aspects, are in preparation. The following sets out something of which we shall publish next month.

PORT JACKSON PILOT SERVICE

Mr. James A. Stewart, whose articles have appeared in previous issues of "The Navy," when he has written of individual Merchant Ships, this time turns his attention to those who pilot ships in and out of Sydney Harbour, and in "Port Jackson Pilot Service, Past and Present," tells briefly the story of this Service from the earliest recorded mention of it, with the appointment of a Mr. W. Bowen as pilot, on the 29th. May, 1803. The story is, as Mr. Stewart says, one that is romantic and, at times, tragic. There has been more than one disaster in which pilots and their boatmen have lost their lives, and of these Mr. Stewart tells in his article.

THE SEA AND THE ARTS

As is but natural, the Sea has been a never-failing source of inspiration to artists, not alone to those who draw and paint, but to writers, and to composers of music. In an article which is in course of preparation for our May issue, the author is telling us something of the works which owe their creation to the inspiration of the Sea, and also something of the artists who were concerned.

ANNIVERSARIES OF THE MONTH

The month of May, in its relation to the sea, is an important one so far as Australia is concerned in that it is the month of the Battle of the Coral Sea, which played so important a part in regard to the situation of Australia in the recent war. We thought, therefore, that May would be a good time in which to introduce a new feature, "Anniversaries of the Month," which will appear each month in forthcoming issues of "The Navy" starting in May, and will recall incidents of the past of importance in the sea's story.

WHAT OF YOUR STORY?

Everyone who has been to sea, or who has made a sea voyage, has a story to tell of his or her experiences. In our next issue we are commencing a series of "short short" stories of such experiences in the form of paragraphs not exceeding 300 words. What of YOUR story? Contributions are invited, so if you have one in mind, write it out, and send it along to the Editor. It will be published—and paid for—if suitable.

GENERAL

All the usual features. What the Navy is doing. Maritime News and News of the World's Navies. Fiction. The latest from the Ex-Naval Men's Association and the Navy League. Book Reviews. Order your copy of the May issue NOW.

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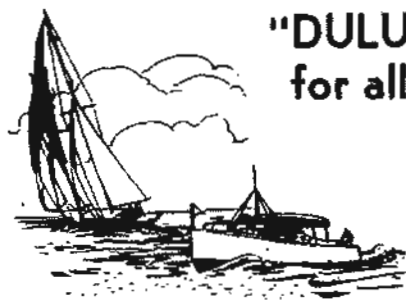
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LETTERS TO THE EDITORS

OLD "EDGARS" AHoy!

Sir,
Enclosed please find cheque for the year's subscription to "The Navy." I would like to hear from anyone who came out in H.M.S. "Edgar" in 1911. That was the time we towed the submarine to Singapore. I would like to have a chew over old times. I much enjoy reading of the old ships in "The Navy."

Yours, etc.,
H. Ford,
Lighthouse,
Cape Schank,
Victoria.

Thank you for your letter, and for your renewed subscription to "The Navy." You are not the only reader who enjoys reading of the old ships, and the Editor is always happy to receive reminiscences from "old timers," both of the Navy and the Merchant Service, and to consider them for publication in our pages. Any other old "Edgars" among our readers who would like to get into touch with Mr. Ford could write to him direct, or send a note care of the Editor of "The Navy," when it will be forwarded on to him.

Ed., "The Navy."

"KIAMA" AND "ARAMAC"

Sir,
I have been a regular reader of "The Navy" for some months, and would like to take this opportunity of expressing my appreciation of a fine magazine. I would be very grateful if you could supply me with information regarding the old Australian coastal steamer "Kiama," which I believe was built about 1854. Could you also let me know the fate of the old A.U.S.N. steamer "Aramac." I have read where she was likely to be sold to foreign owners and not to the ship-breakers like her sister "Arawatta," which was broken up in

1924. Wishing "The Navy" continued success.

Yours, etc.,
Norman J. Read,
214 Bay Street,
Rockdale,
N.S.W.

Thank you for your letter, and for your expressions of appreciation of "The Navy" and good wishes for the magazine's continued success. Your questions have been referred to Captain R. C. C. Dunn, and you will find the information you seek in his "Question Box" section in this issue of "The Navy."

Ed., "The Navy."

ADMIRALTY MODEL DRAWINGS

Sir,
In the February issue of your magazine "The Navy" is an article dealing with plans for model makers. This article states that the Admiralty have prepared a number of drawings to scale of several types of ships. Could you please supply me with some more information as to the names of the ships that are available; also if the prices quoted in your magazine are for a set of plans or for each individual set of drawings? Trusting that you can help me in this matter.

Yours, etc.,
Gordon Hutton,
86 Dunlop Street,
Epping,
Sydney.

For the information of readers who did not see the paragraph in the February issue referred to by Mr. Hutton, it stated that simplified outline drawings of a number of ships of the Royal Navy have been prepared by the Admiralty for the use of model makers. These are of 1/50" to the foot, and show profile, plan and sections for the construction of waterline models. The price—in Sterling—to be charged to private model makers is:—battle-

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LETTERS TO THE EDITORS

ships 5/-; cruisers 4/-; destroyers and monitors 2/6d. The information that Mr. Hutton is seeking is (a) do the drawings in each category provide plans for merely one type in each category—i.e., a typical battleship, a typical cruiser, etc., or are there drawings for different classes in each category, i.e., K.G.V.'s, Royal Sovereigns, Queen Elizabeths, etc., in the battleships class and so on in the other categories? (b) are the quoted prices for a complete set of profile, plan and section, or, in the case of battleships, for example, 5/- each for profile, plan and section? This information is not available here at present, but we have written by air mail to the Office of Chief of Naval Information, Admiralty, asking if the matter could be clarified, and we will advise interested readers on receipt of a reply.

Ed., "The Navy."

"DEMOSTHENES"

Sir,
During the 1914-18 War, when the British Government was seeking men to work in munition factories, I was one of a number that proceeded to the Old Country from Australia to take part in this work. The particular party I was with went home in a ship called the "Demosthenes", sailing from Sydney across the Pacific and through the Panama Canal, and eventually, after joining a North Atlantic convoy, arriving in Glasgow in December, 1917. I have not seen or heard of this ship since, and am wondering if you can tell me what happened to her

Yours, etc.,
M. S.
Bayview Terrace,
Clayfield,
Brisbane.

The "Demosthenes" belonged to the Aberdeen Line, George

Thompson and Co. Ltd., of London, and was built in 1912. With the exception of the 1914-18 war years, when she was variously engaged in troopship and on other war work, she was regularly employed in the United Kingdom-Australia trade until 1931, when she was laid up. In October, 1931, the following report appeared in Australian newspapers:

"The old liners 'Demosthenes' and 'Corinthic,' well known in the Australian and New Zealand trade, have been sold for breaking up. The 'Demosthenes,' which is 20 years old and is at present laid up, realised £9,250. The 'Corinthic,' which is 28 years old, arrived at Wellington on September 23, and will shortly return to England. She was sold, for delivery in January, for £10,250."

Ed., "The Navy."

NAUTICAL SCHOOL

Sir,

In a recent issue of "The Navy," of which I am a regular reader, mention was made in an article entitled "The Late Captain F. J. Bayldon" of a navigation school conducted in Sydney by Captain Heighway. Could you please inform me if there is a similar school in Melbourne, and if so, what certificates are catered for? Wishing your magazine every success.

Yours, etc.,
J. R. Burns,
55 Ashworth Street,
Albert Park,
Melbourne.

Thank you for your letter, and for your good wishes for the success of "The Navy." Regarding your question as to a Nautical School in Melbourne, there is such a one in The Melbourne Nautical School, 90 Queen Street, Melbourne. This school is conducted by Captain T. D. Snape, and it caters for Second Mates, First Mates, and Masters Certificates, but not for Extra Masters. Ed., "The Navy."

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THE NAVY

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CARGO PILLAGING

IN his speech to shareholders at the ordinary general meeting of the Melbourne Steamship Company held in Melbourne on the 23rd. February last, the Chairman of Directors of the Company, Mr. D. York Syme, commented on the growing dimensions of the cargo pillaging problem. He said: "The problem of cargo claims arising from pillaging is steadily growing worse. At the port of Melbourne the average cost of claims on Interstate cargo for the year 1948 was approximately 2/2d. per ton. This is more than double the figure for 1947, and strikingly contrasts with the figure of about 6d. per ton for 1941. Discussions are proceeding between Ship Owners, the Melbourne Harbour Trust and the Police Department with a view to extending and strengthening the present system of prevention and detection."

The problem is one that, within Australia, is not confined to Melbourne, and, in international shipping trade generally, is not confined to Australia. From all over the world come reports of increased robbery from ships' cargoes, both on board the ships and from wharves and storage sheds ashore.

It is a problem of long standing. Over a very considerable period there has been a peculiar outlook of tolerance regarding the stealing from ships' cargoes. One is tempted to wonder to what extent this tolerant attitude is due to the common description of thefts falling within this category. They are usually designated as "pilfering" instead of plain robbery, and in the minds of many, including the pilferers themselves, the crime is thus removed from that of thieving, and is regarded lightly and as one involving no social stigma.

It is as though the "pilfering" of the cargo in a ship's hold by grown men is on a par with the "pilfering" of apples from the trees in Farmer Brown's orchard by small boys. "Pilfering" has long had the status of a game, of a battle of wits between Farmer Brown and his watchdog—represented by the shipowners and their delegates, the ships' officers and the local police authorities—and the pilferers. Now a greater evil has arisen from this general attitude.

ORGANISED CRIME

Today it would appear that cargo pillaging has attained the status of organised crime on a large scale. The times have lent themselves to this development. Shortages of consumer goods have given it its opportunities for large profits, in the same way that they have opened the way for the black market to which it caters.

We are back to the days of the "heavy horsemen" and "light horsemen" who were the ship-robbing aristocrats of the London River a century or so ago. Basil Lubbock describes them in "The Blackwall Frigates."

"They looked down upon the 'scuffle-hunters', who pilfered pettily by means of large aprons, upon the bumboat-men and the rat-catchers, who used their trade as an excuse to rob; and, above all, upon the 'mudlarks', who swarmed round a 'game ship' at low water and grubbed for plunder in the mud. These river pirates feed hundreds of receivers, whose dens line the river banks; and they load hundreds of 'jew carts', which drive off inland to dispose of their spoils."

Meanwhile the community at large has to pay, for increased claims load the cost of transport of goods. All the authorities concerned, Port authorities, waterfront unions and shipowners agree that the only way to stop stealing from ships' cargoes is to increase the size of the police force operating in the docks. A greater police force would cost shipowners and the Port Authorities concerned many more thousands of pounds a year, since the Port Authorities and Overseas and Australian shipowners pay for the services of anti-pillage squads. In addition to the police forces operating in or near the docks and wharves, the Customs Department maintains a regular supervision of goods leaving the wharves. The cost of these adds to the cost of goods transported, and an increase in them will add still further to that cost.

All those concerned—with the exception of the thieves themselves—are agreed that something will have to be done about it. One of the first things should be to endeavour to change the attitude of mind that has grown regarding thefts from ships' cargoes; to make it clear that such thefts are not "pilfering" but are plain robbery, and that anyone guilty of participating in, or tolerating, such thefts, is on a par with a shopbreaker or burglar. That is something on which a beginning could be made right away. And, as a major deterrent, strong punitive action should be taken wherever possible, and especially by those concerned whose good name is jeopardised by a continuance of these robberies.

THE MANNING PROBLEM

The Royal Australian Navy, and in this it is not alone in the world, is suffering from a shortage of personnel and facing the problem of future manning of its Fleet. The continued expansion of the Service necessitates in particular an increase in its officer strength, and it has consequently been decided to supplement the normal thirteen year entry into the Navy through the Royal Australian Naval College, with two eighteen years old entries annually, in January and July.

To schoolboys with the necessary qualifications, this decision by the Naval Board now offers a great opportunity. It is a better opportunity than has been offered by the Royal Australian Navy in the past, since not only, under the Federal Government's post-war policy, would there appear to be greater chances of advancement within the Service, but the recent initiation of a superannuation scheme for Naval officers gives a security which was previously lacking.

Today, a suitable young man entering the Navy as an Officer receives a good salary and allowances, has excellent prospects of gaining promotion, and at the end of his active career will have qualified for generous superannuation payments fixed in accordance with the rank at which he retires.

Boys who wish to be considered for selection as special entries under this scheme must have passed examination at matriculation standard in mathematics, physics and English, and have obtained satisfactory passes in two other subjects, although they need not necessarily be up to that standard. If accepted, they enter the R.A.N. College as Cadet Midshipmen. After cadet-midshipmen of the special entry class have "passed out" of the College at the end of about six months, they proceed to England in the same way as those of the normal College entry, and join a training cruiser for about eight months, after which they are promoted midshipmen. Their subsequent career in the Navy is that of the normal officer entry.

Boys for Special Entry are required for the Executive Branch, and also for the Supply and Secretariat Branch, in which equal opportunities occur. Those who desire to enter the Supply and Secretariat Branch do not, however, need such high scholastic qualifications for selection. They must have reached the age of 17 years—but they would be ineligible if they attained the age of 18 years on the 30th. June in the year of entry—and it is necessary for them to have obtained their leaving certificates or to have passed the senior public examination.

Those desirous of applying for entry on these terms, either for the Executive or Supply and Secretariat Branch, should apply to the Naval Board. Continued on page 37

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UP

THE HEALTH FOOD OF A NATION



From the bridge of the "Labuan," Surveyor Bob Dovers, of Wollongong, N.S.W.; Expedition Leader Phillip Law, of Melbourne; and "Labuan's" Commanding Officer, Lieut.-Commander G. M. Dixon, D.S.C., R.A.N.V.R., scan the western coast of Heard Island.

HEARD ISLAND RELIEF

H.M.A.S. "LABUAN" TAKES PARTY OF SCIENTISTS, AND STORES AND EQUIPMENT, TO RELIEVE THE ORIGINAL PARTY WHO SPENT FOURTEEN MONTHS IN AUSTRALIA'S SOUTHERN OUTPOST.

by Lieutenant-Commander G. M. Dixon, D.S.C., R.A.N.V.R.
Commanding Officer, H.M.A.S. "LABUAN"

IN December, 1947, H.M.A. "L.S.T. 3501," which has since been re-named H.M.A.S. "Labuan," raised the Australian flag over Heard Island—a lonely, barren island in the sub-Antarctic regions of the South Indian Ocean—and established a station for scientific research there. The first landing operation was carried out in the face of some of the worst weather the sub-Antarctic could turn on.

This is the story of the relief of the fourteen men who had

spent fourteen months on this far away outpost.

On January 21st this year, friends and relatives of the thirteen men who made up the relief party waved their fond farewells from the dockside at Port Melbourne, as H.M.A.S. "Labuan" swung into Port Phillip Bay and made her way towards the open sea, to adventures unknown. More than a year would pass before any of these people would meet again.

We followed the great circle

track, which is the shortest distance between two points on the surface of the Earth. On one occasion we were forced to slow down to reduce the hammer-like blows of the grey beards—as the mighty waves which roll from a westerly direction across the ocean in these far southern latitudes, are known. It was then that the ship gave some fine exhibitions of her caterpillar-like action, when the whole structure bends visibly, and the clanging bulkheads make a deafening obli-

gato to the other sounds of creaking and groaning which keep everybody awake.

On several occasions huge tabular icebergs loomed up over the horizon, and we altered our course to pass close, so that our photographer could take pictures of them. One of them, when viewed from its windward side, was seen to have been carved into the shape of a fairy castle by the action of the sea. Above a cavern set deep with purple shadows, rose broad-topped ramparts of white marble which were separated from a high wall tinted pale green, where the light penetrated the upper edges, tapering like a wedge to a sharp ridge. Sleepy-eyed scientists left the warmth of their bunks to come out on deck to view the monsters.

Generally the voyage was made in fine weather, and we sighted Heard Island on the morning of the 5th February, fifteen days out from Melbourne.

Our first job was to put some food and fuel ashore for the geologist and his field party, who had left the main camp to journey overland to the southern end of the Island. As the weather was fine, this was done by using one of the three army D.U. K.W.'s we had brought to trans-

port the stores ashore for the relief party. Later we learned from the men at the main base that they had seen a fire at Saddle Point, where it was believed the field party was marooned.

Soon we were steaming up the coast. Far away in the mist and gathering dusk a tiny light blinked a message: "This is Heard Island don't miss us." Those words were redolent of the thoughts and dreams of the men, who for fourteen months in this lonely outpost, had imagined the day of their relief.

When we rounded that familiar but stark sentinel rock of Rogers Head into Atlas Roads, we saw the wildly animated silhouettes of a number of dark objects against the skyline, from where, in the dusk, eager eyes watched the arrival of the ship. As we came to anchor, a tiny speck of yellow appeared from inside the Cove near the camp and made rapidly towards us. In a dinghy propelled by an outboard motor were two men. From behind a magnificent beard, of which any gentleman of the nineteenth century would have been proud, and Wrens would feel safe to nest in, one recognized the medicine man, Dr. Gilchrist;

whilst the gentleman at the tiller, sporting a minor growth of fungus, was the engineer, Abbott-Smith.

"Phut-phut-phut" went the tiny engine, to the accompaniment of whoops of joy, and cries of "Don't forget our mail" as the dinghy, steered by excited hands, careered round in circles before shooting ahead of the D.U.K.W. to lead it ashore.

In the D.U.K.W., with some members of the relief party headed by Phillip Law, carrying his accordion, were fresh provisions, some beer, and a pile of mail bags. The moment to which these men had looked forward for so long had arrived. Their lonely vigil ended as, like Neptune's chariot, an amphibious automaton emerged from the waters of Atlas Cove and drove up the beach towards them. Their reliefs clambered out, carrying to the news-hungry men the letters they longer 'for, and after they had greeted one another the old party eagerly sought the contents of the mail bags.

For a while silence reigned, the only sound to be heard, apart from the gentle lapping of the waters on the shores of the cove, was the rustle of paper. Later, drifting over the waters of the



A giant Petrel hovers over the beach at Atlas Cove, as the setting sun burnishes the clouds and waters to a transient glory.



Mr. Aubrey Gotley, of Boxley, N.S.W., leader of the party which spent the first 14 months on the island, hands over to the Officer-in-Charge of the relief party, Mr. Andrew Gerriock, of Mascot, N.S.W. In the centre is Mr. Philip Law, of Melbourne, leader of the Australian National Antarctic Research Expedition.

Roads, came the sound of voices lifted in chorus to the strains of the accordion upon which Phil Law is no mean performer.

Early next day, the weather again being fine, the first D.U. K.W. loads were on their way ashore, and before nightfall the whole of the hundred tons of stores and equipment we had brought for the relief of the Island were stacked up at the main base.

During the morning, a D.U. K.W. was despatched by water to go in search of the field party, who had made several attempts to cross the Baudissan Glacier, but had had to turn back owing to the unfavourable conditions of the surface of the ice, which had become badly crevassed. This party had been marooned at Saddle Point, within a few miles of the main camp, for three weeks, waiting for us to come and rescue them.

Their first intimation of the arrival of the ship was when they saw a spiral of smoke rising above the narrow spit of land which obscured their view of the anchorage. Later they observed

a dark object—which they said looked like a raft, or a sinking boat with four men huddled together in the middle—floating on the water. They were surprised when a moaster crawled out of the surf and lumbered ponderously up the beach. Previously they had crossed the bay in a dinghy, keeping close to the shore, a somewhat hazardous procedure even in calm weather.

That same afternoon I was walking along the cliffs above the camp when I saw an avalanche come crashing down. It made enough disturbance in the waters over which they had passed to sink any dinghy that happened to be in the vicinity.

On their return to the camp, the field party collected their mail and came straight off to the ship, where they revelled in hot baths before getting down to their letters.

For days the weather remained calm, and I began to wonder what Dame Nature was cooking up for us. The year before, as if indignant at our efforts to settle

in a land where, since the beginning of time, nature had been unmolested by man, she displayed her resentment by unleashing her most violent passions, invoking the elements to drive the intruders away. But now, as if to make amends for her previous malevolence, she was displaying a mood of generous and uncomplaining resignation to our further attempts to establish ourselves.

At dawn one morning every outline of the awe-inspiring and strange beauty of the Island was silhouetted against the colourful background of the rising sun. Slowly the cloudless vault of heaven turned to blue, and the impressive stateliness of the mountain, which rises ten thousand feet above the sea, rose out of the darkness.

It was one of those very rare occasions when the curtains of cloud which usually obscure the land had been drawn aside by invisible hands during the night. At the side of the summit of the mountain a tiny nodule of cloud, caught by the rays of the rising sun, shone like a nugget of gold against the surface of glistening white until the sun gained altitude, when it curled upwards, peeping over the edge to remain a tiny wisp of vapour moving lazily against the blue sky.

So persistent was this tiny wraith that I drew the attention of surveyor Bob Dovers to it, and he said: "We have seen it there before, and wondered if the volcano is still active."

It was our intention to circumnavigate the Island that day, so hastening our departure we steamed round to the other side of the Island from where, on a clear day, the mountain's summit is quite visible. Soon we saw the pimple which forms the crater. All the morning we watched, through a powerful telescope, the continuous volume of vapour which surged upwards to be wafted over the lip of the crater and dissipate in the sunlit air,

sure proof that the volcano is active.

The whole mountain side lay bathed in brilliant sunshine. Etched sharply black against the snow-clad slopes were the naked ramparts of basalt, and dark moraines. The glaciers, mighty rivers of ice and snow, creep eternally down towards the coast, where they end in steep headlands which fall sheer down into the water and are battered by the waves of the Indian Ocean with thousands of miles of uninterrupted punch behind them.

Their surfaces are criss-crossed by deep crevasses, and castellated by the ridges of serac, which diffuse pale shades of lilac green, and blue. In some places the lower slopes of the mountain are covered with a rich carpet of Azorella moss, patterned in shades of brilliant green and yellow.

All the morning we steamed over the calm ocean, while the surveyor completed his chart of the Island. Old reefs were correctly charted, and some new ones found. Finally fog descended over the land, and we returned to our anchorage.

It would seem as if the real owners of Heard Island are the Palegic birds; Penguins, Petrels, Terns, Gulls, and the little Prions. Every time the ship came to an anchor the Cape Petrels, or Cape Pigeons as they are more commonly known, would alight on the water all round us, cooing like doves as they fed on the marine worms and euphausia churned up by the action of our propellers.

As one approaches a Penguin rookery the perpetual chatter of the birds mingles with the ceaseless undertone of the surf. Far above, Skuas add their plaintive cry, as, ever watchful, they sweep in graceful curves along the alleyways of the wind, ready to swoop down on any defenceless chicks. On the beaches, Giant Petrels harass the young seals.



The main Heard Island camp at Atlas Cove, as it looks during the greater part of the year. Beyond the waters of the Cove can be seen the Jacka Glacier and Cape Laurens.

The voices of nature are many in this land. I walked one day up a glacier to where the terraces of pinnacled ice, moulded into fantastic shapes, were painted in gorgeous neutral shades of aquamarine, blue, green and lilac. Gazing at the magnificent panorama spread before me, over the slopes of snow and ice far out to sea, I heard in the sighing of the wind a voice lifted to heaven in supplication for the very loneliness of this barren land.

As if in answer to my thoughts there came a tinkling murmur of gentle laughter, made by tiny rivulets of melting snow and ice trickling in little runnels over the surface of the ice until they fell far down into the deep crevasses. I wondered why nature should laugh at me. Did she think, "Poor gregarious fools to whom solitude is a pain?" But then I like solitude.

One day when the mist drifted away from Mount Drygalski, tiny black specks in the distance were seen to be moving against the white surface of the snow. It was Phil Law, instructing the new men in the use of skis, which completed the final episode of the

change over. The operation was completed nine days ahead of time.

Soon the wide wake was streaming out astern as "Labuan" brought the fourteen men who had been relieved, back to Australia, after a job well done.

(Photographs by Alan Campbell-Orury, by courtesy of the Department of Information).

MEDITERRANEAN "STUARTS" AHOY!

"The Navy" has received an S.O.S. from Mr. W. Bradley, of Derrick Street, Thomastown, Vic., who is an old Mediterranean "Stuart" and is anxious to arrange a reunion of those of the Ship's Company who were in her during the days in the Med. So any of you "Stuarts" of that period who would like to get together again, please communicate with Mr. Bradley at the above address. Here it is again so that you won't miss it:

Mr. W. Bradley,
Derrick Street,
THOMASTOWN, VIC.

THE CANALS OF THE WORLD, GREAT AND SMALL, PLAY A GREAT PART IN THE ECONOMY OF THE NATIONS, AND HELP TO KEEP TRADE FLOWING EXPEDITIOUSLY.

Recent Newspaper reports make mention of proposals to duplicate the means of transporting ships across the two main land barriers on the world's major shipping routes—that separating the Mediterranean from the Red Sea, and the narrow Central American isthmus dividing the Atlantic and Pacific Oceans.

This, presumably, is on account of the volume of traffic now using the waterway. The same report states that the amount of oil shipped through the Canal from the Persian Gulf during January of this year constitutes a record at \$247,000 tons, a quantity that is likely to increase, since although pipelines are under construction, they will not be ready for several years. And, apart from oil, there should be a considerable increase in traffic in the natural course of events.

It is not the first time that a duplicate Suez Canal has been mooted, although on the previous occasion there was a different reason for the proposal. Mr. Boyd Cable tells the story in his book "A Hundred Year History of the P. & O."

The proposal was made in the Eighteen Eighties, and arose as a counter to irritation tactics adopted by European Powers against British shipping using the Canal.

such irritation tactics having themselves been initiated through a fear that the British, following the purchase by Disraeli in 1876 of almost half the shares of the Suez Canal Company, might seize complete control when they had subdued Arabi Pasha and taken charge of the Government of Egypt.

The irritation took the form of the institution by the Sanitary Board of crushing quarantine restrictions, under which practically all ports in the East were made quarantine, and ships arriving at Suez from the East were not allowed to take a pilot on board, although under Canal Company rules no ship might pass through the Canal without pilotage of a Canal pilot. The only way out was for the ship to employ a launch in which the pilot went ahead, shouting directions to the following ship.

British shipowners and traders were powerless, as there was only one British representative on the Sanitary Board of 22, and he was outvoted on any point by which he tried to protect British interests. Chaos resulted from this follow-my-leader method of pilotage, with accidents, collisions and groundings; and it was common for quarantine ships to take four to six days to pass through the Canal, and in extreme cases for them to be in the Canal for as long as ten to fifteen days.

A complaint—fully supported by evidence—by British ship-owners to the British Government led the Government to make strong representations to the Egyptian Government; and later the British Government signed a formal agreement with Monsieur de Lesseps to undertake the cutting of a British Suez Canal, giving him a guarantee of £8 millions to make a start on it.

Mainly through the action of the P. & O. Company, this extreme step was not embarked upon. A series of discussions took place in London between ship-owners and de Lesseps, and finally terms were agreed upon

which were more valuable to British shipowners and shippers then—and now—than would have been those entered into by the Government with de Lesseps.

"The terms hammered out in the P. & O. Board Room were practically those under which the Canal is run today—allowing seven British Directors on the Board in addition to the three already on it by virtue of the share-holding bought by Disraeli, a Canal Company office in London, and a British Committee meeting there with power to discuss and represent British interests. Moreover, an immediate reduction was to be made in Canal dues, such irritations as the Sanitary Board removed, and the Canal Company engaged itself to spend £8 millions on widening, deepening and straightening the Canal—instead of that sum being provided by the British Government."

Thus ended the first proposal for the duplication of the Suez Canal. As Mr. Boyd Cable remarks: "The success of those negotiations and the terms finally accepted by de Lesseps are the more remarkable when we remember that he, throughout them, was 'sitting pretty,' with an agreement in his pocket signed by the British Government for another canal and a guarantee of £8 millions to get on with it. It must be remarked that M. de Lesseps gracefully relieved our Government from an awkward dilemma by releasing them from his agreement."

The proposed duplication in the case of the American isthmus is one of a real "ships' land highway." According to a report from New York published last month in the Melbourne "Herald," the proposal is to build a railway, 150 miles in length, across the neck of Mexico, the Isthmus of Tehuantepec, such railway to carry trucks which will convey a ship of up to 35,000 gross tons across the land from ocean to ocean.

The project has engaged the thoughts of engineering visionaries.

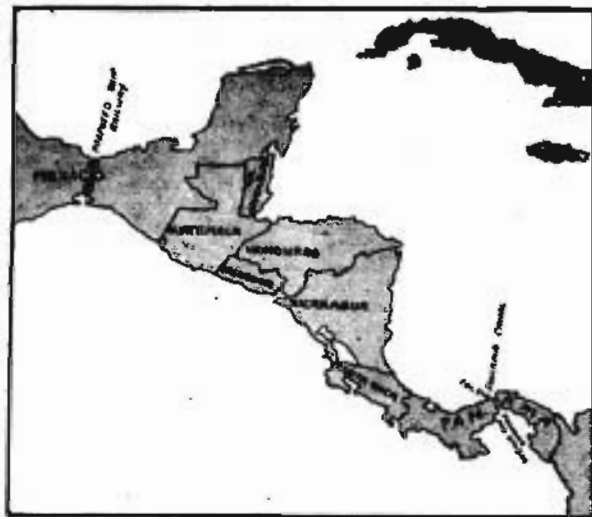
ies for many years. But now, it is claimed, the practical work carried out by Senor Modesto Rolland—who was Mexico's Consul-General in New York during the first World War—is on the point of making the dreams come true. Senor Rolland's plans are for 12 pairs of parallel railway tracks, on which will run 100-foot wide tank cars, built section by section. Ships will sail directly on to the tank cars through a lock at each terminal of the railway, the size of the ship determining the number of tank cars to be used. Each car will be powered with electric motors of 30,000 horsepower, and the "train" will be able to run at speeds up to 20 miles an hour, carrying a ship across the Isthmus in 10 hours.

"With water enough to float anything but the Cunard 'Queens' and the biggest battleships and carriers," says Senor Rolland, "weight on each wheel of the cars will be no more than that on a passenger train." He has already built working scale models, and detailed blueprints will be ready in six months. His immediate task now is to endeavor, in the United States, to persuade the State Department of the military significance of his ships on wheels, and to find the dollars to pay for the building of the railway.

His important talking points are that the ship-carrying railway can be built within four years at a cost of £75 millions; while the alternative, with which American strategists have been toying for some time, is a new sea-level canal rivaling that of Panama, which would take 20 years to construct, and would run up a bill of £3,500 millions. It would not be necessary to pioneer the route of this railway, as an ordinary railway already spans the Isthmus at the intended spot.

A railway would, of course, obviate the need for locks, except for the two locks, one at each terminal. In the case of the present Panama Canal, three systems of locks are required, one, the





Gatun Locks, lifts ships entering from the Atlantic 85 feet to the Gatun Lake, two others, the Pedro Miguel Lock, lowers the Pacific-bound ships 31 feet in one step, and the Miraflores Lock continues the descent to Pacific level in two steps.

As A. C. Hardy says in "World Shipping," "The engineering difficulties encountered in the construction of the Panama Canal might well have been considered insuperable, not only from the physical obstacles which had to be removed in the construction work, but also from the deadly disease-bringing mosquitoes. The pioneer work done by the French must never be forgotten, but to America belongs the glory of having finally conquered all obstacles, of having made the Canal Zone as sanitary as, if not more so than, many of its big cities, and of having constructed something which is one of the engineering wonders of the world. Suez was a problem of major magnitude and the work of construction was carried out at a time when available plant was of a more primitive nature than it was when Panama was

built. Even so, there were no immense triple step double locks, dams, or artificial lakes to be built." All of the locks on the Panama Canal are doubled. There can thus be a two-directional flow of traffic, and congestion is avoided. But the locks are a weakness, in that they are a target in war, and a vulnerable target, and one which is vital.

Their vulnerability to sabotage and to atom bomb attack can never be far from the thoughts of those responsible for the defence of the United States. One well-placed charge of explosive could wreck any of the locks, and render the Canal useless, possibly for a long time; and half of the United States Navy could be on the wrong side of the continent at a crucial moment in history.

That is one reason why Senor Rolland's project may pass the blueprint and scale model stage. The other is that the new "ships' land highway" would be nearer to the United States than the present Canal, which is some 1,500 miles further south along the Isthmus. So that something

more may yet be heard of a project that at first sight seems something of a pipe dream. But the Suez Canal was considered a pipe dream by many. During the course of its construction, leading engineers had strong views that the whole plan was impossible and doomed to failure. And similar views were no doubt held regarding the Panama Canal. It will be interesting to see what transpires in regard to Senor Rolland's project.

Meanwhile, discussions are taking place in the United States regarding the opening of a great "ships' land highway" in the north, on the Canadian border, opening up the Great Lakes to the Atlantic Ocean. The Great Lakes constitute the largest fresh water area in the world. They handle an immense amount of traffic. I again quote A. C. Hardy, when he discusses the Sault Ste. Marie Canal in the Great Lakes system, a little canal that was cut to overcome a 21 feet difference in level between Lakes Superior and Huron, which it does through the medium of two channels, each with one lock, on the American and Canadian sides respectively, the channels being separated by St. Mary's Rapids.

"Through this narrow bottleneck pass in an average navigation 'year' of eight months nearly 22,000 ships with over 91,000,000 tons of freight—nearly twice the amount of freight handled by Suez and Panama together in a recent twelve months period." (This was written just above the time of the outbreak of the recent war.) "It is going through in a continual stream from May until December with the ships—great bluff-bowed box-like freighters—practically touching each other bow to stern."

The idea of cutting a deep-water channel through the St. Lawrence River so that ocean-going ships could sail along the United States-Canadian border into the Great Lakes has been canvassed for the last 25 years,

and during the past 12 months the subject has been debated in the Senate, but no finality has yet been reached.

The project is a vast one. Its effect would be, if it were carried out, to make Chicago, Detroit, Toledo and Duluth to all intents and purposes Atlantic seaports. The project includes also the creation of a huge hydro-electric system to send cheap power all over New York and New England. Successive Presidents, since and including Mr. Herbert Hoover, have supported the St. Lawrence seaway and power project during their terms of office. Mr. Truman is also strongly in favour of it.

A tentative agreement to construct it was reached with Canada eight years ago, but that agreement has not yet been approved by Congress. In appealing to Congress last year to give its approval, Mr. Truman wrote: "This great engineering enterprise will develop one of the richest natural resources of the continent for the benefit of the whole United States. . . . It will strengthen and expand our industry, our agriculture, our domestic commerce, and our foreign trade." Mr. Truman, touched also on the question of defence, saying that he regarded the project as "an important measure of national defence in both its navigation and power phases."

The estimated costs of the project range from 300 million dollars to 1,000 million dollars. The plan is to make the project self-liquidating by charging tolls on the 1,350 mile waterway, and by charging for the power facilities.

There are strong opposition forces. Many vested interests are concerned at the possible effect on their own undertaking of the construction of such a deep-water highway. Private electric power companies do not fancy the idea of Government-sponsored competition. The railway companies of the United States do not like the prospect of ocean steamships carrying competition



right into the Middle West. New York is in opposition, and the Mayor of the city has stated that the St. Lawrence Seaway, if it came into being, would throw several hundred thousand persons in the New York area out of employment by diverting ocean shipping from the port. Other Atlantic seaports, such as Boston, Philadelphia and Baltimore, have taken a similar stand.

But opposition exists to be overcome, and it will no doubt, in time, be overcome in this case; for it is the greatest good for the greatest number that wins out in the long run. And so possibly another great "ships' land highway" will come into existence.

What others exist now? There is the Kiel Canal, 61 miles in length, 150 feet wide and 45 feet deep; cut to enable ships to pass between the North Sea and the Baltic without the voyage round Jutland. There is the Manchester Ship Canal, 25½ miles long, 120 feet wide, and 28 feet deep, cut to enable sea-going ships to proceed direct to Manchester. Leningrad is served by the Kronstadt Canal, 16 miles in length, 150 feet wide, and 20½ feet deep. The voyage through the Zuyder Zee from the North Sea to Amsterdam is avoided by use of the Amsterdam Canal, 16½ miles long, 88 feet wide, and 23 feet deep; it saves a much longer journey, as does the Corinth Canal between the Gulf of Corinth and the Gulf of Athens,

with its four miles of length, 72 feet of width, and 26 feet of depth.

These are the main ship Canals of the world. There are smaller ones, and of course the inland waterways of the various nations are legion; small canals taking only small craft and barges, but nevertheless contributing greatly to the solution of the world's communication problems.

For the carriage of ship-borne goods is not limited to their transit across the oceans and the seas. One has only to load or discharge in London—to take but one port—and to see the amount of freight of all classes, including refrigerated—which is loaded from or discharged into barges, to realise the great part that is played in world economy by the "ships' land highways," great and small.

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CAPTAIN JAMES CLAUDE DURIE ESDAILE, C.B.E.

CAPTAIN James Claude Durie Esdaile, C.B.E., the Director of Manning of the Royal Australian Navy, was born on the 3rd October, 1899, at Bendigo, Victoria, the son of the late Thomas Esdaile. His father was a mining engineer, and moved from the goldfields of Victoria to those of Western Australia, and it was from Kalgoorlie, W.A., that the young James Esdaile entered the Royal Australian Naval College—then at Geelong, Vic.—as a Cadet Midshipman in the First Term in 1913.

His College record was a high one, and on passing out in 1916 he was awarded maximum time, and carried off the prizes for Navigation and Mathematics, and was first in Physics and Chemistry.

On the 1st January, 1917, he was appointed Midshipman and proceeded overseas, his first ship being H.M.A.S. "Australia" with the 2nd Battle-cruiser Squadron, Grand Fleet. The following year he was promoted Sub-Lieutenant and appointed to H.M.S. "Redgauntlet," with the Harwich Force.

In 1920, he was promoted Lieutenant, and the following year returned to Australia, where he went first to the destroyer H.M.A.S. "Tasmania," and later to the cruiser H.M.A.S. "Melbourne." The year 1923 saw Captain Esdaile returning to England to take the specialist Anti-Submarine Course, and he spent the following two years in England at the Anti-Submarine School. In 1926 he returned to Australia, and was appointed to Navy Office, Melbourne, on the Naval Staff.

In 1927, when the present King, then Duke of York, visited Australia to open Federal Parliament at Canberra, Captain Esdaile was appointed to H.M.A.S. "Sydney," and later to H.M.A.S. "Platypus" as Executive Officer. Promotion to Lieutenant-Commander came the following year, 1928, in which year he proceeded overseas on exchange duty, serving in H.M.S. "Resolution" with the Mediterranean Fleet, this spell of seagoing being followed by a period in the Experimental Department of the Anti-Submarine Establishment.

In 1931 he returned to Australia, and took up an appointment in the destroyer H.M.A.S. "Anzac," in command. Two further appointments followed, as Executive Officer, H.M.A.S. "Penguin," and First Lieutenant, H.M.A.S. "Australia," before his promotion to Commander in 1933. The year 1934 saw the visit to Australia of the Duke of Gloucester to attend the Melbourne Centenary Celebrations, during which period Captain Esdaile served in Navy Office as Liaison Officer. He subsequently proceeded to England to undertake the Naval Staff College Course, followed by the Im-

perial Defence College Course, returning to Australia in 1937 to take up the appointment of Executive Officer, H.M.A.S. "Canberra."

In 1938 he again went to Navy Office, this time as Liaison Officer with the Central Defence Secretariat, in connection with the Naval Development Plan which was then under way, and he was at Navy Office when war broke out with Germany in September, 1939. Shortly after the outbreak of hostilities he was appointed to Sydney, as Chief Staff Officer to the Captain-in-Charge, Sydney; and remained in that position until the end of 1940, when he went to H.M.A.S. "Penguin" in command, with the rank of Acting Captain, this appointment including that of Maintenance Captain to the Commodore-in-Charge, Sydney.

In June, 1942, Captain Esdaile assumed command of the cruiser H.M.A.S. "Adelaide," serving with Task Force 73, based on Fremantle. In the following year he was, by the Task Force Commander, designated Commander Task Group 73.4, this Task Group consisting of H.M.A.S. "Adelaide," with two Netherlands cruisers and two destroyers, and being employed on convoy escort duty in the Indian Ocean.

It was during this period with Task Force 73 that H.M.A.S. "Adelaide," in co-operation with one of the ships of the Royal Netherlands Navy, intercepted a German blockade runner in the Indian Ocean. That was on the 28th November, 1942, the intercepted German vessel, the "Ramses," being scuttled by her crew to avoid capture, her end being hastened by gunfire from the "Adelaide" and the Dutch warship. The enemy personnel—and Allied prisoners which the German ship was carrying—were picked up and landed. As the then Minister for the Navy (Mr. Makin) said at the time: "This action cost neither casualties nor damage to the Australian and Dutch forces, but it cost the enemy a valuable ship and a valuable cargo."

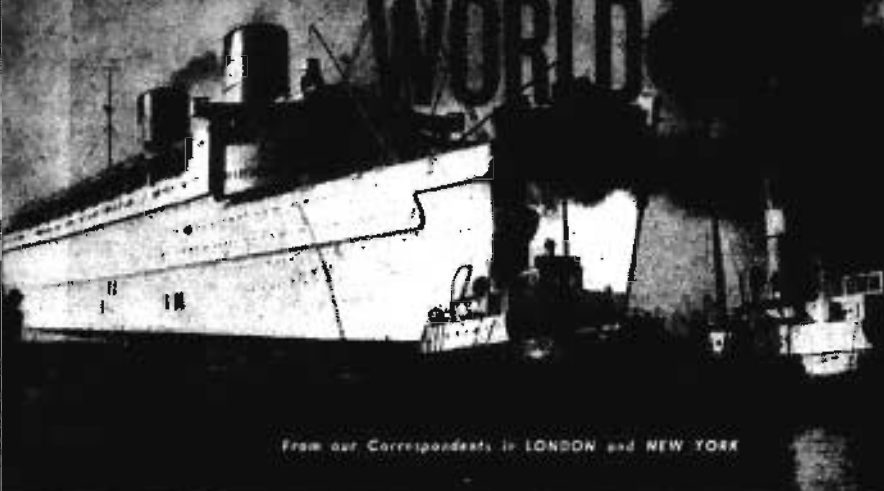
Captain Esdaile relinquished command of "Adelaide" on the 4th July, 1944, and took up the appointment of Naval Officer-in-Charge, New Guinea, an appointment he held until July, 1945, when he returned to Navy Office as Controller of Naval Demobilization, subsequently being appointed Director of Manning.

Captain Esdaile was awarded the O.B.E. in the New Year's Honour list, 1941; and in 1945 received the C.B.E. for his services as Naval Officer-in-Charge, Escort Forces, South West Pacific. He was also awarded a Mention in Despatches for his part in the operations leading up to the capture of Wewak.



CAPTAIN J. C. D. ESDAILE, C.B.E., R.N.

MARITIME NEWS OF THE WORLD



From our Correspondents in LONDON and NEW YORK

MATSON LINE'S "MONTEREY"

After the war, the Matson Company commenced reconversion of the "Monterey" and her sister, "Mariposa," from troop carriers into modern passenger liners, but halted the work in 1947, after it was half done, because of the high costs. The American President Lines now wants the U.S. Maritime Commission to buy, reconvert, and lease the "Monterey" to the Lines as part of American President Line's programme to build up its Pacific fleet to pre-war strength. The bulk of the "Monterey's" space now is in first class cabins. To fit into American President Line's Pacific Fleet it would be necessary to adapt the ship to carry more stowage passengers. "Monterey" cost 8,500,000 dollars to build during the depression. It is estimated that to carry out the plan of the American President Lines, it would cost the Government about 5,600,000

dollars to buy the "Monterey," with an additional 9,000,000 to 12,000,000 to complete the re-conversion.

NEW YORK PORT'S PROVINCIAL OFFICES

Competition among ports on America's eastern seaboard for non-local traffic was responsible for New York opening a trade promotion office in Chicago shortly after the end of the war. The Chicago office has the function of providing information and assistance to exporters, importers and carriers, plus missionary work in the field. It operates through the Midwest, an area from Pittsburgh to Denver, which contains a large part of the country's commerce, and an even greater share of its food and fibre production. The Chicago office was established in October, 1945, and its operations have been so successful, and have proved so valuable to New York Port, that similar offices are to be opened in Washington and Cleveland.

"MOOLTAN" MEMORY

When the P. & O. Liner "Mooltan" sails from London this month for Australia she will carry a lithograph of her first forerunner in one of the public rooms. Mr. W. H. Dunn, of Wimbledon, London, whose father, Captain George Dunn, commanded the first "Mooltan" from 1862 to 1864, has presented the coloured lithograph to the Company. Built in 1861, the original "Mooltan," with a tonnage of 2257 and inverted tandem compound engines developing 1734 horse-power—and an hydraulic machine for making ice—was one of the crack ships of the P. & O. Fleet in her day. A second "Mooltan," built in 1905, was a great advance at 9,621 tons, with quadruple expansion twin engines developing 13,000 horse-power. The present bearer of the name, built in 1923, more than doubles that tonnage at 20,847 tons, and has twin quadruple expansion engines of 16,000 horse power.

PILLAGE PROBLEM

Speaking at the half-yearly meeting of the Melbourne Steamship Co. Ltd., in February, Mr. D. York Syme, the Chairman of the Company, said that the problem of claims arising from pillaging is steadily growing worse. "At Melbourne port," he said, "the average cost of claims on interstate cargo was about two shillings and twopence a ton, which is more than double the figure for 1947. It contrasts strikingly with the figure of sixpence a ton in 1941. Discussions are taking place between the ship owners, the Melbourne Harbour Trust, and the Police Department with a view to extending and strengthening the present system of prevention and detection."

"DUNTROON" RECONVERTING FOR TRADE

Another interstate liner is to reconvert and recondition for the coastal passenger and cargo trade after having been on Government service. She is the "Duntroon", which the Department of the Navy has decided will be refitted at Melbourne, probably under Naval Dockyard direction. The work is expected to take several months. For underwater repairs, the vessel will later need to go to Sydney or Newcastle, New South Wales, for dry docking, as there is no dock large enough to accommodate her in Melbourne.

HIGH WORLD SHIPPING TOTAL

According to Mr. J. Lewis Luckenbach, president of the American Bureau of Shipping, the Bureau's statistics indicate that the Merchant Fleets of the world will reach and pass the 100,000,000-deadweight-ton mark this year, for the first time in history. Present world tonnage, including only vessels of 1,000 gross tons and over, totals 98,990,300 deadweight tons, shared by some 12,470 vessels. Ships to be completed this year will push the world total well over the 100,000,000-ton mark.

NEW CHILEAN PORT

A new port has been opened in Chili. Named San Vicente, it is situated in the southernmost part of the country and, equipped with a new wharf and modern port facilities, has been developed to serve the Pacific Steel Company's nearby plant. Built with American materials and machinery, San Vicente is connected with Gulf ports of the United States by the Gulf and South American Steamship Company.

SHIPBUILDING IN JAPAN.

Contracts to the value of nearly £3 million have been signed for the construction in Japanese shipyards of ships for Norway and Denmark. Orders include one tanker of 18,000 tons for Norway, and one tanker and three cargo ships for Denmark.

SUMMER CRUISES FROM ENGLAND

The months of June, July and August of this year will see the cruise liner "Stella Polaris" of the Bergen Steamship Company, making a series of five summer cruises from England to the North Cape, the fjords of Norway, and Scandinavian capitals. The first three cruises will each be of fifteen days duration, and the last two of ten days each, sailings—with the exception of the first, which will be from Tilbury—being from Newcastle-upon-Tyne.

U.S.—N.E.I. TRADE BOOMING

The American shipping trade with the Netherlands East Indies has increased tremendously in comparison with what it was in pre-war years, according to a report of the American Merchant Marine Institute. American ships now carry 44 per cent. of the exports from the United States to the N.E.I., in comparison to only two per cent. carried in 1938. Overall figures have increased also, and the exports of United States products to the East Indies have increased by 60 per cent. since the war. On the other side of the balance, two-

thirds of United States imports from the Indies now travel in American bottoms as compared with 15 per cent. of pre-war trade. More than a dozen American ships arrive in the States every month after making the 12,500 mile voyage from the Straits Settlements and Indonesia. They carry cargoes of rubber, tin, tea, coffee, pepper and other spices, as well as drugs, herbs and pharmaceutical preparations.

NEW P. & O. SHIP FOR FAR EAST.

Of 9,000 tons, 525 feet length and 67 feet beam, a service speed of 17½ knots and a specially designed ventilation system to control humidity in cargo spaces, the new P. & O. cargo-passenger motor vessel "Somali" has joined the Company's Far East service from Great Britain. The "Somali," which is the third of four vessels intended for this service—the fourth, the "Shillong," is scheduled for delivery in February of next year—has five cargo holds, and is fitted with six deep tanks of a total capacity of 692 tons for the carriage of cargo oils. There is accommodation for twelve passengers.

BRAZILIAN SHIPPING PROSPERS

Shipping tonnage in the Brazilian ports of Rio de Janeiro and Santos increased by 60 per cent. in 1948 over the previous year, according to a report of the Brazilian Government Trade Bureau, New York. The increase is stated to be due to increased trade and improved harbour conditions. During the period under review, 11,522,700 tons of foreign flag shipping arrived in the two ports in the first nine months, more than three times the 3,787,100 tons of Brazilian shipping which entered. The coastwise nature of Brazilian shipping is, however, illustrated by the numbers of vessels entering the harbours—4,292 Brazilian flag ships arriving, while only 2,671 foreign flag vessels put into the two ports.

News of the World's Navies

HISTORIC TABLES

H.M.S. "Nelson's" wardroom table, and the wardroom table and 12 chairs from H.M.S. "Renown," are being preserved for their historic associations, the Admiralty has announced. H.M.S. "Nelson's" table was that on which the armistice was signed between the United Nations and Italy. Before this table, also, the Japanese in the Penang area surrendered in 1945. Round the "Renown's" table, numerous important meetings and conferences have taken place. At it, His Majesty the King entertained President Truman in Plymouth Sound in 1945, and in that same year it was the meeting place between the British and German naval representatives on safe routes in Scandinavian waters.

SUBMARINE "KILLER"

According to a London report, Britain and America are perfecting an anti-submarine submarine, and the prototype is nearing completion. The new submarine is designed to counter the former German "schnorkel" types, fitted with underwater breathing apparatus. With a new form of propulsion, it is anticipated that the "killer" will be the world's fastest underwater craft, while electronic armament will assist it to engage normal submarines in underwater combat.

WILHELMSHAVEN "DEMOLISHED"

A British report says that the harbour works at what was during two world wars one of Germany's major naval bases—Wilhelmshaven—have been almost completely demolished. Only small vessels with a displacement of 600 tons or less can now enter the harbour through the sole remaining channel.

BRITAIN'S NAVAL STRENGTH

Britain's Naval Estimates show the present active Fleet strength

as two battleships—"Vanguard" and "Duke of York"; one Fleet carrier—"Implacable"; four light carriers, 15 cruisers, 33 destroyers, 25 frigates, 30 submarines and 14 minesweepers. In addition ships being used experimentally and for training purposes include three battleships, two Fleet carriers, two light carriers, two cruisers, and 20 destroyers. One Fleet carrier, one light carrier and seven destroyers were under construction on March 31st., while vessels launched but not yet commissioned are, one Fleet carrier, seven light carriers, three cruisers, one destroyer, and one frigate.

U.S. WAR GAMES

One hundred and twenty ships, several hundred aircraft, and 35,000 men—including some Canadians—took part in the biggest peacetime war manoeuvres in the history of the U.S. Navy last month. These war games, which were conducted in the Caribbean, included simulated attack by atom bombs and guided missiles, and the operation from carriers of jet fighters.

POLAR COLD SIMULATED

Last month the United States Navy took delivery of a special refrigerator unit which has been constructed at the naval engineering experiment station for research on diesel engines under simulated Arctic conditions. The unit consists of a two-room, aluminium-lined refrigerator in which temperatures as low as 85 degrees below zero will be produced, this temperature being about as cold as anything encountered on polar expeditions. It is anticipated that the refrigerator will greatly advance the Navy Department's study of fuels and lubricants under Arctic conditions, and its development of anti-freeze compounds.

TRUE SUBMERSIBLE RESEARCH

The United States Navy is working on the development of a true submersible—one that can operate under water for its entire time at sea, without access to outside air such as with a schnorkel tube. The major problem is that of the development of an engine which will work without outside air. The conventional diesel engines of a submarine gulp huge quantities of air to support the combustion in their cylinders. What is needed is an engine that makes its own oxygen as it goes along.

"WALTER" ENGINE PROVIDES AN ANSWER

The German "Walter" engine—which American Navy engineers have reassembled from parts picked up after the war—does, in effect, make its own oxygen as it goes along. It is driven by hydrogen peroxide—in a concentration of 80 to 85 per cent.—which is sprayed into a catalyst chamber where it strikes a permanganate of potassium, sodium or calcium. There it breaks up into steam and free oxygen, the steam being about 80 per cent. of the volume. The steam and oxygen move into a combustion chamber into which is admitted decalene (similar to diesel oil) and water. The temperature of the chamber is above the combustion point, so the decalene burns, utilising the oxygen derived from the hydrogen peroxide. The working mixture, then about 94 per cent. steam, goes through a common steam turbine with the submarine drive shaft.

R.N. REFITTING RESERVE SHIPS

Britain's Naval Estimates, totalling £189,250,000, include about £12,500,000 for refitting ships, the replenishment of stocks, and the employment of a

greater number of civilians because of the accelerated programme and to release naval ratings for service at sea. Other unforeseen charges, which have increased the Estimates from an original estimate of £153 million for the year ended the 31st. of last month, include increases in pay and allowances, but set off against the increases is £8,500,000, mainly from sales of ships and aircraft. The First Lord of the Admiralty, Lord Hall, explains that the Estimates provide for a total naval force of 153,000 men.

U.S. NAVY'S NEW HEAVY CRUISER

The United States Navy recently commissioned its new cruiser "Newport News," described as the biggest, fastest, and most powerful cruiser in the U.S. Fleet, and the Navy's most modern ship. Of 17,000 tons, the "Newport News"—named for the Virginian dockyard town where she was built—is 716 feet in length, and mounts nine eight-inch guns as main armament. Fully automatic, it is claimed that these guns can be fired "with a rapidity comparable to that of Tommy-guns," and it is estimated that their fire power is four times greater than that of previous eight-inch gun ships of the U.S. Navy.

CRUISER'S MODERN AMENITIES

The "Newport News" is fully air-conditioned, and is the U.S. Navy's first fighting vessel to be completely so equipped. She is heavily protected against air attack, and has a wide cruising range. Below deck she has a five-chair barber's shop, a cobbler's shop, a laundry, a tailor's shop, a two-chair dental clinic, and a library, as part of the conveniences for her complement of 1,850 officers and men. The city of Newport News has presented the ship with an 8,450-piece silver set, including 24 mint-julep

glasses which are the gift of Mr. R. Cowles Taylor, the Mayor of the City.

A "VILLAGE POLICEMAN"

The Commanding Officer of the "Newport News," Captain Roland J. Smoot, U.S.N., described the cruiser as a vicious killer, potentially one of the most powerful and vicious machines that ever put to sea. "But," he added, "let us not remember her that way. Let us think of the potential capabilities of this new ship as we would think of an armed policeman on the street corner of a peaceful country village. He is there for protection."


ARCTIC EXPOSURE TEST Australian-born Surgeon-Com-

mander E. Boyd Martin, R.N., withstood a three-day exposure test on a gun platform of a naval research ship steaming through the Arctic ice. Commander Boyd Martin had emergency rations, an airman's sleeping bag, and a protective suit designed by himself. The object of the test was to find out for the Royal Navy's Arctic Force what would be the reactions of an airman brought down on an ice flow. The test had originally been planned for six days, but Commander Boyd Martin concluded it after three days when a 70 mile-an-hour gale had soaked his kit with slush ice. He claims, however, that the test to which it was subjected proves that his protective suit is flawless.

NAUTICAL QUIZ

- (1) Can you describe three different types of vessel? (a) a pram; (b) a lorch; (c) a coble; (d) a dhow; (e) a felucca.
- (2) What is a lateen sail?
- (3) On the 26th. April, 1606, Pedro Fernandez de Quiros reached a land in the Pacific which he believed to be a sought-for mainland. He christened it Tierra Austral del Espiritu Santo. What was he seeking, and where had he really arrived?
- (4) What is the Beaufort Scale, and why so named?
- (5) Do you know who made the following signal, and on what occasion? "The German flag will be hauled down at sunset today, and will not be hoisted again without permission."
- (6) In Washington, U.S.A., stands a statue to a seaman, David Farragut. Do you know of him?
- (7) Could you interpret the following groups of abbreviations on a chart, and can you say to what each of the groups refer? Group 1: Alt., F., Fl., Gp., Occ., Rev., (U). Group 2: c., choc., crl., gl., fb., mang., oz., sft., sh. Group 3: B., G., Cheq., H.S., V.S.
- (8) Do you know when and where the first British and American merchant ships were sunk by enemy action in the 1939-45 war—and the names of the ships concerned?
- (9) The steamer "Zealandia" was once well-known on the Australia coast. When, where, and how did she meet her end?
- (10) What are the two kinds of "fid" used at sea, and what are the two kinds of "fiddle?"

(Answers on page 48)




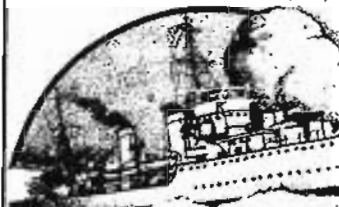
The BLACK BALL LINE.

OF FAMOUS SAILING SHIPS WAS STARTED BY JAMES BAINE'S IN 1851, WHEN HE BOUGHT A DISCARDED SHIP CHEAPLY, AND MADE A GOOD PROFIT ON ITS FIRST VOYAGE. IN 1860 HIS FLEET WAS 86 SHIPS, 300 OFFICERS, 3,000 MEN. IN 1869 BAINE'S DIED IN A LIVERPOOL DOCK HOUSE, UTTERLY DESTITUTE //

NATURE'S JETTY.

SAILING SHIPS LOADING WOOL AT THE 80-MILE BEACH, N.W. AUSTRALIA, MERELY ANCHORED CLOSE IN AT HIGH WATER, AND LOADED FROM DRY LAND AT LOW WATER. TIDES THERE RISE AND FALL 26 FEET //

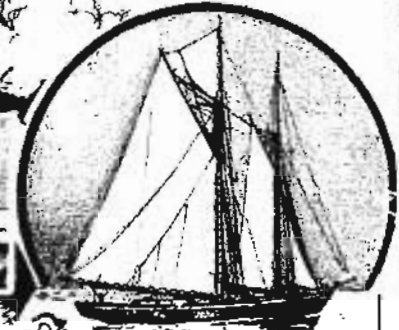




H.M.S. "GARLAND"


THERE HAS BEEN A "GARLAND" IN THE BRITISH NAVY, ON AND OFF, FOR 700 YEARS — THE OLDEST NAME BORNE BY ANY SHIP IN THAT, OR ANY OTHER, FLEET //

PRESENT HOLDER IS A DESTROYER, THE 1564, OF THE NAME. //



LA DAHAMA

BOUND FROM BERMUDA TO MADEIRA, EN ROUTE TO THE MEDITERRANEAN, THE 60-TON LUXURY YACHT "LA DAHAMA" WAS FOUND ABANDONED IN MID-ATLANTIC IN AUGUST, 1935. SIX PERSONS WERE KNOWN TO HAVE BEEN ONBOARD WHEN SHE SAILED. THERE WAS AMPLE FOOD AND WATER, BOTH LIFEBOATS WERE INTACT; THE LOG WAS WETTED UP. ONBOARD WERE WOMEN'S CLOTHES, CHILDREN'S TOYS... WHAT HAPPENED?



131 MONTHS //

WHALING VOYAGES LAST CENTURY USUALLY LASTED ABOUT 3 YEARS, BUT THE "MIL" OF NEW ENGLAND, U.S.A. SAILED ON A SINGLE VOYAGE IN MAY, 1855, AND RETURNED IN APRIL, 1869 — THE LONGEST ON RECORD //



RESCUE SHIP H.M.A.S. "RESERVE"

The Royal Australian Navy's Highest Powered Floating Electric Power Plant Has A Good Record In War And Peace.

YOUR Editor has been taken to task—mildly, but quite justifiably—for not having given the "Reserve" a better run in "The Navy." Not, be it understood, The Reserve—those of the chain and wavy stripes—but H.M.A.S. "Reserve." Although my correspondent makes allowances when he says: "No one can blame you for the few (if any) remarks that are in the magazine regarding 'Reserve,' as 'Tug' conveys little what she is."

His is constructive criticism, and he proceeded to give me some information regarding the ship, which, with his permission, and with acknowledgments of his valuable help, I pass on to our readers.

H.M.A.S. "Reserve" is American construction, having been built in the Levittown Shipbuilding Company's Yards at Orange, Texas; and designed for rescue work on torpedoed vessels. Orange is on the Gulf of Mexico, near Port Arthur on Lake Sabine, and is the scene of the highest bridge in the south of the United States, that connecting it with Port Arthur being 183 feet above water.

But that is to digress. Upon completion, "Reserve"

was commissioned at Orange on the 10th. December, 1942, with an Australian crew—being allocated under Lend-Lease—and was operated by the Commonwealth Salvage Board under the Red Ensign for twelve months, after which she came to the Royal Australian Navy under the White Ensign, and served under the direct operational control of the U.S. Seventh Service Fleet until the end of the war, being manned by the Royal Australian Navy, and operated, fuelled, stored, serviced and maintained by the United States Navy.

On the conclusion of hostilities she passed under the full operational control of the Royal Australian Navy.

Although H.M.A.S. "Reserve" undertakes ocean towing work—and few ships are better equipped to do so—she is far more than a tug. She is a high-bowed, squat-funnelled, diesel-electric vessel of 2,200 horse-power, powered by two General Motors engines similar to those used in U.S. submarines. She is the highest-powered floating electric power plant in the Royal Australian Navy, her two main generating engines being coupled by electric motors to one propeller.

She is unusual in that her propeller movements are directly controlled from the Bridge, and her Engine Room staff has no hand in manoeuvring. The Engineer Officer supplies the power to the Commanding Officer, and the Commanding Officer on the bridge starts, stops, reverses and controls the revolutions of the propeller from his position on the bridge—"just like a tram driver."

"Reserve" has a complement of over 40, including a Lieutenant-Commander as Commanding Officer, three Executive Officers of Lieutenant's or Sub-Lieutenant's rank, an Engineer Lieutenant-Commander as Engineer Officer, and five Chief Petty Officers as Engine Room Artificers or Electrical Artificers. She is extremely well fitted, and all personnel sleep in bunks, in the American fashion. She shares with her sisters, "Sprightly" and "Tancred," the distinction of being the most highly-powered "tug" in the Southern Hemisphere, and has an endurance which few other vessels possess.

H.M.A.S. "Reserve" has a war record of which any ship could be proud. She took part in the operations at Oro Bay, at Finschhafen, Cape Gloucester, Morotai, Leyte Gulf and around the Philippines generally, and finished up her war service by being in on the surrender of the Japanese at Rabaul, and the clearing up there.

Although her main function was rescue work—she many times hauled landing craft away after they had stuck on the beach during assault landings—she claims Japanese aircraft shot down in combat. On one occasion she was towing a petrol-laden barge during the Philippines invasion when a Zero flashed suddenly in from the sun. Able Seaman D. Dangersfield, of Port Adelaide, got on to it with A.A. fire, and the fighter crashed alongside the "Reserve," one wing actually hitting her forecable.

Continued on next page

AWARDS TO NEW SOUTH WALES AND QUEENSLAND RATINGS.

IN July, 1943, H.M.A. Ships "Australia" and "Hobart" were serving with United States Naval Forces under Admiral Halsey in the South Pacific area. On the night of the 20th. of the month, when the ships were steaming in the vicinity of the New Hebrides, "Hobart" was torpedoed by a Japanese submarine, suffering considerable damage and a number of casualties, seven officers and seven ratings being killed, and a similar number injured. Prompt damage control action was taken, and the cruiser reached Espiritu Santo safely, later returning to Australia, where she was repaired and again took her place with the Squadron in the following year.

Among "Hobart's" ship's company was Patrick Edward Randolph Goonan, R.A.N., who had entered the Navy as an Engine Room Artificer in December, 1939, and after service in H.M.A. Ships "Moresby" and "Penguin", joined "Hobart" in June, 1941, and remained in her until July, 1944.

For his "distinguished zeal, enterprise and devotion to duty" on the night of the torpedoing of "Hobart," E. R. A. Goonan was awarded the British Empire Medal (Military), the Recommendation for the Award stating: "E. R. A. P. E. R. Goonan, R.A.N., H.M.A.S. 'Hobart,' for outstanding zeal and devotion to duty when H.M.A.S. 'Hobart' was torpedoed on the night of 20th. July, 1943. He worked arduously and continuously for eleven hours after the explosion, during which he showed much initiative and intelligence, conceiving and carrying out several ideas for the betterment of the situation. He was largely responsible for reducing the rate of flowing in the after magazine, and his example was a good influence on others."

Patrick Goonan, who is a citizen of Warwick Farm, New South Wales, took his discharge from the Navy in October, 1944.

Robert Charles Spencer Glover, R.A.N.V.R., was a Lieutenant when he was presumed killed in H.M.S. "Janus," sunk in the Mediterranean from torpedo hits; but he was an Ordinary Seaman, serving in H.M.S. "Westminster" in 1941, when his "coolness, skill and readiness in action against 'E' boats" earned him the Mention in Despatches which he was awarded in February, 1942.

Robert Glover enlisted in the R.A.N.V.R. as an Ordinary Seaman at Brisbane in January, 1941. He was promoted Sub-Lieutenant in April, 1942, and Lieutenant in January, 1944. All of his service was with the Royal Navy, in H.M. Ships "Brilliant," "Nimrod", and—from June, 1943, until the date of his death—in the destroyer "Janus."

The Recommendation for the Award of his Mention in Despatches reads: "Ordinary Seaman R. C. S. Glover, R.A.N.V.R., H.M.S. 'Westminster'. When Convoy F.S.54 was attacked by E-Boats on the night of 23/24 November, 1941, this young Australian rating, though only four months in the ship, displayed great zeal and presence of mind when a breakdown of the supply winch occurred. His organisation of the supply parties maintained the ammunition supply throughout the remainder of the action."

Robert Charles Spencer Glover was a citizen of Hendra, Queensland, Brisbane.

RESCUE SHIP "RESERVE"

Continued from previous page

"Reserve" had a narrow escape when a Japanese suicide aircraft singled her out when she was in convoy on the way to Mindoro. Fire from other ships in the convoy brought the Japanese plane down.

Altogether she saved some 5,000,000 tons of shipping—including many Liberty ships—during her wartime service. Her biggest individual rescue was that of a 20,000-ton tanker which went ashore in the Admiralties.

Her longest tow was one of 3,500 miles, when she towed the coal lighter "Mombah" from Morotai to Sydney, covering the distance in 20 days.

Since the end of the war she has been very busy, either around the Australian coast or around New Guinea, being completely operational—except during overhaul periods—and when in Sydney being at four hours notice for rescue work anywhere.

She carried out the difficult salvage job of M.V. "Reynella"—originally the Italian cargo-passenger liner "Remo"—when that vessel went ashore on a reef at Pana Waipona Island, in the Jomard Passage, East Cape, New Guinea. In carrying out the long tow back to Sydney, "Reserve" had to tow "Reynella" stern first, the motor liner's forward bulkheads having gone when she ran ashore. This was the longest salvage tow ever to be undertaken in Australia.

Since then she has towed a large tanker, the 16,000-ton "Edward F. Johnson," which had a damaged rudder, from Melbourne to Newcastle, New South Wales, for dry-docking, there being no dock in Victoria capable of accommodating a vessel of that size.

"Reserve's" present commitments are in New Guinea waters, in connection with the Royal Australian Navy's occupation of the new advanced base at Manus.

NAUTICAL

QUESTION BOX

CONDUCTED BY

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

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

J. J. S. of Corowa recalls that early in the Pacific war, a claim was made that a Japanese battleship had been sunk by a U.S. bomber, and asks the name of this ship.

This claim was made by the U.S. authorities when Allied morale needed some boosting and they claimed that a Captain Kelly had succeeded in sinking the Japanese battle-cruiser "Haruna" with bombs. Actually this was not so, for "Haruna" survived until 28th. July, 1945, when she was sunk by U.S. Navy carrier borne aircraft in position 34.15 North, 132.29 East, which is Kure anchorage.

After continuous attacks from the air from 24th. July, she settled in comparatively shallow water, with a slight list to port, and her forecastle deck just awash. She has since been refloated and broken up.

The "Haruna" had a fairly interesting career in that she was to be de-militarized in 1931, under one of the Disarmament Conference agreements. The British battleships "Marlborough," "Benbow" and "Emperor of India" were scrapped, and "Iron Duke" de-militarized to act as a sea-going training ship. "Haruna" had four of her 14-inch main guns removed as well as her main armour belt, but the Japanese Admiralty retained the guns and armour plating in store until 1936, when they were all fitted back into place, the ship being again fully commissioned, just one of those sharp practices that we became so used to in those days. "Haruna" gave good service to the Japanese during the war.

Her launching valve was some £200,000, and after efforts were unsuccessfully made to right her preparatory to refloating, she was abandoned to the underwriters. Her side was blown open with explosives, and some of her boilers were recovered, but everything else had to be abandoned. She proved to be a total loss, her life in her natural element last-

S. D. (Windsor) asks if there was a steamer, which sank when she was launched, and asks for details.

One such ship was the "Principessa Jolanda," of some 9,000 tons 485 feet long and 59 feet wide, building near the port of Spezia, Italy. She was a two funnelled, two masted steamer, flush decked with promenade deck and boat deck, designed to carry 180 first class, 170 second class and 1,100 third class passengers, as well as a crew of 240.

Her construction proceeded satisfactorily, her engines and boilers were installed, funnels and masts erected, and decorated with flags, she slid down the ways on 22nd. September, 1907. She took the water at a fast speed, and dropped her port anchor. With her ballast tanks empty, she was apparently top heavy, which, with the drag of the anchor, caused to slowly list to port. Tugs ran alongside and endeavoured to get tow-lines aboard, but the ship slowly heeled over until she had a list of more than sixty degrees. She hung there for awhile, then finally fell onto her beam ends, sinking in about fifty feet of water, where she lay with her starboard side just above the water.

Her launching valve was some £200,000, and after efforts were unsuccessfully made to right her preparatory to refloating, she was abandoned to the underwriters. Her side was blown open with explosives, and some of her boilers were recovered, but everything else had to be abandoned. She proved to be a total loss, her life in her natural element last-

ing a little over an hour. She was the largest Italian ship at that time.

T. T. J. (Hobart) asks for some details of the loss of the steamer "Ly-ee-moon."

The "Ly-ee-moon" was a two funnelled, three masted paddle steamer, when completed in 1859, and was of about 1,600 tons with a speed of 17 knots. She was first used as a blockade runner in the American Civil War. She was later in the China coast trade, being sunk in collision in 1872 in Hong Kong harbour. She was refloated and returned to England for overhaul and reconstruction.

She was converted to screw propulsion, her speed remaining the same. Her mizzenmast was removed at the same time, and she was in the London-Singapore mail service for some time. She made one or two trips to Australia with tea, but really in search of a purchaser. She was bought by the Australian Steam Navigation Co., but while lying at the wharf, she took fire, her cabins being gutted.

In her reconstruction, an extra deck was added, her upper deck being now her main deck. Her saloon was removed from right aft, to the new upper deck, just forward of the first funnel. She became a favourite ship on the Australian coast and on 29th. May, 1886, she left Melbourne, under the command of Captain A. Webber, for Sydney. The Captain and third officer had both been in the Queensland trade for many years and were making their first voyage in southern waters.

At 8 p.m. on 30th. May, the ship passed Cape Howe, and the Captain went below after telling the third officer to call him when the ship was approaching Otter Cape. When he did call the Captain, the ship was dangerously close to the land, close under the lighthouse. Shortly after 9 p.m. "Ly-ee-moon" crashed on to the rocks, breaking in two in less than three minutes. The ship

ter end sank immediately, taking nineteen passengers and the engine room staff with it.

Passengers and crew took to the rigging, and when the topmast went by the board the boatswain and several seamen went along it to the shore. They managed, with the aid of the lighthouse staff, to get a line ashore, by which a number of passengers got ashore. A total of fifteen passengers and crew managed to get ashore, some eighty others losing their lives.

N. J. R. of Rockdale, N.S.W., asks about the steamer "Kiama." The "Kiama" was built in 1854 in Lanarkshire, Scotland, and was constructed of iron. She was registered in Sydney in 1870 and the following year she was lengthened, her dimensions being 154.4 feet long by 20.4 feet beam by 7.8 feet deep, her tonnage being 175. She traded on the New South Wales coast until 1902, when she was replaced by a steel steamer of the same name, and was converted into a hulk. She is recorded as being broken up in Sydney in 1914, just before the outbreak of the First World War.

The A.U.S.N. steamers "Aramac" and "Arawatta" were sister ships, completed in September and October, 1889, respectively by W. Denny and Co., Dumbarton. Dimensions were identical in each case, gross tonnage being 2,114; length 300.0 feet; beam 37.1 feet; depth 24.0 feet; horsepower 334.

Together with an almost identical ship, the "Wodonga," constructed by A. and J. Inglis, in 1890, they operated in the coastal passenger trade of their owners for many years and proved very popular, particularly during 1914-18, when liners such as "Kyarra," "Kanowna," "Indarra," "Karooba," "Katoomba," "Canberra," "Warilda," "Wandilla" and others were absent on war service. With the coming of peace and the return of the bigger ships to the coastal trade, the travellers began looking for

more luxury in their ships, and in 1926, both "Aramac" and "Arawatta" were converted into hulks in Sydney.

I have no further word of

"Aramac," which may still be there, though on 14th. September, 1936, "Arawatta" was towed twenty miles to sea off Sydney Heads and scuttled.

ADELAIDE RESERVE OFFICER'S GEORGE CROSS.

It Was Earned By The Display Of Courage And Zeal In Conditions Which Would Deter The Boldest.

LIEUTENANT-Commander George Gosse, R.A.N.V.R., originally entered the Royal Australian Naval College as a Cadet Midshipman in January, 1926, passing out as Midshipman in May, 1930. In August of the year following he was on loan to the Royal Navy for Service and Training, being promoted Acting Sub-Lieutenant in September, 1932.

His appointment on loan to the Royal Navy terminated in August, 1933, and he returned to Australia. In October, 1933, he terminated his appointment with the Royal Australian Navy.

When the Second World War came along, George Gosse returned to the Navy. In October, 1940, he enlisted as an Ordinary Seaman, R.A.N.V.R. (Yachtsman Scheme), and proceeded overseas to the United Kingdom for training, being appointed to "Collingwood" and "King Alfred." In April, 1941, he was promoted Sub-Lieutenant, R.A.N.V.R., and appointed to "President" additional for duties outside Admiralty with the Director of Torpedoes and Mines. In July, 1941, he proceeded to H.M.S. "Lanka" for mine disposal duties at Bombay, returning to England in November, 1944, and to Australia two years later, being demobilised with the war service rank of Lieutenant-Commander in March, 1946.

On the 30th. April, 1946, Lieutenant-Commander Gosse was awarded the George Cross for services demanding unusual courage and zeal. The Recommendation for his Award discloses that on 8th. May, 1945, divers searching Ussersee Hafen reported the presence of a mine, which from their description appeared to be an entirely new type. Lieutenant Gosse immediately dived and verified the type.

It was decided to attempt to render safe the mine under water, and on the following day Lieutenant Gosse dived again, and successfully carried out this task. During the subsequent ten days, Lieutenant Gosse similarly treated two other mines which were lying in close proximity to shipping. This form of operation called for exceptionally high standard of personal courage and also a high degree of skill. The conditions were always arduous, and were combined with all forms of underwater obstruction—including human corpses—which, together with the lack of visibility, produced a set of conditions which would deter the boldest. This officer displayed courage and zeal far in excess of the usual course of duty, and contributed greatly to the success of a most difficult and important operation.

Lieutenant-Commander George Gosse is a citizen of North Adelaide, South Australia.

A NOTABLE SALVAGE EFFORT

The Story Of The Loss Of The U.S. Transport "President Grant" On A New Guinea Reef

By Asher A. Joel

"TRANSPORT aground. Request immediate assistance."

The signal flashed to N.O.I.C. New Guinea in 1944, commenced a drama of the sea as gripping as any of recent times. It ended with the abandonment of a fourteen-thousand ton ship—a lonely wreck with a broken back—on a coral reef, after superhuman efforts by Australian salvage experts to save the stricken vessel.

Two men lost their lives in the attempt, and another was critically injured before the seas claimed the ship as a victim.

The transport was loaded with troops when an unpredictable current caught her in the misty gloom of a Coral Sea morning, and carried her off her course. The first that anyone on board knew that something was amiss was the jar of the ship's hull as she grated on the coral. Another half-cable to the south, and their early morning slumbers would have gone undisturbed.

Captain Fant, a Commonwealth Salvage Officer who was in Milne Bay at the time raising the wreck of the "Anshun," was dispatched to the scene, but "President Grant" was too firmly embedded in the coral to be towed off by tugs.

Troops were disembarked and cargo jettisoned, but still she remained stubborn.

From the mainland the authorities flew Captain Williams, world-noted salvage expert, to supervise the operations. In 1941 he had been engaged in the salvaging of £2,379,000 worth of gold bullion from the sunken steamer "Niagara," in one of the deepest underwater tasks ever attempted, off the eastern coast of New Zealand.

With the crew of the transport, the salvage team laboured to re-

lease the stranded vessel from the vice-like grip of the coral. Three times it looked as if they would succeed; but three times the seas rose, and she was washed back more firmly than ever.

Then the first tragedy occurred. Some of the crew had got into difficulties while launching a small boat. With an Army chaplain and an Army staff-sergeant, who had remained on board, Captain Williams raced to the side. The surging boat was too heavy for the davits, however, and twelve-hundredweight of torn metal crashed on the three men.

Horried members of the ship's crew and salvage men found the sergeant dead, and Captain Williams and the Chaplain critically injured. The chaplain died in hospital a few days later, and for some time little hope was held out for the life of Captain Williams.

But salvage people are a tenacious breed, and another came to assist Captain Fant. He was Captain James Herd, Salvage Officer for Queensland, who had been Captain Williams' right-hand man in the "Niagara" operations.

Taking over from his chief, he slaved to save the ship, and once again it seemed as if the sea would be cheated as they turned her stem seawards on the spring tide. Taut hawsers strained from ship to tugs. "President Grant" moved three degrees, then eleven, then fourteen, and finally, seventy-three, until her bows rested in thirty feet of water. Victory was in sight.

At ten o'clock in the morning, the seas commenced to rise and slap viciously against the ship, making her hawsers linking her to the tugs groan with the

additional strain. Two hours later the wind was blowing gale force. Now huge green combers washed over even the high superstructure, and still the wind increased in velocity until a Coral Sea cyclone was blowing at one hundred miles an hour.

The wind howled through the rigging and the transport pounded and crashed on the jagged coral teeth. Now it was not a question of saving the ship, but of whether she would hold together for the protection of those on board.

As swiftly as it had come, the cyclone departed. The relieved men on board offered up a silent prayer that she was still whole. Then they inspected the damage. Captain Herd shook his head in resignation. Once again they would have to commence at the beginning. All previous efforts had been negated. "President Grant" was back even further on the reef.

That night water started to flood the engine-room, and lights failed. There was a creaking, as of old bones breaking, and the ship shuddered; a wrinkling bulge spread upwards like a great scar along her starboard side, and her back broke. The last round of the battle had been fought, and the sea had won.

Before the ship was finally abandoned, I made a visit of inspection with other naval personnel from the Milne Bay Staff Office. The great steamer lay across the reef like some wounded giant, the even symmetry of her form broken by the hummock amidships where the twenty-year-old steel had cracked. Long green waves washed up against her side and loose ends of rope and gear dangled forlornly in the breeze.

As we secured alongside, the peculiar groaning noise of steel against steel as the sea surged around her, gave dying life to the ship.

We had a farewell supper in

Continued on page 56

BOOK REVIEWS

"ISABEL AND THE SEA," by Captain George Millar, D.S.O., M.C., William Heinemann Ltd., London.

(Reviewed by "Tennor")

To sail a 31-ton ketch from England to Greece, with, as your only assistant a wife who is alarmingly allergic to sea-sickness, is an achievement of which anyone might be justly proud. But to do so when your own knowledge of seamanship is contained in one or two thin volumes in the "day cabin"—which volumes you are in any case seldom able to read—might not, unreasonably be looked upon as a providence-tempting venture.

To George Millar, who escaped from a Prisoner of War Camp ("The Horned Pigeon") and, just a little later, was parachuted back into France to work with the Resistance Movement ("Maquis") the whole operation is smothered in fun and humour, and its eventual success never in doubt.

It is not given to everybody to possess the ability to write three such excellent books in a very short space of time, mostly while living in post-war England, and Captain Millar's authorship has improved, in "Isabel and the Sea," to the point where any further writings of his must be eagerly looked forward to.

There is a fine frontispiece of "Truant," the 31-ton ketch, but there is not, unfortunately, any picture of George Millar and Isabel, and I should much have liked a little more than a very brief description of what Mrs. Millar looks like. That she must be a very fine woman becomes apparent quite early in the book, and there were times during the passage to Greece when a less strong character would have become completely fed-up with life at sea in a small sailer, and would have refused to go any further. As one who has a slight know-

ledge of the Mediterranean and its harbours, her achievements in handling "Truant" in and out of many of them, in all types of weather, appeal to me as being truly masterly.

There will, I know, be many yachtsmen—those who look upon powered sailing with a jaundiced eye—who will, perhaps, not receive such complete enjoyment from this book as I have done. But I still consider it one of the most entertaining and amusing travel books to have been written over a long period of time, quite apart from the delight one gets from visualising George and Isabel learning about "Truant," the sea—and people.

Particularly those people, and there are a great many of them, whom they met on their voyage. Some very remarkable people, of various nationalities, ages, and types.

Their first sight of "Truant" must have unnerved them considerably, from the moment when George first noticed the "crack" in the unsheathed hull (which turned out to be a strake), on through the spectacle which confronted them in the two marine engines (of different makes) which burned petrol instead of fuel oil, and right on up to Mr. Bundy.

In every refitting yard there is a character almost identical with Mr. Bundy. They are all more or less noncommittal in statement, and addicted to a disconcerting brevity in discussion. They usually do a great deal more for you, in the long run, than you order or pay for—unless, that is, you cross their bows early in the piece and cause their subsequent view of you to be of the dim variety—and Mr. Bundy

quite obviously went out of his way to do small extras in the "Truant," usually in a manner which would conceal their having been done from immediate recognition. Later on, when the "Truant" was several thousand miles away and something happened to bring Mr. Bundy's surreptitious work to light, George and Isabel realised on each such occasion just how lucky they had been that Mr. Bundy had been on the spot when their ship fitted out.

Meantime, George and Isabel had a great deal of pleasure, I suspect, in buying certain necessary fittings in out-of-the-way parts of England. A secondhand refrigerator in Glasgow. The brown carpet for the saloon and cabin in Stirlingshire. A whole collection of "Courtier" stoves in Kilmarnock. The secondhand primus for use in bad weather came from a farmhouse in East Lothian, and an equally second-hand barograph "for a swollen price in Bond Street." The description of the fitting out period is, mostly, riotously funny, although the Millars no doubt saw little humour in it at the time.

They left England on Sunday, the 8th. June, 1946, and arrived off the Piræus on the 4th. November following. They made 75 miles by 7.30 p.m. on the first day, and stayed at sea all night off Le Havre. "Soon after we moored"—the next morning—"the dawn came, and showed us, to our chagrin and surprise, that the red light which had so puzzled us all through the night, was that of the Le Havre light vessel itself. It had never occurred to me that a light vessel might show a RED light."

But they got better as they went on, and in the end were, I believe, making few if any errors; and were usually using the correct terms for the gear and the various nautical operations.

Their progress through the French canals is enlivened by a meeting with the first of the "characters," a gentleman who referred to himself as "Dynamo."

For services rendered in some small work on "Truant"—the masts had to come out to permit passage under the bridges—"Dynamo" declined money and English chocolate, but Millar was envious into giving him a reproduction of the Winston Churchill signature in his autograph album, and everyone was satisfied.

At Corbeil, where they lay with a second anchor down, they were approached by a small yacht, the "Elpis," and thereafter Douglas and Gwenda Hawkes are much in company with them. There is a full and complete description of these two and their small yawl. Millar's descriptions of the Hawkes, and of many other friends and acquaintances throughout the South of France, Italy and Greece, are full of colour and show a depth of perception not usually met with in books such as this.

Quite unconsciously, no doubt, some of the very thin veneer is removed in these descriptions, particularly from such as George Millar describes when he writes of those curious British types who so hate England—except as a place of refuge in times of war—that they live permanently on the shores of the Mediterranean, useless and not very happy lives, even when they do win at the tables.

The "Truant" got mooring lines and canal weed round the propellers from time to time, and on one occasion, when George Millar was trying to clear one of the blades, he was informed in a loud voice by a complete stranger who suddenly materialised on the tow-path that "it is forbidden to bathe in the canal."

"I am not bathing. I am disengaging my propellers from the weeds that flourish in your canal, Monsieur."

"You are breaking the law when you bathe, monsieur. And as for the weeds, they will be better when we get more boats with motors and propellers through the canal. In the old

days . . . In the meantime you at least have the satisfaction of knowing that your propellers are helping to clear the water for the more fortunate boats that will follow you. Another point, I must inform you that you are liable to a fine for obstructing the chemin de halage with your ropes. However, permit me to wish you bon voyage."

Such a gracious reprimand, such as is given only by a Frenchman, occurring as it did cannot

help but add to the brightness and humour of any tale.

At Bandol the voyagers were assailed by Humbert. "He was born into a British family which thought well of itself, and he grew up even less than his brothers and sisters."

Humbert's chief preoccupations seem to have been the Cavalry Club and Humbert. That the Millars hated meeting him is obvious. But then so must a great number of others. You just

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could not shed Humbert, no matter what stratagem you used. And he was full of good advice on everything. "What a stroke of luck! I can put you up to all sorts of useful wrinkles about this place. There are one or two fellows in the Hotel who are not of the right sort. Definitely not good exports. I mean, if the Labour Government are all that keen on exports, they should only export Conservatives, shouldn't they? It's awfully bad publicity to allow the other sort out of

the country. See what I mean?"

The lady who did the Millars' laundry in Nice demanded that they settle her more or less involved "affaire" with cousin Arthur, and the solution of their clean linen problem looked to depend upon their co-operation. Fortunately, however, the problem appeared to solve itself. The Millars saw the light go out as they left the lady's house, and cousin Arthur was still there.

Despite the possibly good advice of "an extraordinary Eng-

lishwoman who had stepped from her Rolls Royce in Monte Carlo to ask "What about giving us a ride in your yacht?", they decided to put in at San Remo in the face of contradictory rumours regarding the presence or otherwise of a wreck across the entrance. They left Monte Carlo on a rising barometer, braving the forecast of a local fisherman that "that's bad with the east wind. Very bad." The sea was black and menacing, and Isabel spent the time lying on a mattress being very ill. "In future," she said, "we should travel on smooth days with following or fair winds, and the weather, instead of social engagements, would dictate our movements." They entered San Remo with Isabel stepping and handling the controls of both engines, led by two men in a rowing boat, and nearly hitting the "wreck", to be greeted by Douglas and Gwenda Hawke. "You must be mad", Gwenda said in her penetrating voice. "Fancy trying to enter such a place after dark!"

Their passages from port to port became more hair-raising as they went on. They ended up in a cove in Poros Harbour—just by the entrance to the Gulf of Aegina on which stands the Piræus, and round the corner from the Gulf of Nauplia, which the R.A.N. knew well in the days of the evacuation in 1941—and here they sold the ketch to a British General who was about to retire. They must greatly have regretted the parting.

In this cove at Poros they met, I think, the most interesting and worthwhile people they came across in the whole of their voyaging and six months' wanderings. George Millar spent long hours writing up his diaries of the voyage. They visited a lot among the local population, of which Madame Diamantopoulou and her husband are the most striking.

The last the Millars saw of the "Truant" was through the back of a truck holding themselves

and their possessions. "The General's butler stood on deck, yawning and glancing without enthusiasm at his immediate surroundings."

This review is, of necessity, very brief. But I do not think there will be many readers of "Isabel and the Sea" who will not be completely satisfied with the book. It is one of those books which most readers will want to

turn to again and again.

I myself look forward with keen anticipation to another book from George Millar. One detailing their travels overland, back to England. I know that it will be just as interesting and amusing as "Isabel and the Sea"—but, being away from the sea, it will be less trying for Isabel. She won't be able to get seasick.

"THE NAVY YEAR BOOK AND DIARY, 1949." Published for the Navy League, Grand Buildings, Trafalgar Square, London, W.C.2, by Hutchinson and Co., (Publishers) Ltd., London.

(Reviewed by G. H. G.)

This is the fifth year in which "The Navy Year Book and Diary" makes its appearance, and a most interesting and valuable publication it is. It numbers among its contributors many of the best-known authors of writings dealing with the sea and naval affairs, and is well illustrated with photographs, and with four double pages in full colour.

In anticipation of the Royal Visit to Australia and New Zealand, Mr. Dermot Morrah contributes an article—"Royal Progress"—on the Monarchy, and on the significance of Royal Tours, drawing the parallel between the movement through his Dominions of the present King and that of his predecessor of centuries ago—Henry II.

"The interesting fact is that King Henry—who was not only King of England but Duke of Normandy, Count of Anjou, Maine, Touraine and Poitiers, Duke of Aquitaine and overlord of Brittany, ruling indeed much more French territory than the King of France—"placed by the feudal system in a position so curiously resembling that of George VI. under the Statute of Westminster, acted very much as we are beginning to see that King George and his successors are bound to act. He was continually on the move."

Unfortunately, in this case the projected Australasian tour of His Majesty did not eventuate.

Fortunately, it would appear that the result of the King's illness is not a cancellation of the visit, but only a postponement, so that Mr. Morrah's article retains its personal significance.

In "The Office of a Wall," Admiral Sir Gerald Dickens, K.C. V.O., C.B., C.M.G., writes on the continuance—in spite of weapons developments and the increasing power and range of aircraft—of the Commonwealth's dependence upon sea power. He deplores the lack of general public appreciation of that fact, the main antidote for which is the enthusiasm of Navy Leaguers throughout the Empire.

And he makes a point of the fact that "We must not let our enthusiasm weaken in the face of the difficulties presented by the secrecy in which the Navy is nowadays shrouded. Our first object must be to make it quite plain that we insist on more information. . . . All this secrecy business is in any case absurd and something quite new to us. The sort of things we want to know are known to every intelligence system in the world, however little officialdom lets out. When secrecy is overdone foreign countries are apt to conclude that one is weaker than one is."

The article discusses briefly possible developments in ship design, and in defence design—"I suggest that there are sufficient reasons to dispel such strangely

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unBritish thoughts (and they do exist here and there) as that we can delegate our defence to any other country—in other words, sell our birthright."

Major Oliver Stewart, M.C., A.F.C., writes on developments in British aviation in "Air Power Balance Sheet." He also pleads for less secrecy "which surrounds all the activities of service aviation. The public would then come in as a useful critic—just as it used to do." Major Stewart sums up the present British aviation position as being one "of slow but steady progress, with no concessions to the possibility that some other air forces might leap ahead by taking the fullest advantage of recent technical achievements."

Major W. R. Sendall, R.M., writes on "Royal Marines in the Atomic Age," and sees plenty for the Marine to do in the event of atomic warfare: "The whole picture is, of course, hypothetical in the extreme, but a case can be made out beyond reasonable

doubt that the future holds tasks for the Royals at least as important and as various as those they have discharged since the days of the Dutch wars."

In "The New Battle of the Seas," Sir Archibald Hurd writes on British merchant shipbuilding, and British merchant shipbuilding policy as compared with that of other countries "When the last of the ships now building for British owners passes out to sea all the war losses which merchant shipping suffered during the war will have been replaced, mainly by vessels of post-war design and high efficiency—not ships mass-produced like the American ships, but 'made to measure,' each planned to serve a particular trade. This is no mean evidence that private enterprise can be enterprising and succeed, even in face of bureaucratic controls which have limited the supplies of steel and placed a handicap on the flow to the shipyards of essential articles of equipment. . . . And this is important to the whole country—the maritime industries, in spite of high wages and other increased costs, are being carried on at a profit, while the nationalized industries, with all the advantages of monopoly, are incurring deficits, which are likely to increase in coming years. The moral is obvious. Private enterprise, challenging competition, is succeeding, while State monopoly, with its swollen staffs and centralized controls, is failing."

Lieutenant-Commander P. K. Kemp, R.N., writes on "Commonwealth Navies, An Integrated Plan For Defence"; Admiral Lord Mountevans, K.C.B., D.S.O., L.L.D., retells the story of "Scott And The Antarctic"; "Yachting Today—And Tomorrow" is from the pen of John Scott Hughes.

Other articles and writers include "The Bus That Went To France," by "Bartimeus"; "Blue Print For England," by John Gordon; "Keeping Watch," by H. T. Bishop; and "All Our

Yesterdays," by Guy C. Pollock. Mr. Francis McMurtrie contributes a valuable feature "Famous Warship Names," in which he gives brief histories of the Royal Navy's "Amphions," "Arethusas," "Diadems," "Didos," "Euryalus's," "Formidables," "Isis's," "Kents," "Londons," "Penelopes," "Reverges" and "Royal Sovereigns."

The "Navy Year Book" is completed with a valuable "Page to a Week" diary, in which the purchaser can keep his records for the year. The four double-page colour plates include two, "Portsmouth Harbour" and "United Service—H.M. Ships 'Ramillies' and 'Malaya,'" by C. E. Turner; and "Whalecatchers" by Winston Megoran; the fourth being a reproduction of a contemporary colour plate of the Battle of Trafalgar after the painting by T. Whitcombe.

Altogether, "The Navy Year Book and Diary" is a desirable possession, a good book of reference both for office and for home.

A NOTABLE SALVAGE EFFORT

Continued from page 31

the dining-saloon in which millionaire tourists had once sat down to dinner. The chief steward hovered in the background, while his satellites in their snow-white coats brought the meals and removed the plates as each course was finished.

The captain of the ship, who had remained with her up till the last, sat as had been his custom at the head of his table. In the eerie shadowy light cast by the flickering candles, he looked worn and sad.

Before we left the ship, Captain Herd had a few words to say. They were brief and to the point, and epitomised the constant battle being waged by seafarers, and particularly salvage men, with the elements.

They were: "When old Father Neptune decides to kick, he does not put on dancing pumps, but uses big, hob-nailed boots."

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Federal Council

ADVICE has been received from the Hon. Secretary of the Royal Naval and Royal Marine Fellowship (Portchester Branch) in the person of Mr. Edwin F. Stroud, R.N. (Rtd.) offering his assistance to our South Australian members who are now working out a scheme for the adoption and care of Naval War Orphans. Federal Council has also been informed of a round table conference, in London, of all Naval Associations at "Home," to discuss the Admiralty's suggestion of amalgamation of all Naval bodies under one headquarters. Mr. Stroud will be a delegate from his Fellowship to watch after the interests of his members, and he has undertaken to keep this Federal Council advised of what transpires at the coming conference of ex-Service-men.

Mr. F. C. Cramer, of Hilda St., Balwyn, Victoria, has been elected unopposed as Hon. Secretary of Melbourne Sub-Section, thus filling the vacancy created by the recent resignation of Mr. W. Juler. The Sub-Section entered 44 new members for last month, making a total of 130 since the beginning of January. Mr. Olson who is a member of Port Adelaide Sub-Section was present at the March General Meeting in Melbourne. Miss M. G. Hartley lately resigned Hon. Secretary of the ex-W.R.A.N.S. Sub-Section has now transferred her membership to Victoria. Delegates from Melbourne S.S. for the forthcoming State Conference are Messrs. R. C. Davies, W. J. Pearce, and G. Harry.

Mr. L. J. Ivey has resigned the

office of President of our A.C.T. Section; this position is expected to be filled at the next General Meeting. Mr. F. Weatherly, a Vice-President at Canberra, is leaving soon with his wife for a trip to England.

Mr. George Curnow, of Kalgoolie Sub-Section, expressed his surprise when he visited Fremantle's Sub-Section Club-rooms and accepted the warm hospitality of its members.

A recent visitor to Sydney was Miss D. Ailden, a former W.R.A.N. Officer who is now a Welfare Officer stationed at Melbourne.

Queensland

The Queensland Section was reformed in March when the merger of the State Council and Brisbane Sub-section took place. This was carried out in conformity with the decision of the State Council to eliminate the duplication of work between the two bodies.

Officers of the Brisbane Sub-section were elected to hold office until the next annual general meeting in August next.

The attendance at the March meeting was excellent, considering the one-day tram strike was in operation.

Because of the May Day holiday, the meeting for that month will take place on Monday, May 9, instead of May 2.

THE MANNING PROBLEM

Continued from page 11

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WHAT THE NAVY IS DOING

THIS month will see the Royal Australian Navy's new aircraft carrier, H.M.A.S. Sydney, leaving United Kingdom waters on her voyage out to Australia, where she will arrive in May and take her place as Flagship of the Royal Australian Fleet.

She will take over the Flag from H.M.A.S. Australia, a ship that has worn it worthily and with outstanding credit during the years of both Peace and War, and which, during action, has as Flagship been the special target for enemy attack.

As Flagship in war, the present Australia followed in the wake of her predecessor of the same name, the Battle-Cruiser which was Flagship of the Royal Australian Fleet at the outbreak of the 1914-18 War wearing the Flag of Rear-Admiral Sir George E. Patey, K.C.M.G., and later wearing the Flag of Admiral Sir W. C. Pakenham, G.C.B., K.C.M.G. K.C.V.O., was Flagship of the Second Battle-Cruiser Squadron with the Grand Fleet.

The new Sydney is the namesake of two famous forerunners, both of which won spurs for the Navy they so successfully represented. That Navy has grown to maturity during a period in which it has reached from strength to strength. It has now a proud tradition of its own, one which was established and has been tried and proved in the fire of war. In assuming her forthcoming honour, H.M.A.S. Sydney follows in a noble line. She will reflect the light that shines upon her with an undimmed effulgence.

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. Sydney (Captain R. R. Dowling, D.S.O., R.A.N.) has been carrying out trials and exercises in United Kingdom waters since she was commissioned as one of H.M.A. Ships in December of last year. This month she leaves United Kingdom waters on her voyage to Australia, where she arrives early in May.

The Cruiser:

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 His Majesty's Australian Fleet, is in Melbourne following the period of Fleet exercises in Tasmanian waters. She departs from Melbourne on the 4th. of this month, arriving in Sydney on the 6th. Her subsequent programme is: Departs Sydney for Jervis Bay on the 20th. of this month, sailing from Jervis Bay for West Australia on the 4th.

May. She will be in Fremantle from the 11th. to the 23rd. May, Adelaide from the 28th May to the 6th June, returning to Sydney on the 10th. of that month. On arrival in Sydney she will commence 50 days' availability for leave and 45 for refit, sailing from Sydney on a cruise about the 5th. August.

10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Captain (D) 10, Captain W. H. Harrington, D.S.O., R.A.N.) is in Sydney. She departs from Sydney on the 20th. of this month for Jervis Bay, remaining there until the 4th. May, when she accompanies the Flag to West Australia. Her subsequent programme is: Bunbury, W.A., from the 10th. May until the 13th., Fremantle from the 13th. to the 23rd., Adelaide from the 28th. May to the 6th. June, arriving back in Sydney on the 10th. of that month. She is expected to sail from Sydney on a cruise late in June.

H.M.A.S. Arunta (Commander F. N. Cook, D.S.C., R.A.N.) is in Sydney, whence she departs in company with the Flag on the cruise to West Australia. She will remain in company with Australia until the 4th. May, and subsequently will be in company with H.M.A.S. Sydney on that ship's arrival in Australian waters.

H.M.A.S. Bataan (Commander A. S. Storey, D.S.C., R.A.N.) is in Melbourne, whence she sails for Sydney on the 4th. of this month, arriving on the 6th. She accompanies the Flag when Australia sails from Sydney for Jervis Bay on the 20th April, but does not proceed to West Australia with the Fleet, as she is due in Japan in late May to relieve H.M.A.S. Shoalhaven with the British Commonwealth Occupation Forces. Her programme subsequent to her departure from Jervis Bay on the 29th. April is: Sydney, from the 29th. April to the 4th. May, Cairns 8th. May, arrives Darwin on the 13th. and sails on the 14th. May, arrives Tarakan on the 18th. and sails on the 19th. May, arrives Hong Kong on the 23rd. of the month and sails on the 27th., arrives Sasebo, Japan, on the 30th. May. Bataan will remain in Japanese waters until early September, when she will be relieved by H.M.A.S. Culgoa.

H.M.A.S. Quiberon is in Sydney undergoing refit.

H.M.A.S. Quickmatch (Lieutenant-Commander R. R. Brown, R.A.N.) is in Sydney due to commence refit.

1st. Frigate Flotilla:

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-Cole, R.A.N.) is en route from New Guinea waters for Sydney via the Solomon Islands and New Hebrides, after having been under the operational command of the Naval Officer-in-Charge, New Guinea, since Mid-January. She is due back in Sydney on the 5th.

... at Sea and Ashore

of this month, and departs in company with H.M.A.S. Australia for Jervis Bay on the 20th., remaining there until the 4th. May, subsequently proceeding to Williamstown Naval Dockyard—where she is due on the 6th. May—for refit. On arrival at Williamstown she will be granted 50 days' availability for leave and urgent defects. When this period is completed she will return to Sydney, and it is anticipated that she will depart Sydney about the 10th. August for Japanese waters, there to relieve H.M.A.S. Bataan with the British Commonwealth Occupation Force.

H.M.A.S. Condamine (Lieutenant-Commander J. H. Dowson, R.A.N.) is in company with the Flag, and remains with the Fleet until she detaches for Williamstown Naval Dockyard, where she is expected to arrive on the 6th. May. She will be granted 50 days' availability for leave and 45 days for refit from the 9th. May. It is anticipated that she will proceed to New Guinea waters about the middle of July.

H.M.A.S. Shoalhaven (Lieutenant-Commander Keith Tapp, R.A.N.) is in Japanese waters with the British Commonwealth Occupation Force, having relieved Warramunga on that duty in January. Shoalhaven will herself be relieved early in June by H.M.A.S. Bataan. She will call at Hong Kong on her passage south, and is due at Williamstown Naval Dockyard early in July, where she will be granted 50 days' availability for leave and 45 for refit.

H.M.A.S. Murchison (Lieutenant-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 (Lieutenant-Commander H. K. Dwyer, R.A.N.R.) is employed shipping stockpile of material and equipment for the construction of the Advance Naval Base at Manus, and in the transfer of men and stores from the Royal Australian Navy's base at Dreger Harbour, New Guinea, to the Admiralty Islands.

H.M.A.S. Labuan (Lieutenant-Commander G. M. Dixon, D.S.C., R.A.N.V.R.) having successfully carried out her task of taking relief scientific personnel to Heard Island, and bringing the relieved party back to Australia, has refitted in Williamstown Naval Dockyard in preparation for the second part of her assignment with the Australian Antarctic Research Expedition, that of carrying out similar reliefs with the Macquarie Island party.

Australian Minesweepers:

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

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

H.M.A.S. Latrobe (Lieutenant-M. G. Pechey, D.S.C., R.A.N.).

Survey Ships:

H.M.A.S. Warrego (Commander G. D. Tancred, D.S.C., R.A.N.) is employed carrying out survey work in Bass Strait.

H.M.A.S. Barcoo (Lieutenant-Commander D. A. T. Gale, D.S.C., R.A.N.) is engaged in survey duties in South Australian waters, having carried out a triangulation survey of Investigator Strait and Spencer and St. Vincent Gulfs, and surveys of the approaches to the Outer Harbour, Port Adelaide, and the ports of Whyalla and Port Pirie. Both Warrego and Barcoo were in Melbourne during March for refuelling and granting

recreation leave to the ships' companies.

H.M.A.S. Jabiru is engaged on survey work as tender to H.M.A.S. Warrego.

GENERAL

"Sydney's" Aircraft

H.M.A.S. "Sydney" is at present engaged in six weeks of intensive flying exercises with her aircraft. The aircraft were embarked in February, having been flown from the Naval Air Station at Eglinton, Londonderry, Northern Ireland, and landed on the carrier off the coast. These aircraft form the 20th. Carrier Air Group of Naval Aviation in the Royal Australian Navy: the Group consisting of Nos. 805 and 816 Squadrons. The aircraft of No. 805 Squadron are Sea Fury naval fighter planes. Those of No. 816 Squadron are anti-submarine, strike, and reconnaissance Fairey Fireflies Mark V.

The Exercises

The flying exercises being carried out by H.M.A.S. "Sydney" cover a wide range. The initial ship training consisted of deck-landing practice. This is being followed by tactical exercises and operations with the School of Naval Warfare, carried out off the Cornish coast, while later again come strike exercises with live ammunition. Counter search and strike exercises with the Royal Air Force Coastal Command also formed part of the training.

"Gently As Any Sucking Dove"

When, last year, H.M.A.S. "Labuan"—H.M.A.S. L.S.T.3701 as she was in those days—went south to Heard Island, the stormy winds did blow, and the westerlies of the Roaring Forties roared to some purpose, puffing out their cheeks and blowing us the tune of some 120 miles an hour on occasion. This year they played a different tune, and rose

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ed as "gently as any sucking dove... an 'twere any nightingale." Things went very smoothly in what Commander Dixon, "Labuan's" Commanding Officer, described as quite exceptional, but quite unexceptionable, weather. The ship experienced gentle zephyrs, smooth seas, bright sunshine. Down at the island itself the fine weather made the disembarkation of stores and equipment a fairly simple job. The midness of the Antarctic summer was evidenced in the appearance of icebergs north of their usual limits, the relative warmth having detached them from their Barrier earlier and in greater numbers. But the genial weather did not last long. Two or three days after "Labuan" sailed from Heard Island, the scientists she left there were reporting by wireless that it was piping hard, and full gales were once more assaulting the island with their skirling, screaming squalls.

Young Campers' Sea Voyage

Every summer the Lord Mayor of Melbourne has a camp for school children at Portsea, where for a fortnight at a time parties of country children holiday by the sea. Recently, at the conclusion of one of the fortnightly periods, when one party was packing up to go home and the camp was preparing for a batch of newcomers, the departing ones—two hundred and seventy young Victorians "down from the Bush"—were given the thrill of their lives when they had a run outside Port Phillip Heads in the corvette H.M.A.S. "Latrobe." They were taken out to the ship in a launch, and scrambled on board by means of a Jacob's ladder, and then spent some enjoyable hours accumulating happy memories of their last day of the camp. The following morning, at crack of dawn, they took their final look at the sea before piling into the buses that took them on the first stage of their journey back to the Mallee and Northern Victoria.

Naval Appointments, Etc.

ROYAL AUSTRALIAN NAVAL RESERVE.

To be Lieutenant-Commander. Lieutenants Eric Kuhle Connor (Acting Lieutenant-Commander) and Howard Frank Goodwin.

To be Commander (S).—Lieutenant-Commander (S) Charles Thomas Goodie.

To be Lieutenant-Commander (S).—Lieutenant (S) Charles Macvean Branstone Crabb.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

To be Commander.—Lieutenant-Commander James Murdoch Mackay Swanson.

To be Lieutenant-Commander. —Lieutenants Leslie Norman Morison (Acting Lieutenant-Commander), Alfred John Perry, George Ernest Rodney Brown (Acting Lieutenant-Commander), Michael Joseph Gibbons (Acting Lieutenant-Commander), Dickon Aubrey Varley Hudson (Acting Lieutenant-Commander), Charles Anthony James Inman (Acting Lieutenant-Commander), Victor Oliver Mason (Acting Lieutenant-Commander), James Edward Scollick, Thomas Scott Cree, D.S.C. (Acting Lieutenant-Commander), Clive Barker Dillon (Acting Lieutenant-Commander), Sydney John Griffith (Acting Lieutenant-Commander), Adrian Chester-Master Garling (Acting Lieutenant-Commander), George Manley Dixon, D.S.C. (Acting Lieutenant-Commander), Howard Dudley Reid, G.M. (Acting Lieutenant-Commander), Windas Appleton Smith (Acting Lieutenant-Commander), Howard Eric Allison (Acting Lieutenant-Commander), Athol Gordon Townley (Acting Lieutenant-Commander), Alexander Henry Brittain, D.S.C., and William Robert Milne.

To be Lieutenant-Commander (S).—Lieutenants (S) William Thomas Johnson, Angus Horace Calder, John Hussey Burch Macartney, and Owen Evans Griffiths.

To be Engineer Lieutenant-Commander.—Engineer Lieutenants George Roy Shand and Walter Frederick Hoare Staff (Acting Engineer Lieutenant-Commander).

To be Lieutenant-Commander (Special Branch).—Lieutenants (Special Branch) Arthur Barclay Jamieson (Acting Lieutenant-Commander), James McConnell Hambleton (Acting Lieutenant-Commander), Francis William Wilker Buchan (Acting Lieutenant-Commander), Gilbert John Brookshank (Acting Lieutenant-Commander), Douglas Drake, William Edward Nelson (Acting Lieutenant-Commander), Henry William Traynor (Acting Lieutenant-Commander), Lancelot Moreton Spiller Hargrave, M.C. (Acting Lieutenant-Commander), Samuel Reginald James (Acting Lieutenant-Commander), Jack

Roland Hanger Piper (Acting Lieutenant-Commander), Roger Harold Sisley (Acting Lieutenant-Commander), Max Douglas Barnes, Robert Kenneth Wetherell, Maurice Hartley Casey, Anthony John Noyes, Boyd Adam Graham (Acting Lieutenant-Commander), Vernon John Huntley James and George John Connor (Acting Lieutenant-Commander).—(Ex. Min. No. 7—Approved 16th. February, 1949.)

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. — Geoffrey Derek Banyard is appointed Surgeon Lieutenant (for Short Service), dated 6th December, 1948. Patrick Millar Littlejohn, Harold Marcus Rhys James and William McLaren Thomson are

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appointed Surgeon Lieutenants (for Short Service), dated 1st January, 1949. Ernest Brian Busfield and Alfred Gordon Robertson are appointed Surgeon Lieutenants (D) (for Short Service), dated 20th December, 1948, and 25th January, 1949, respectively. Arthur Albert Wattie, Temporary Warrant Master-at-Arms, is appointed Warrant Master-at-Arms, dated 7th January, 1949.

Promotions.—Frederick Murray, Warrant Communication Officer, is promoted to the rank of Acting Lieutenant, dated

8th January, 1949. Midshipman (E) Peter Robert King, Thomas Reed Fisher and Peter Wilson Coombs are promoted to the rank of Acting Sub-Lieutenant (E), dated 1st January, 1949.

Confirmation in Rank.—Acting Lieutenants Robert Young Ulrich, D.F.C., Ian Charles Hutchison, Digby Charles Johns and William Richard Jackson are confirmed in the rank of Lieutenant, with seniority in rank of 21st December, 1944, 10th April, 1945, 15th August, 1945, and 8th January, 1947, respectively, dated 15th December, 1948.

Transfer to Emergency List.—Lieutenant (S) John Davidson Smart Irving is transferred to the Emergency List, dated 11th January, 1949.

Transfer to Retired List.—Lieutenant-Commander Rolfe Lyon Williams is transferred to the Retired List, dated 5th January, 1949.

Termination of Appointment.—The appointment of Norman Thomson Smith as Surgeon Lieutenant (for Short Service) is terminated dated 15th December, 1948.

EMERGENCY LIST.

Termination of Appointment.—The appointment of Lieutenant (S) (Acting Lieutenant-Commander) (S) Keith Stafford Miller for temporary service on the Active List is terminated, dated 17th January, 1949.

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

Appointments.—Ronald Mervyn Titcombe is appointed Midshipman (on probation), dated 31st August, 1948.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Alan Cameron Godolphin Rowe is appointed Lieutenant, with seniority in rank of 27th July, 1942, dated 23rd February, 1946. Selwyn Chidgey is appointed Lieutenant, with seniority in rank of 15th October, 1942, dated 4th May, 1946. Keith Cumming Morris is appointed Lieutenant, with seniority in rank of 6th March, 1945, dated 27th November, 1945. Colin James Gillespie is appointed Lieutenant, with seniority in rank of 28th October, 1945, dated 26th June, 1946. John Waters Boughton Barry is appointed Lieutenant, with seniority in rank of 2nd January, 1946, dated 23rd February, 1946. Colin Campbell Trumble is appointed Lieutenant, with seniority in rank of 6th January, 1945, dated 8th March, 1946. William Griffith Dovey is appointed Sub-Lieutenant, with seniority in rank of 11th April, 1944, dated 5th March, 1946. James Hattrick

Malcolm is appointed Sub-Lieutenant, with seniority in rank of 27th April, 1945, dated 18th January, 1947. Malcolm John Inglis is appointed Sub-Lieutenant, with seniority in rank of 23rd September, 1945, dated 7th January, 1947. Robert William Archer Lormer is appointed Sub-Lieutenant, with seniority in rank of 19th November, 1945, dated 3rd October, 1945. Neil Edward Armstrong is appointed Sub-Lieutenant, with seniority in rank of 26th November, 1945, dated 1st February, 1947. John William Geoffrey Palliser is appointed Sub-Lieutenant, with seniority in rank of 4th December, 1945, dated 18th February, 1946. Peter Dudley Blackland is appointed Surgeon-Lieutenant, with seniority in rank of 30th August, 1943, dated 3rd August, 1948. Alan Maxwell Fisher is appointed Lieutenant (S), with seniority in rank of 21st August, 1945, dated 10th September, 1946. John Mark Dunn is appointed Lieutenant (Special Branch), with seniority in rank of 24th July, 1942, dated 14th December, 1945. Alexander Lennox Craig Davidson is appointed Lieutenant (Special Branch), with seniority in rank of 21st August, 1942, dated 27th July, 1946. Robert Bruce Cochrane Harley is appointed Lieutenant (Special Branch), with seniority in rank of 3rd September, 1943, dated 2nd July, 1946. Frederick Ormond Owen is appointed Lieutenant (Special Branch), with seniority in rank of 14th November, 1943, dated 25th May, 1945. Charles Keith Gier is appointed Lieutenant (Special Branch), with seniority in rank of 18th November, 1943, dated 6th November, 1945. Frederick William Crane is appointed Acting Commissioned Wardmaster, with seniority in rank of 1st October, 1945, dated 30th August, 1947.—(Ex. Min. No. 8—Approved 23rd February, 1949.)

ROYAL AUSTRALIAN NAVY RELIEF TRUST FUND.
His Excellency the Governor-General in Council has approved

of the following changes being made in accordance with the Services Trust Fund Act, 1947, sections 5 and 24:—

TERMINATION OF APPOINTMENT OF TRUSTEES.

The appointments of the following officers as Trustees be terminated:—

Captain John Malet Armstrong, D.S.O., R.A.N. (and as Chairman).
Captain (S) Edward Hamilton Leitch, R.A.N.

APPOINTMENT OF TRUSTEES.
The following officers be appointed as Trustees:—

Commodore Henry Arthur Showers, C.B.E., R.A.N. (and as Chairman).
Captain (S) James Bernard Foley, C.B.E., R.A.N.

Dated 1st February, 1949.—(Ex. Min. No. 9—Approved 23rd February, 1949.)

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

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A development of the Thomas A. Edison Laboratories, "Albanite" has met all the demands of the toughest jobs, and proved its superiority to other insulators during years of faultless performance

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MOST of us are human enough to snap up a bargain, take a little gamble or spend too freely when we have cash in our pockets. Regrets come later when we are short of money for real needs or worthwhile things we desire.

Putting every possible shilling into a Commonwealth Savings Bank account is the way to future satisfactions. Your money is safe and earns interest while you save and plan.

Wherever you go Commonwealth Savings Bank accounts can make money available to you for your personal requirements. This convenience lessens the risk of loss, saves you carrying more money than is necessary for immediate needs. Better still, it prevents the money from "burning a hole in your pocket."

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C.S.B. 2042

SCRAP METAL

By H.G.

ANGUS, the Fremantle pilot, had just brought the "Hebrides" in. She had swung in the river, and berthed astern of her sister, the "Hesperides," which was lying at the wharf, taking her last few slings of cargo aboard.

Captain Rogers, of the "Hesperides," had watched the operation from his lower bridge, leaning over the rail and smoking a cigar, smart in white linen trousers and blue coat, the braid of his rank glittering in four broad bands and a curl on each sleeve, his white-topped cap, with the gold oak leaves bordering its peak, at a rakish angle.

He was a young man, Rogers: keen and go-ahead, a stickler for efficiency and appearance. His ship reflected his personality, for he kept his officers up to the mark. Command had come to him fairly early in life: he was only 40, and he had attracted the favourable consideration of the powers that were in the London office, where the fortunes of a dozen amalgamated steamship lines were directed. He was, he felt it himself, marked down for quick advancement.

Sisters though they were, there was a marked contrast in the appearance of the two ships. The "Hebrides," newly finished the run out from England to Australia by the Cape, bore evidence of the passage in her smoke-grimed funnel, the rust streaks under the hawse pipes and discharges, and the faded, weather-worn appearance of her hull paint. The "Hesperides," even though just completed coaling, was smart in the new paint of a month on the coast. Fremantle was her last port, and she was a bright picture in the searching sunlight of the early summer day. Something, Rogers reflected with satisfaction, for Braithwaite to look at.

Braithwaite had, of course, been on the bridge of the "Hebrides" when she came in. He had waved to Rogers, leaning out of the cab in the wing and fluttering a handkerchief. But even though his second mate and the deck hands had been standing by aft for mooring, nobody had seemed to think of dipping the ensign in salute as she had passed. It was not until the ensign and house flag of the "Hesperides" had started to slide slowly down from the staff and mainmast that old Braithwaite had suddenly awakened up, and stopped his handkerchief waving to send an apprentice along aft to dip his own flags. "Slackness," Rogers had thought, and smiled to himself.

When the "Hebrides" had berthed, his gaze had wandered idly along as he leaned over the rail, from the turquoise of the sea sleeping in the sunlight beyond the breakwater arms, up the empty expanse of river, to settle at last on the grimy, coally bulk of the old "Star of the South," fast to his own vessel amidsthips.

The hulk was preparing to leave. The shipkeeper, a dirty-looking man smoking a pipe, was leisurely casting off a wire from the bitts on her fo'c'sle head and bandying words with the skipper of the small tug that had come to tow her away. Two grubby children and a dog were playing on her once sacred poop. A woman, presumably the shipkeeper's wife, was looking out through the companionway hatch.

Rogers turned as a footstep sounded on the deck behind him.

"Hello, Pilot!"

"How are you, Captain. Are you near ready?"

"Just about. Coaling's finished, and the hulk's leaving now." He glanced at his wrist watch.

"We've a quarter of an hour yet, and the Mate told me the cargo's all on board. Only the hatches to put on."

"Aye! Aye!" Angus felt in his pocket and produced an old briar pipe.

"Have a cigar?" asked Rogers.

"No thanks, Captain. I'll have me pipe, just." Angus struck a match and lit the dottle in the bottom of the bowl, blowing a stream of pungent smoke out into the clear air.

"I saw you bringing the "Hebrides" in just now," continued Rogers. "She's late again."

"Aye! Captain Braithwaite wished to be remembered to you. He was telling me they could not get more than 12 knots out of her, and burning a bunner and 10 ton o' coal a day to get that." Angus shook his head. "Ships are like women. They're little cattle."

"It is funny," said Rogers, "the differences between these two ships. The same age, same builders, laid down to the identical plan. Engine and powered the same. Yet the "Hebrides" is always in trouble. She has never, since her first voyage, got within two knots of her designed speed. She's late every passage, and just eats coal; whereas this ship can still do her 14 knots on a consumption of 90 tons, and she has never been behind schedule yet."

"She's a guid ship," agreed Angus.

"Yes, as ships go. But she's slipping behind the times. She's past her prime. Full of antiquated devices. Coal burning, noisy steam winches, old-fashioned steam steering gear, poor accommodation. Only fit for the Cape run. Thank heavens I've been promised first chance in one of the new boats we have through the canal. Oil fuel, all electric gear, turbines. Real modern passenger ships."

"How long have you had her now?" asked Angus.

"Three voyages," answered Rogers. "But I was Fifth Mate in her when she was new, 20 years back. Served my time with the company and waited 24 years

for command. It's a big jump out of a man's life."

"Aye!" Angus tilted the brim of his hat over his eyes to shield them from the strong sunlight.

"Aye!" It is that. But many a man does 30, aye and 40, years at sea waiting for command."

"Yes! I suppose so. But—"

"Take old McIntyre," pursued Angus. "Eighteen years Chief Officer, he was, before he got a ship. Then he must have been all of ten years older than you are now. Fifty if he was a day, and they retired him at 60."

"Retired him out of this ship, too," said Rogers. "I was here at the time."

"Aye! Well, I mind the time he called in here on his last voyage. It hit him very hard. We were yarning away together like you and I are now. It was when the Morgan group took the ships over after old Walter Hood died, and they started to run the ships on a big business footing instead of a family one."

"Old McIntyre showed me the letter he got, with 'Walter Hood & Sons, Managers,' instead of 'Owners,' at the top. 'Look at yon,' he said to me. 'Managers just. The Old Line's finished. It's just one of a group now, and the Hoods have no more say in the running of these ships than you or I have. If Mr. Walter had been alive the day he'd no have treated one of his old servants like this. Given the best part of my life to them, I have, and they retire me at 60. I'm guid for another 10 years yet.'"

"Twas a short letter just, sent down with his office mail the morning he sailed from London. Signed by the Managing Director's Secretary. Regrets, and something about a regulation of efficiency. He'd reached the age limit, and would have to retire at the end of the voyage. Poor old Mac. He took it very hard."

Rogers made sympathetic noises.

"It's funny," said Angus, after a pause, "how time slips along.

It only seems yesterday since I was talking here to old Mac, and it must be all of 15 years."

"Eighteen," corrected Rogers. "He was only two years in this ship. He took her when she was new. Left the "Hermes" to come here."

"It must be," mused Rogers, as though not hearing the interruption, "that everything to-day is so like it was when I was yarning to him those years ago. We were lying at this same berth, and he and I were leaning over this very rail while I was waiting to take him out. And, funnily enough, the old "Star of the South" was alongside as she is to-day."

He nodded his head towards the coal lighter that, as the tug's line tightened, was slowly swinging clear of the "Hesperides" to tow over to the coal wharves. "She was a great ship in her day," he said.

"Before my time," Rogers threw the stump of his cigar over the side. It bounced against the "Star of the South's" half-round, and fell into the water, making a small, clear circle in the scum of coal dust that floated on the surface. "It's a pity to see a ship finish up as a hulk. Think what she must have been in her prime."

"She might be worse to-day. At any rate, she's afloat, and she has her past." Angus gave a deprecatory laugh. "It sounds silly, maybe, but I often think ships feel. I like to think that the old hooker there can still feel she's in the sea game. Still doing her bit, and looking back and dreaming over her 70-odd years—launched in '73, she was—and watching the steamers come and go, and getting her fun out of life."

Rogers laughed. "You're becoming poetical. A ship's just a ship. Like us, they get old and worn-out, and have to be scrapped in the cause of efficiency." He shrugged his shoulders. "It's a shame, I suppose, but . . . As to them having feelings . . ." He laughed again.

"Ah!" said Angus. "I get the

handling of hundreds of ships in a year. And there's something about a ship. She's not just so much steel and wood and machinery. And the older she gets, the more," he sought for a word, "the more pairoisnal she gets, if you see what I'm driving at. She has her little whimsies and fancies and . . . But, och! I'm just blathering."

The two men fell into silence, watching the hulk as it swung round in the wake of the tug.

Some of the grace and beauty that had been hers still clung in the shapely lines, the upward sweep of her cutwater, the clear run to her quarters. Her fore and mizzen lower masts remained, but the main had gone, and the delicate tracery of spars and rigging that had once soared above them, was but a memory.

In its place were planks and coaling stages rigged between the two stumps, short booms, slackly guyed and swaying, with gins swinging at their ends, and lath pennants fluttering from them. Loose ropes' ends trailed over her sides into the water, and a long wooden fender hung slantwise, one end hauled higher up than the other. Under her coal dust she was painted an ugly rust red.

She swung round behind the tug, and its smoke swept down over her. Where, in her heyday, her name had shone under her counter in gilt scrollwork, was faintly discernible beneath her grime in faded, once white, badly-formed lettering, the words "Star of the South."

The eyes of the older man clouded with pity as he watched her. Those of Rogers held a far-away look, towards a ship that was independent of coal hulks, that had turbines, all electric gear, gyro compasses. The latest thing in first-class passenger ships. He sighed deeply.

The "Hesperides" made a good run home. Aboard her, everything went like clockwork. She had only a handful of passengers, for the Cape run was fast being deserted by travellers in favour of

the more modern ships via the Canal. Such as were on board, Rogers told himself, were dull, uninteresting folk. He spent a lot of time by himself.

As Angus had said in Fremantle, it was funny how time slipped along. Up there on the bridge he would spend an hour or two in the evening when he went to write up the night orders, leaning on the window ledge in the cab, smoking and dreaming over the past and the future. It was easy to imagine himself back 20 years, when he had stood in the same position night after night, Fifth Officer. When old McIntyre had been skipper.

How proud he'd been then, when he'd heard he was to go in the new big ship as Fifth, his first job as officer. He had not looked back since. Soon he'd have another new ship—as his new command.

What an impression the "Hesperides" had made in Australia on her first voyage 20 years ago. Luncheons at every port. Columns in the newspapers, and photographs. Speeches about "Confidence in the Australian trade" and "Tribute to British Shipbuilding Enterprise." And figures and statistics.

A merchant captain is a lonely soul. There is a big gulf between him and his officers. Without the company of passengers, Rogers was driven more and more into his own thoughts.

In imagination he peopled the old "Hesperides" with past, but newly familiar, shipmates, newly familiar in their familiar surroundings. Old McIntyre; Joyce, the Mate; little fat Baxter; a host of shadows once so solid, so permanent on those permanent decks. He thought of past passengers, of girls who must now be grown women. Of heart pangs he had felt over them.

Up there on the bridge, in the still, warm blackness of tropic nights, he stood motionless, leaning on folded arms. Behind him, as in the past, the big funnel

loomed blackly up, blotting out the stars, trailing its smoke coils across their brightness. At its foot, the two portholes of the wireless room shone like yellow eyes. He half expected to see some well-remembered figure silhouetted against them.

Above him the lofty foremast soared, swaying gently against the speckled sky, the rays from its lamp catching the dummy gantline in a streak of light, just as they had done all those years ago.

How often he had walked that bridge, repeating the articles of the "Rule of the Road" to himself when he was studying for his Second Mate's ticket. "On or in front of the vessel, or if a vessel without a foremast, then in the forepart of the vessel, at a height above the hull of not less than 20..." How it all came back.

The faint purr and purr of the wash, steady and ceaseless, was in his ears. Below him the great heart of the ship beat regularly, pulsing unfalteringly, driving her along over the sleeping sea.

He thought of these other days, and how she had figured then. Rolling and staggering before the gales and wreck of the Southern Ocean, smashing through the towering head seas of the Australian Bight, groping, with her whistle booming its deep warning, through a Channel fog.

How great she had been. How dependable. How alive!

He got the news in Tenerife. A small paragraph in a paper sent to him from home. A few lines tucked away in a corner of a page, unnoticed by the sender, noticed on by him as he skimmed the news.

"OLD LINER SOLD CHEAPLY FOR SCRAP METAL"

"The old liner 'Hesperides,' well-known in the Australian trade, has been sold for breaking up in anticipation that the rising metal market will create better prices for British scrap metal. The 'Hesperides,' which is 20 years old, is at present on her way home from Australia. She was sold, for

delivery in March, for £9,250."

He read it through slowly, three or four times, before he grasped its meaning, standing out on the deck in the warm sun.

The "Hesperides" lay quietly at anchor on the marvellously blue, translucent water. She hummed with life, with the cries of the stevedores, the rattle of winches, the swinging aboard of great slings of tomatoes and bananas snatched from the lighters rolling and plunging alongside.

A thin trail of smoke stained from her funnel into the cloudless sky. Boats clustered round her, and plied busily backwards and forwards to the shore. She was the centre of a bustling, joyful world.

Ashore, the jagged hills of Tenerife stood starkly up, brown, sun-splashed and shadow blotched. Beyond them, Pico del Teyde lifted his white-capped head 12,000 feet, faint and impalpable.

Sold cheaply for scrap metal. Never to see it all again. Never, to lift to the scend of a sea, to battle, to laze, to surge along in her triumphant pulsating power. Never to dream.

Sold cheaply for scrap metal! And all her ghosts. Her memories. A sudden mist obscured Roger's vision, and he turned abruptly and entered his cabin.

They might have let him know officially. These cursed, soulless great organisations. To let him read it by chance in a paper. The old "Hesperides." What was it Angus had said about ships? Something "personal." That was it.

It weighed heavily on his mind the rest of the run to Southampton. He felt that every beat of her engines brought her nearer to her end. Like a beast being led to the slaughter. Better had she gone down somewhere, died fighting. Sold cheaply for scrap metal.

Baldock, the Marine Superintendent, came aboard as soon as she berthed at Southampton. He was full of business and efficiency.

"Hello, Rogers! Had a good

Continued on page 48

NAVY MIXTURE

—a Blend of Nautical Humour



SIGN OF THE TIMES

Muriel: "What sort of a girl is she?"
Mabel: "Ah! She is a miss with a mission."
Muriel: "Yes?"
Mabel: "Yes! A man with a mansion."

BACK FROM LEAVE

Robertson: "I see here that an economist declares that money is the greatest force in the world."
Robinson: "Is it? Well tell him that mine's a spent force."

REHABILITATION

"I'm trying to get used to civilian practice again," said the ex-Naval dentist, "so if I hurt you, let me know, please."

GOING DOWN

New Entry at F.N.D.: "You call this naval training tough? Why, it's nothing to what I went through in the Army during the war. They trained us until we were fit to drop."

His Oppo.: "Did they? And what were you in the Army?"
New Entry: "A paratroop."

QUADRUPLE DUTCH

Telephone caller: "M.U.9999."
Telephone Girl: "Sorre-e-e-e! I don't speak German."

TRUTH WILL OUT

An American journal reporting a fashionable wedding recently wound up its story with this unfortunate missprint in description: "The bride was gown-d in white lace. The bridesmaids' gowns were punk."

PROPER RESPECT

An Irishman and a Scotsman passed a cathedral in an Australian city. Both raised their hats.
Said the Irishman: "I thought you were a Presbyterian. But I'm glad to see you raise your hat when you pass a cathedral."
Said the Scot: "Cathedral? I thought it was the E.S. and A. Bank."

HOME, JAMES

Agitated Husband, whose car has stopped in the middle of a busy intersection: "The engine has stalled, and I can't start it again."

Wife: "Well, drive on, for heaven's sake. You can't stop to attend to it here."

VIRTUE UNREWARDED

A notice seen in an English hotel recently said: "The management reserve the right to refuse admission to any lady they think proper."

THAT SINKING FEELING

Small Boy: "Dad, why do they always speak of the sea of matrimony?"

Father: "Because, my boy, a man has such a job to keep his head above water when he gets into it."

ONE MAN'S MEAT

Good Sailor, on first day out; heartily: "Well, well! There's nothing like the sea. I find it a marvellous tonic, don't you?"

Bad Sailor, wearily: "On the contrary, I find it a most efficient emetic."

MICAWBER KNEW IT

A sign in a Missouri bank reads: "The worst place in the world to live is just beyond your income."

EVERY DOG HAS HIS DAY

The London "Daily Graphic" tells a story of a bulldog and a borzoi walking down the Strand. The borzoi complained bitterly of conditions in England. This finally got on the bulldog's nerves, and he said crossly: "If you dislike it here so much why don't you stay in Russia?"

"Well," said the borzoi, "a chap must be allowed to bark sometimes."

THE FORMULARY AGAIN

The London "Evening Standard" tells another "signs of the times" story. A bus conductor apologised to an agonised woman passenger: "Sorry if that was your corn, Ma'am. But don't worry. You can get free treatment now."

DEVOUT LOVER

Golfer (to foursome just ahead of him): "Pardon me, but do you mind if I play through? I've just heard that my wife has been seriously injured in a car smash."

LIVE AND LEARN

Sailor: "And right up the mast there Mum, is the crow's nest."

Old Lady: "How extraordinary. I never knew they were sea-going birds."

PASS FRIEND

Scene at wharf, where ship has just arrived. Customs Officer, finding bottle of whisky in cabin trunk: "Ah! And what's this? I thought you said there were only old clothes in this trunk?"

Scots Passenger: "Aye, laddie, I did that. Yon's me nicht cap."

FINE CUT

Voyager in the "Queen Elizabeth": "This is such a high-class ship you've got to shave before you visit the barber's shop."

Answers to Nautical Quiz

- (1) (a) A ram is a flat-bottomed barge or lighter used in the Baltic. (b) A lorch is a light sailing-vessel used in the East. It is built in European fashion, but has lug sails like a junk. (c) A cuble is a flat-bottomed fishing boat, fitted with a lug sail, and much used on the Yorkshire and other northern coasts. (d) A dhow is an Arabian vessel with a broad stern and large lateen sail. (e) A felucca is a Mediterranean vessel with lateen sails.
- (2) A lateen sail (from the French "Voile Latine"—literally "Latin sail") is a triangular sail much used in the Mediterranean.
- (3) De Quiros was seeking the great Southern Continent, in whose existence he firmly believed. But he never found it. The land he reached in April, 1606, was that of the islands of the New Hebrides.
- (4) The Beaufort Scale is a device for recording the strength of the wind at sea. It is called for Sir Francis Beaufort (1774-1857), who entered the Royal Navy in 1787, was promoted Lieutenant in 1796, and four years later was promoted Commander in recognition of bravery at Malaga. It was while in command of the store-ship "Woolwich," 1805-7, that he began the naval survey work which led to his appointment in 1829 to the post of Hydrographer to the Navy, which appointment he held for 26 years. He was promoted Rear-Admiral in 1846, and created K.C.B. two years later.
- (5) It was Lord Beatty—then Admiral Sir David Beatty, C.-in-C. Grand Fleet—who made the signal at 11.4 a.m. on the 21st. Novem-

ber, 1918, when, under the armistice terms that concluded hostilities in the 1914-18 war, he received the surrender of the German navy off Rosyth, the surrendered German ships comprising 16 capital ships, eight light cruisers, and 50 destroyers.

- (6) Admiral David Glasgow Farragut was the most successful naval commander of the Federal forces in the American Civil War. He was a Southerner by birth, having been born at Knoxville, Tennessee, on the 4th. July, 1801. His great achievement was the forcing of the Mississippi and the capture of New Orleans in 1862. Two years later, he defeated Captain Buchanan in the Confederate ram, "Tennessee," at Mobile Bay, which practically ended the naval war. He died at Portsmouth, New Hampshire, on the 14th. August, 1870.

- (7) Group 1 refers to Lights; Alt.,—alternating; F.,—fixed; Fl.,—flashing; Gp.,—group; Occ.,—occulting; Rev.,—revolving; (U),—unwatched. Group 2 refers to the nature of the sea bed: c.,—coarse; choc.,—chocolate; cor.,—coral; gl.,—Globigerina; sb.,—sbbrous; mang.,—manganese; oz.,—ooze; sft.,—soft; sh.,—shells. Group 3 refers to buoys: B.,—black; G.,—green; Cheq.,—chequered; H.S.,—horizontal stripes; V.S.,—vertical stripes.

- (8) The first British merchant ship to be sunk in the 1939-45 War was the Anchor Line's "Athenia," torpedoed by a German submarine in the Western Approaches at 9 p.m. on the 3rd. of September, 1939,

with the loss of 112 lives. The first American ship to be sunk in the war was the S.S. "City of Rayville," which fell a victim, on the 8th. November, 1940, to a German mine which was one of a field laid by a raider off Cape Orway, Victoria.

- (9) The Huddart Parker passenger steamer "Zealandia," after having been used as a troopship during the war, was one of the vessels lost in the Japanese air raid on Darwin on the 19th. February, 1942.
- (10) The two kinds of "fid" used at sea are (a) that used as the support for a topmast, (b) the instrument used in splicing rope. The two kinds of fiddle are (a) the musical instrument, (b) the frames placed upon tables in the saloon to prevent dishes sliding when the vessel is rolling.

SCRAP METAL

Continued from page 46

trip? Here's your London programme. Discharging berth at No. 15 on arrival. Proceed to drydock on the 23rd, then to . . .

He stopped as Rogers held the paper out to him and pointed to the paragraph and said, "Funny I wasn't let know about this officially."

Baldock glanced at it, and then at Rogers. "Oh! You've seen that. Damn newspaper mistake again. It's the 'Hebrides' that's sold. She's been losing money for voyages. This old die-hard'll go for years yet. She's sailing again on the sixth of next month."

He paused. "But you won't have to worry about that. You'll be in the new 'Antilles.' Your name's down for her. It's between you and Braithwaite, but . . ."

"Then let Braithwaite have her," said Rogers. He felt suddenly happy. "I'd rather stay here."

And then, in answer to the other's look of surprise, "Oh! just something personal."

WELL WORTH CONSIDERING

Where do YOU Stand?

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

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

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

Consider these Scriptures quietly:

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

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

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

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

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

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

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

Inserted by
W. S. BUTLER,
Marrickville.

When ships of the Navy
"heave to" this rope
holds fast!



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