

# THE NAVY



AUSTRALIA'S MARITIME JOURNAL

MAY 1949

3/-

# ROYAL AUSTRALIAN NAVY



## ENTRY OF 13-YEAR-OLD BOYS AS CADET-MIDSHIPMEN

Applications are invited from boys whose 13th birthday is in 1949, that is, those born in 1936, for entry into the Royal Australian Naval College, where they will commence their training as the future officers in the Navigation, Gunnery, Torpedo-Anti Submarine, Aviation, Communications, Engineering or Electrical Branches. Details of educational and medical standards required, conditions of service, rates of pay and pensions, prospects of promotion, etc., may be obtained on application to The Resident Naval Officer, Naval Staff Office, Fletcher Street, Birkenhead. The following are the principal points relating to the entry and training of Cadet-Midshipmen:—

- A qualifying educational examination will be held in September, 1949. Successful candidates will undergo a strict medical examination by Naval Medical Officers about November, and then, if passed as medically fit, interviewed by an Interviewing Committee.
- Selected candidates will enter the Royal Australian Naval College at Flinders Naval Depot, Victoria, in the latter part of January, 1950.
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- part of the crew and working the ship. On passing out from the training cruise he is promoted to Midshipman and appointed to an Aircraft Carrier, Battleship or Cruiser for about 18 months' Fleet Training.
- A Cadet-Midshipman allotted to the Engineering Branch is promoted to Midshipman (B) on completion of his training in the training camp and then goes to the Royal Naval Engineering College, Devonport, for two years.
- On completion of Fleet Training, a Midshipman is promoted to Acting Sub-Lieutenant and goes to the Royal Naval College, Greenwich, for 8 months for general education and War Course, followed by 4 months' service in small ships and then technical courses at Portsmouth for 10 months. At this stage he is confirmed as a Sub-Lieutenant.
- On his return to Australia at the appropriate age of 21 or 22 years, he is appointed to a ship of the Royal Australian Navy.

APPLICATIONS, TO BE ADDRESSED TO THE SECRETARY, DEPARTMENT  
OF THE NAVY, NAVY OFFICE, ST. KILDA ROAD, MELBOURNE, S.C.I.  
CLOSE 15th JUNE, 1949.



Cover: During March, H.M.A.S. "Baboon" carried out Gunnery School Firing in Port Phillip Bay. Here "B" Gun has just fired at a towed surface target.

### Editor:

G. H. GILL.

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Captain

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BARRY E. KEEN.

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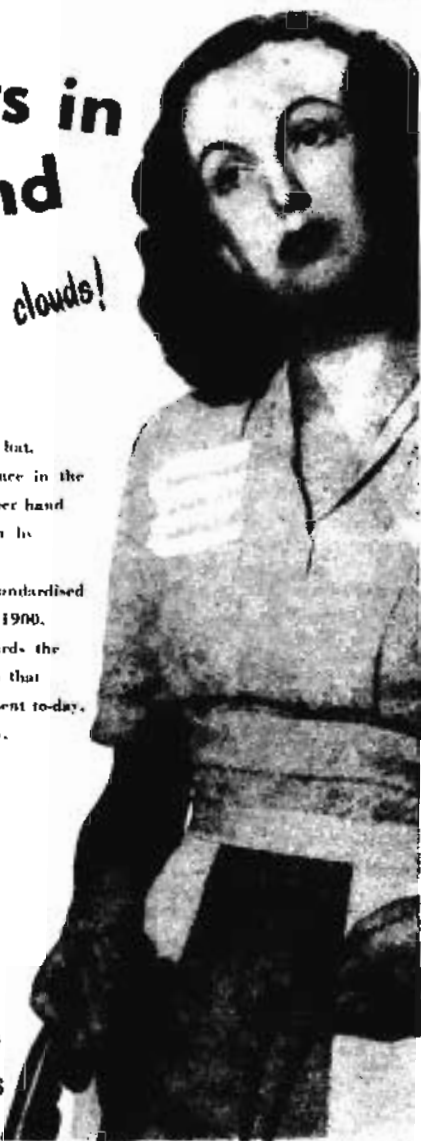
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## THE NAVY FOR NEXT MONTH

IN the current issue of "The Navy" we start a new monthly feature, "General Cargo," in which it is hoped that nautical or once-nautical—readers, whether of the Navy or the Merchant Service, will help us to write the magazine by sending along short paragraphs telling of some sea-happening within their experience. This month's selection of paragraphs will give you an idea of what we are after, and we hope that as many of you as have an interesting yarn to spin—and we all have at least one—will not fail to send it along.

### ALBANY TO ALDGATE.

The initials "I.B." as those of one of our contributors, will be familiar to most of you, who will remember his "Bits About Old Shiny," and other articles. We heard from "I.B." recently, and he says that he has another article on the stocks, this time "'Albany to Aldgate', which is of 1910 vintage, and is about ships, sailors, Charlie Brown's, Jack's Palace, and the Docks, with photographs." He has promised us this article at an early date, and we are in hopes that it will reach us in time for the June issue of "The Navy."

### DESTROYER LIFE PRE-1905.

The present-day destroyer approximates more to the light cruiser of a few years ago than to her "T.B.D." forbears. Size, speed, and armament have all been increased. But, says "Seahawk," who has memories of life in the small boats of the early years of this century, "we were a happy crowd in those destroyers and I'd like to have it all over again, but all good things come to an end." But they do not end altogether. They can remain in recollection. And in an article that "Seahawk" has written for our next issue, he tells us of life in the T.B.D.'s in the days when they had a turtle-back fore-cle and had a main armament of one 4" gun "and the usual torpedo tubes."

### GENERAL.

All the usual features of "The Navy," "What the R.A.N. is Doing," Maritime News of the World, News of the World's Navies, Fiction, and the latest news of the Ex-Naval Men's Association and the Navy League. Order your copy of "The Navy" for June NOW!

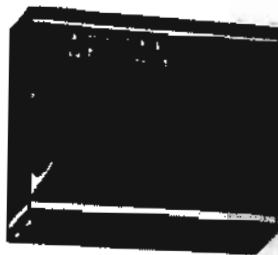


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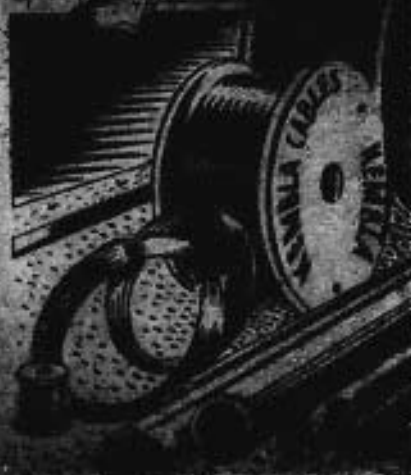
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The Navy

## LETTERS TO THE EDITORS

### TECHNICAL BOOKS

Sir,  
I read with interest your magazine "The Navy," the latest issue to come my way being that of February, 1949. I send here one or two questions I hope you might be able to answer for me. I would like to know if there is a book, Navy or Mercantile Marine, published on "Steamship Steering" (Theory and Practice) and where it is likely to be obtainable. I would also like to know where one could obtain a book on Lifeboats, and one on Searchlights.

Yours, etc.,

A. CUSHMAN,  
Hughenden,  
North Queensland.

Enquiries have been made on your behalf, and the first book for which you ask is at present obtainable in Melbourne from Messrs. John Donne & Son, 372 Post Office Place, Melbourne, C.I. That book is at present in stock, and is "The Theory and Practice of Steering," by G. F. Leechman, published by Brown, Son & Ferguson. The price is six shillings and sixpence. Another book, "The Ship's Lifeboat," by Layton, also published by Brown, Son & Ferguson, it is at present out of stock, but copies are expected within a few weeks. Its price is one shilling and sixpence. As to a book on Searchlights, it would appear that your best chance there would be the Admiralty Seamanship Manual. It is understood that copies of this are awaited. Should you wish, copies of "The Theory and Practice of Steering" and of "The Ship's Lifeboat" will be obtained for you and forwarded to you on receipt of your advice.

—Ed. "The Navy."

NAVY LEAGUE SEA  
CADETS

Sir,  
John Clark's article, "The Navy League Sea Cadets," in the March

issue of "The Navy," is interesting and informative. There is, however, on page 18, third column, a passage which is not in accordance with the facts. The Navy League Sea Cadet Corps in New South Wales was not originally established at Drummoyne, but in Balmain. The Executive Committee of the Navy League in March, 1920, adopted the Secretary's (Captain W. W. Beale, O.B.E.) recommendation that a Sea Cadet Corps, similar to that already existing in England and Canada should be established in New South Wales. Mr. W. L. Hammer (now deceased), of Cockatoo Island Dockyard, expressed his willingness to co-operate in forming the first unit of Navy League Sea Cadets in New South Wales, and he was appointed to the command, being the first man to occupy the position. The ages of the Cadets at that time were from 10 to 14 years; later the age limit was raised to 18 years. In April, 1920, the unit, one hundred strong, held its first parade in public. On the 28th. April, 1921, the Navy League Sea Cadet Corps was officially launched at the Royal Naval House, Sydney, in the presence of a distinguished gathering.

Yours, etc.,

W. W. BEALE,

Secretary,

The Navy League,  
New South Wales Branch,  
Royal Exchange Building,  
Bridge Street,  
Sydney.

Thank you for your letter. The error in fact which you have drawn to our notice is very much regretted, but we much appreciate your having made us aware of it, and are glad to use this opportunity to make this correction. We must here say that the error was not that of our contributor, Mr. John Clark, the author of the article. He was, in respect of in-



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## LETTERS TO THE EDITORS

formation regarding the Sea Cadet Corps in New South Wales, dependent upon basic material made available to him from our records for use in writing the article, and the error was in that basic material.

—Ed. "The Navy."

### WARSHIP PHOTOGRAPHS

Sir,

Through the kindness of a friend in Australia (Mr. John Bastock, of Kogarah, who has often illustrated some of your articles) I am a regular reader of your excellent magazine. It is a wonderful medium for keeping one au fait with Australian naval news in which I and a number of others in this country are intensely interested. I am now wondering if you will be good enough to get me in touch with "I.B.," the writer of an article called "Bits About Old Shiny" in your December, 1948, issue. I am a collector of photographs of warships—I have over 10,000 dating back to the middle of last century—and I am very intrigued by some of the illustrations in this article. Views of the "Fly" class gunboats are very hard to come by in this country, and the picture of the stern-wheeler "Shusen" was also unknown to me. It has occurred to me that "I.B." may have a number of such photographs and that he might be prepared to sell me prints. For instance, the sloop "Odin" went to the Persian Gulf from South Africa in 1910 armed with six 4-inch guns, but we know that some time later this armament was reduced to four 4-inch. When this was done it is impossible to discover, but very often questions of this nature can be settled by photographs of a ship at a particular date. I shall, therefore, be extremely grateful if you will ask your contributor if he will be kind enough to sell me prints of all the warships which he has, or at any rate as many of them as he is able.

Good luck to your magazine and the R.A.N.

Yours, etc.,  
W.P.T.,  
Putney, S.W.15,  
London,  
England.

In reply by post to the above letter, W.P.T. was advised: "Incidentally, since you desire to get photographs of warships, and since doubtless a number of our readers may have photographs that may be of interest to you, I am publishing your letter in a forthcoming issue of 'The Navy,' so that any who may have photographs possibly of interest to you may get in touch with you. Thank you for your good wishes for 'The Navy.'"

Should any of our readers have photographs that they feel might be of interest to W.P.T., and wish to get into touch with him, if they write to me, I will see that W.P.T. is advised.

—Ed. "The Navy."

### H.M.A.S. "TOBRUK"

Sir,

Has your Magazine any photographs of the new destroyer H.M.A.S. "Tobruk" for sale? If so, would you kindly let me know the price. Any position of the ship will do. I had two photographs of her taken at the launching, but unfortunately they were destroyed. Best wishes to "The Navy" Magazine.

Yours, etc.,

A. W. H. LOVEJOY,  
2 Nanbarre Street,  
Ryde,  
Sydney, N.S.W.

Thank you for your letter and for your good wishes. It is understood that the Department of the Navy has photographs of H.M.A.S. "Tobruk" for sale, the cost being one shilling and sixpence for an eight-inch by six-inch print. Your letter has been handed in to the Public Relations Division at the Department of the Navy with the request that they communicate with you in regard to this.

—Ed. "The Navy."

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### THE SEA CADETS

ON the voyage of the Flagship of the Australian Fleet H.M.A.S. "Australia" from Westernport Bay to Melbourne and on to Sydney last month, twenty Sea Cadets from the Victorian Branch of the Navy League were by courtesy of the Naval Authorities concerned accommodated on board, and were given an excellent opportunity of learning at first hand something of the great Service by which they have been attracted, and to which they are devoting some of their leisure hours in training to develop themselves as better citizens of their country.

This is a most encouraging innovation, and all of those associated with arranging it are to be congratulated. In these days, when so many counter attractions for youth exist, any encouragement that can be offered to promote a lasting interest in something above the gratification of the mood

of the moment should be pursued, and this is undoubtedly a step in the right direction.

It was announced some time ago that the Navy League had been afforded official recognition by the Naval Board, which recognition was extended to the Navy League Sea Cadets, and that as opportunity permitted some practical assistance would be given to the Sea Cadets to enable them better to carry out the objects of the organization, the training of the boys. The opportunity given to the twenty Victorian Sea Cadets to travel in H.M.A.S. "Australia" is one of the first fruits of this policy, and should produce good results.

Certainly, so far as the boys themselves are concerned, there is no question that the results are good. They were given a great time in the ship, where every possible facility for learning something of the organization of, and life in, a modern cruiser, was made available to them. The members of the Ship's Company of "Australia" spread themselves to make the experience one which would be valuable to the boys, and which would remain with them as a happy and profitable memory; and they succeeded. The twenty Victorians enjoyed themselves thoroughly; and after spending a week in the Flagship they returned to Melbourne by train from Sydney more than ever convinced of the value of their association with the Navy League Sea Cadets, and good "recruiting sergeants" for their various Companies.

And, more than that, they had gained a knowledge of, and appreciation of, the Navy itself, which they could not have gained within a limited time in any other way.

Such occasions should prove a much-needed stimulus to recruiting in the Navy League Sea Cadets. The recent war period put the movement—so far as Victoria is concerned—in the doldrums. Membership of the Victorian Companies fell, and a number of Companies went out of existence altogether. But now a drive is in progress to revivify the Movement, and with the official encouragement—and especially with the help given by the Ship's Company of "Australia"—which is now forthcoming, the Movement should go ahead.

It is to be hoped that it does so, for it is one which is not of interest to the Navy only, but to the Nation in general, in sowing the seeds of that better citizenship which is so great a need with us today.

### SEA POWER AND AUSTRALIA

In this issue of "The Navy" there is a review of the book "Three Decades," recently published on behalf of the State Electricity Commission of Victoria, and recounting briefly, in picture and text, the story of that undertaking.

The story is one of a great achievement, and of present developments in a large-scale project of immense value to the State of Victoria in particular. One aspect of interest is the part that sea power has played in the State Electricity Commission's being, providing, as it does, one of the many illustrations of the dependence of Australia as a whole and in its several parts—upon sea power.

The original conception of the State Electricity

Commission—and its subsequent development and present and projected expansion—is traced directly to that dependence. Lacking deposits of black coal of any extent, Victoria, still largely dependent upon supplies of black coal from New South Wales for the production of town's gas, for railway's locomotives, and for industrial purposes, was, previous to the creation of the State Electricity Commission, almost entirely dependent on those supplies for all purposes, including the generation of electricity.

It was the series of industrial disputes, including shipping strikes, following the 1914-18 war, and the consequent hamstringing of Victorian industry by shortage of coal supplies—added to the enhanced cost of imported coal due to rising freights—which led the Victorian Government of the day to establish the State Electricity Commission in the first place: as it is the continued recurring shortages and interruptions to the State's needed supplies of some 1,200,000 tons of New South Wales coal annually which is causing the Commission today to endeavour to extend its ability to meet as much as possible its requirements in solid fuel from its own resources of brown coal, and thus make Victoria as little dependent as possible upon sea-borne supplies.

Under existing conditions, with the lack of stocks of gas coal in Melbourne and the constant threat to the continuity of supplies by sea from New South Wales, we have seen the progress of colliers along the coast reported almost hour by hour in the newspapers and on the wireless as though they were—as in effect they have been—relief ships steaming to the aid of a beleaguered outpost.

It is a striking object lesson in the dependence of Australia upon sea communications. But it is also an example of how, necessity being the mother of invention, substitutes may be found for what was, and should remain, a flourishing and profitable trade.



## HOTEL PLAZA

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## HOTEL PLAZA



A survey party from an island base facing Graham's Land. Even this northern part of it, some 1550 miles from the South Pole, is an inhospitable land almost entirely covered with snow and ice.

## BRITISH ANTARCTIC ACTIVITIES

THEY INCLUDE THE SURVEY AND NAMING OF THE PRINCE CHARLES STRAIT IN THE SOUTH SHETLANDS, AND THE REDISCOVERY OF NORDENSKJOLD'S HUT OF THE 1901-4 SWEDISH EXPEDITION.

WHILE the Royal Australian Navy's H.M.A.S. "Labuan" was traversing southern seas and getting down almost to the Antarctic Circle in her voyage to Heard Island with the relief party of scientists of the Australian Antarctic Research Expedition, the Royal Navy, some four to five thousand miles to the westward, was away down within the Antarctic Circle, where one of its ships H.M.S. "Sparrow"—became icebound in Admiralty Bay, South Shetland Islands, south-east of Cape Horn, and

beat the Antarctic ice only by "a short head."

H.M.S. "Sparrow" (Commander J. V. Waterhouse, D.S.O., R.N.) is one of the ships of the America and West Indies Squadron, and has been carrying out a routine annual "summer cruise" in the Falkland Islands area.

She spent part of December down in the South Shetland Islands, and while there, with the Falkland Islands Dependencies Survey vessel, "John Biscoe," sailed through the hitherto uncharted channel between Ele-

phant and Cornwallis Islands, and ran the first lines of soundings in these waters. The echo sounder recorded depths varying between 112 and 676 fathoms. At the same time, photographs were taken of the north, south, and west sides of Cornwallis Island, and of the east and south of Elephant Island.

It is pointed out, in the Admiralty News Summary, that it was under the forbidding cliffs of Cape Valentine, Elephant Island, that Sir Ernest Shackleton and his men spent four months

sheltering beneath their upturned seats after drifting north from the Weddell Sea.

When the "John Biscoe" reported that she had taken soundings in this previously uncharted area, the Governor of the Falkland Islands, (Mr. Miles (Infford) cabled to London requesting permission to name the Elephant Island-Cornwallis Island channel after the infant son of Princess Elizabeth. This proposal was approved by His Majesty the King, and the channel has been named Prince Charles Strait.

Following this December visit to the South Shetlands, H.M.S. "Sparrow" returned to the Falkland Islands, arriving at Port Stanley on the 19th. of December. Incidentally, it was then 51 days since she had gone south from Bermuda, and 41 days out of that period had been spent at sea.

After her spell down in the Antarctic, she needed a little "face-lifting" to restore her pristine beauty, but after some days of hard work on that task, it was possible for her Ship's Company to concentrate on Christmas Festivities, to which the Falkland Islanders contributed the hospitality of their homes.

Healthy exercise ashore was provided by riding, and shooting hares. Afloat, a regatta was organised, and in this the Navy failed to break the sequence of victories that had been established by the locals. In a whaler's race, the "Sparrow's" champion crew of the last year's squadron regatta was decisively beaten by a local crew which had an unbroken record of victories over their last 12 Naval visitors. Dances were held ashore, which were merry affairs of the old-fashioned barn-dance variety, being, as the "News Summary" says: "of an energetic type most appropriate to the local climate."

Unfortunately, the weather stepped in to the programme, and rain and wind caused a postponement of the traditional races and

sports which always follow Christmas Day at Port Stanley, and the "Sparrow" was only able to be present for the first days of horse racing, as on the morning of the 29th. December she sailed for Monte Viden.

She was, however, soon on her way south again, and it was on this second visit to the South Shetlands that she ran into her difficulties with the ice.

The story is told in an Admiralty message made available to "The Navy" by the United Kingdom Information Office, in which it is recounted how the "Sparrow" escaped from "cold storage" in Admiralty Bay only after 10 anxious days, in which the prospect of a long period of refrigeration was faced.

Ice and weather were exceptionally severe for the time of the year, and eventually it "became necessary to eke out the remaining fuel to the utmost, and ultimately to plan for the day when the ship could no longer steam."

"Heat and light were cut to a degree of austerity beside which the winter of 1946/47 in England pales . . . all washing was done in salt water, or if you could get it, melted glacier ice. It was no uncommon sight to

see large lumps of blue ice secured alongside, sailors industriously chipping off pieces and shovelling them inboard to fill buckets.

"For eight days of fickle winds, bright sunshine and cold nights, the pack ice moved about the harbour, sometimes withdrawing to the distant inlets, and at others descending on the 'Sparrow' in mass formation, putting great strain on the cable.

"During this time the Shipwright and his team were busy building a hut ashore, originally designed for the Falkland Islands Dependencies Survey Base but now, perhaps, for the use of a ship keeping party.

"On the 9th February, with an eye to the future, the Ship's Company went on half rations. On the morning of the 8th. February, the 'John Biscoe', a tough and hardy little vessel, had come through eight miles of pack ice which remained across the entrance.

"At noon on February 11th., luck appeared to change, for a fresh northerly breeze sprang up which cleared the inlet of pack ice and swept it towards the sea. The 'John Biscoe' went out but found the wind lower down the bay was far lighter. She tried again later, reporting that there was a chance for herself but little hope for the 'Sparrow'; and then 95 members of the crew, and all the ship's pets, were transferred from the 'Sparrow' to the 'John Biscoe'.

"Later, however, the 'John Biscoe' reported an easy passage once the bay was cleared. All buildings activities ceased, boats were recalled and hoisted, and the 'Sparrow' made for the entrance to the bay as a fresh breeze started to drive the pack ice out.

"After threading her way through a belt of pack ice lying off the entrance, the 'Sparrow' found clear water away to the west, and shortly after, open water north of the islands."



A meteorological observer at work.

Then, in the bleak harbour of Desolation Island, men, gear and pets were re-embarked on the "Sparrow" from the "John Biscoe," and the "Sparrow" was soon proceeding northwards, once more enjoying unlimited water, full rations, and a sense of security which had been lacking for 10 anxious days.

During other recent Antarctic activities in the Falkland Islands Dependencies, a visit was paid by a sledging party from the recently abandoned Falkland Islands Dependencies Survey Base at Hope Bay, North-East Graham Land—to the south of the South Shetlands Islands—to a hut built in 1901 by the Swedish explorer, Otto Nordenskjöld. The sledging party included S. St. C. McNeill, general assistant, of 12, Summer Place, South Kensington, London, and B. Jefford, Surveyor, of Stanley House, 13 Stanley Crescent, London. The hut was occupied for nearly three years by Nordenskjöld, and its construction is described in detail in his book "Antarctica."

The sledging party found the hut in fair condition, although the entrance was completely frozen in. The floor was covered in solid ice of 12 to 18 inches in thickness, and was littered with broken china, glassware, lamps, torn books and papers, broken boxes, fossils and laboratory apparatus.

In the galley, a stove was found in good shape. Each cabin contained a bunk with linen, blankets and eiderdown. These would not have been of much value as warm sleeping coverings, for they disintegrated on being touched. Bunks, found intact, were firmly packed in ice and snow, and each bore the name of its one-time occupant, neatly engraved, probably with hammer and chisel. Most of the furniture was broken and rotten.

One item of special interest that was found was an oil lamp, an illustration of which may be found in Nordenskjöld's book, with the author seated at a read-

ing table. This lamp was removed, with the intention of returning it to Sweden, but it was lost in a fire which destroyed the Base Hut last November.

Nils Otto Gustaf Nordenskjöld, by the way, came from an exploration family. His uncle, Baron Nils Adolf Erik Nordenskjöld, who was born in 1832, and died in the year in which his nephew built the hut of which we have been writing, was an Arctic explorer of note. In 1861 and 1864 he made expeditions to Spitzbergen, and in 1868 he made a polar expedition in which he reached latitude 81 degrees 42 minutes North. He accomplished the North-East passage in the "Vega," 1878-80, and died at Stockholm on the 12th. August, 1901.

His son, Baron Nils Erland Nordenskjöld, was an explorer and noted ethnologist who took part in many expeditions to unexplored regions of Central and South America, and was an authority on that region.

The explorations of Nils Otto Gustaf Nordenskjöld include a scientific exploration of the Straits of Magellan and Patagonia in 1895-97, and of Alaska in 1898. He commanded the Swedish Antarctic Expedition in 1901-4 during which the hut was built and discovered Oscar II Land. He died on the 2nd. June, 1928, four years earlier than his cousin, Baron Nils Erland Nordenskjöld.

In regard to this matter of Antarctic Expeditions, an agreement has been reached between the Governments of the United Kingdom, Argentina, and Chile, designed to "avoid any misunderstanding in Antarctica which might affect the friendly relations" between the three countries.

On the 17th. January this year the Foreign Office issued a statement saying that "in present circumstances they (the three Governments) foresee no need to send warships south of Latitude 60 degrees during the 1948-49

Antarctic season, apart of course from routine movements such as have been customary for a number of years." The Falkland Islands and South Georgia are both north of Latitude 60 degrees, but the greater part of the Falkland Islands Dependencies and all continental Antarctica are south of this latitude.

Last August the United States Government proposed that the seven Governments claiming Antarctic territory should create a limited form of international regime, designed to settle conflicting claims between them. Britain accepted this proposal in principle, but the Governments of France, Norway, New Zealand, Australia, Argentina, and Chile, found themselves unable to send equally favourable replies to the State Department.

Britain, Argentina and Chile later began talks to find out whether they could not agree that naval visits to Antarctic waters, apart from purely routine visits, were unnecessary during the present season. As a result of these conversations declarations of intention were exchanged between the Governments concerned.

An Argentine official announcement has stated that the agreement was the result of conversations initiated in London by Dr. Bramuglia with President Peron's express authorization, to avoid naval demonstrations.

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## THE PORT JACKSON PILOT SERVICE

IT IS A STORY THAT IS AT ONCE ROMANTIC AND, AT TIMES, TRAGIC. AND IN THIS ARTICLE THE AUTHOR BRIEFLY RECOUNTS ITS OUTSTANDING POINTS.

by James A. Stewart

THE pilot service today is regarded as a matter-of-fact adjunct to the port of Sydney, but it has behind it a romantic and sometimes tragic history.

The earliest record of this service is to be found in the "Sydney Gazette" of May 29th., 1803, which mentions the appointment of a Mr. W. Bowen as pilot.

However, no mention of charges for pilot service appears until September, 1813, when a scale of charges was gazetted which was based on the draft of each vessel.

The rates were: Under seven feet draft, £4; over seven feet, but under twenty feet, £14; for all over twenty feet, the charge was £15. Ships not owned by the East India Company or British subjects, were charged 25 per cent. more than the ordinary rate. For the pilot fee ships were allowed to retain the services of the pilot for three days on board. For any period in excess of three days the pilot was entitled to charge 8/- per day detention money.

Compulsory pilotage was not introduced until 1833, in which year several pilots were licensed. Each pilot had to provide his own boat and crew, and competition between the pilots was very keen. Following the erection of the South Head Signal Station in 1840, pilots boarded ships requiring their services at night. Previously they only worked during the daylight hours. The pilot boat usually anchored alongside the Sow and Pig reef, in readiness to board ships entering or leaving at night.

In 1857, two shipping disasters at Sydney occurred within two months of each other. There was the loss of the "Dunbar" at The

Gap, and two months later the foundering of the "Catherine Adamson" in a southerly gale inside the Heads, in which the pilot lost his life. As a result of these happenings, serious misgivings were felt as to the efficiency of the Pilotage Service and its method of operation, and the outcome of the general concern was the appointment of a Royal Commission to investigate the whole system. Resulting from one of the recommendations of this Royal Commission was the establishment of the Heads of the light now known as the Hornby Light. Another recommendation was that the use of rowing boats for the pilots be discontinued, and schooners substituted. This suggestion, however, was not adopted at the time. Instead, heavier whale boats were used which required a crew of six rowers. There were at this time six pilots, the senior of whom received the princely salary of £150 a year, while the ordinary pilots were paid at the rate of £100 a year, plus a kind of bonus based on the tonnage handled by each man. This extra remuneration varied between £25 and £40 a month for each pilot.

The boat crews were paid by the Crown, the coxswain receiving £84 a year, and the men £72. They also received a bonus similar to that of the pilots, only in their case the money, which ranged usually from £100 to £150 each month, was divided among the three boats' crews.

In February, 1860, the Crown purchased land at Watson's Bay for the erection of a pilot station. This land would appear to have extended from Gibson's Beach to Watson's Bay, and its other limit

on the landward side would seem to have been near the present Police Station, which is built on the site of the old pilot station. The pilot boats were usually kept at Gibson's Beach.

In 1861, the earlier suggestion as to the use of schooners instead of whaleboats was adopted. A three-masted schooner was built locally for this purpose, and was commissioned in June, 1862. This vessel, the "Seawitch," had a crew consisting of Master, Mate, and 10 seamen. The following year a second pilot schooner was put into service, but was little used before, in July, 1864, the system was abandoned, due to discontent among the pilots. This discontent arose from the fact that they objected to living on board the pilot vessels, and missed the big money earned under the old competitive system of working.

New regulations were then drawn up, which provided that each pilot had to provide a whaleboat, with sails and a crew of four men. The system of basing fees on the draft of ships was then abandoned in favour of a tonnage basis. The fees were fixed at the rate of fourpence for each registered ton. For each ship under 300 tons the entire fee was retained by the pilot. For ships greater in tonnage, he got half the fee.

The regulations were very strict, and provided that to earn his full fee a pilot must board the vessel outside the Heads. For ships boarded inside the Heads, he was paid only half his fee. If any ship came right inside the Harbour without having received a pilot, and it was proved that she had signalled for a pilot, the pilot was fined twice the amount which

would have been paid in pilot fees. This fine was deducted equally from each pilot's monthly earnings.

This system continued in use for three years, until another great tragedy brought the pilot service into the limelight of public opinion again. In July, 1867, a pilot was attempting to board a ship inside the Heads in a southerly gale when his boat was capsized, and he and his crew of four were drowned. Two men set out in a small rowing boat to attempt a rescue, but they also lost their lives. Two other pilot boats then attempted a rescue. One of them capsized and the pilot was drowned, the crew being picked up by the other boat. The surviving pilot was so distressed that he suffered a severe nervous breakdown, and died the following year.

As may be imagined, this disaster aroused great public emotion and renewed the demand for an immediate improvement in the pilot service. Nothing was done about the matter, however, until 1871, when moorings were laid in Watson's Bay for a pilot steamer.

The first vessel used was the "Thetis," a steam tug used by the Public Works Department for towing spoil barges in the dredging service in the Harbour. When storm warnings were hoisted at South Head, the "Thetis" abandoned her normal work and stood by at Watson's Bay as pilot steamer.

In 1875 the "Thetis" was commissioned as permanent pilot steamer and at the same time the first permanent pilot steamer was ordered from Mort's Dock. This ship was the first of the three "Captain Cooks," and was a wooden vessel of 183 tons gross. She was commissioned early in 1877, and the "Thetis" went back to the dredging service.

Another change made at that time was the abandonment of the competitive system of pilotage. The pilots now came into the employ of the Marine Board at a salary of £350 a year, with no commis-

sion. The first "Captain Cook" remained in service until 1893, when she was replaced by a steel vessel of the same name with a gross tonnage of 396 tons.

In 1897 the Pilot Service was again the subject of a Royal Commission, which was instructed to investigate the management of the service, seek ways of economising the financial side of the business, and also to seek means of raising the efficiency of the service as a whole.

The outcome of this investigation was that the Marine Board was superseded by another body, the Navigation Department, which took over the control of all New South Wales pilot services. This organisation was in its turn super-

seded and replaced by the Maritime Services Board, which was formed in 1936 to take over all harbour work, including the pilot service.

In March, 1939, the second "Captain Cook" was replaced by the present fine vessel, which carries the figure head of her predecessor. The new ship had a very busy time during the recent war when, in addition to pilot work, she also acted as naval examination vessel at the Heads for a time.

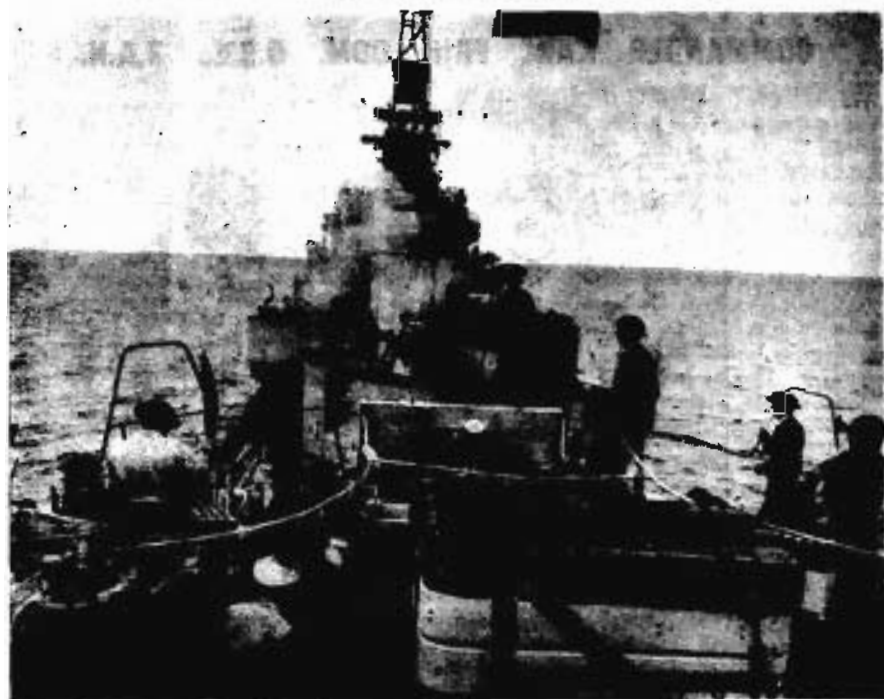
The present pilot staff consists of ten sea pilots and three harbour pilots. Their wages and conditions are governed by the State Arbitration Court, which recently granted an increase in salary from £910 to £1000 annually.

## NAUTICAL QUIZ

- (1) Do you know how many fathoms there are between shackles of cable in (a) the Merchant Service, (b) the Navy?
- (2) The Aberdeen Line clipper "Samuel Plimsoll" commemorated in her name a man whose association with the Merchant Service is famous. What was that association?
- (3) The three masted ship "Sobraon," one of the fastest sailing ships ever built, was, at 2,131 registered tons, the largest of composite construction. What other claim to fame has she?
- (4) Mention is made in "News of the World's Navies" in this issue, of the old "Implacable," which fought at Trafalgar as the French "Duguay-Trouin." Do you know why the French so named her?
- (5) Who were the following sea captains of fiction? (a) Captain Ahab; (b) Captain MacWhirr; (c) Captain Kettle; (d) Captain Cuttle; (e) Captain Dodd.
- (6) James Lyle Mackay was a big figure in British shipping. How, and by what name was he better known?
- (7) Where is Watling Island, and for what is it noted?
- (8) Do you know whether the greatest height of land and greatest depth of sea on the earth approximate, and if the same applies to the average height and depth?
- (9) Do you know where are the world's two greatest rivers?
- (10) Which is the longer, the Panama or Suez Canal?

(Answers on page 46)

## "BATAAN" EXERCISES A/A GUNS



The R.A.A.F. co-operated in "Bataan's" Gunnery School firings in March, and the Pom-Poms have just fired in the Close Range A/A firings at a sleeve target towed by an aircraft.

## VICTORIAN NAVY LEAGUE SEA CADETS IN FLAG SHIP

Twenty Victorian members of the Navy League Sea Cadets had an enviable experience last month when they travelled round in H.M.A.S. "Australia" from Westernport Bay to Melbourne and Sydney, the privilege being afforded by arrangement with the Naval Board and by the courtesy of the Flag Officer Commanding the Australian Fleet (Rear-Admiral H. B. Farncomb) and the Commanding Officer of "Australia" (Captain H. M. Burrell, R.A.N.).

The boys had a most interesting time, the members of the ship's company going out of their way to make them comfortable on

board, and to show them as much as possible of what goes on aboard one of H.M. Australian Cruisers. Those who made up the party were drawn from the Port Melbourne, Geelong, Portland, and Black Rock Companies of the Navy League Sea Cadets, Victorian Branch, and were under the charge of S/C Warrant Officer G. Scott, of the Black Rock Sea Cadet Company.

They were:

S/C Trainee Petty Officers Patterson K., and Smith, J. H., Cadets Lawler, F., Harman, G. D., Egan, P., Cain, K., Logan, N., and Fox, —. (Portland Company).

Cadets McKenzie, K., Reed, —, Smith, —, and Warhurst, —. (Black Rock Company).

Cadets Blakeley, K., Coles, V., Robb, D., and Maher, —. (Port Melbourne Company).

S/C Trainee Petty Officer Milliken, R., Cadets Cowton, E., Swayne, V., and Wood, R. (Geelong Company).

\* With the exception of Patterson (19 years) and Egan (13 years) the above personnel are between the ages of 14 and 18 years. Egan is a candidate for the Royal Australian Naval College and was included for that reason.

## COMMANDER KARL ERIK OOM, O.B.E., R.A.N.

**K**ARL Erik Oom, the present Officer-in-Charge of the Hydrographic Branch of the Royal Australian Navy, was born in 1904 at Sydney, New South Wales, the son of Mr. G. P. L. A. Oom, who was formerly of Stockholm, Sweden.

Young Oom entered the Royal Australian Naval College as a Cadet Midshipman in 1918, and passed out four years later as a Midshipman, proceeding overseas to his first seagoing ship, H.M.S. "Caledon," with the 2nd Light Cruiser Squadron. While overseas he took the usual courses, and was promoted Lieutenant in 1927, received his Half-Stripe in 1935, and attained his present rank of Commander, R.A.N., in 1942.

Following that initial period in the United Kingdom, he returned to Australia as a Sub-Lieutenant in 1926, and was appointed to the survey ship, H.M.A.S. "Moresby," commencing a long period of survey work with the Royal Australian Navy, and with the Royal Navy, work which, with few breaks, has continued throughout his naval career.

An early break was brought about during the depression years of the early Nineties-Thirties, when shortage of funds caused the temporary abandonment of surveying work in Australian waters, and the paying off of "Moresby." It was at this period that Commander Oom made his first acquaintance with the Antarctic, being one of those in the "Discovery" on her Antarctic expedition in 1930.

The following year, 1931, he returned to the United Kingdom and to surveying, being in H.M.S. "Challenger" engaged in surveying the coast of Labrador. The work carried out by "Challenger" was that of surveying a route to Port Churchill for the grain ships. The period on this work included a spell of some four months in Halifax, Nova Scotia, where "Challenger" went for repairs following damage caused by going ashore on the Labrador coast. The route was successfully surveyed, but in those days, before the development of radar, the weather conditions were unsuitable for a development of the trade. A number of the grain ships using the route were lost as a result of fog and ice conditions, and the route was abandoned.

Commander Oom's recall to Australia defeated his project to remain on the Labrador coast for

the winter survey—carried out with sledge parties and dog teams during the period of the year when the vast area of swamps and water inlets on the coast are frozen.

In 1934 he arrived back in his native land, and exchanged the cold of the Arctic for the heat of Northern Australia, proceeding straight away on the resumed survey of Northern Australian waters in H.M.A.S. "Moresby." Five years were spent by him in this work, "Moresby" being based on Darwin, Thursday Island and Townsville, and carrying out a survey of the North Coast and along as far as Mackay on the East.

In 1939 he returned to the United Kingdom, being first engaged on survey work in the Thames Estuary, and then returning to Labrador, where a survey was being carried out to open timber harbours on the Atlantic coast.

With the outbreak of war, Commander Oom was withdrawn from this work, and returned to the United Kingdom, being first engaged in the operation of laying minefields in the English Channel, where strong tides made accurate surveying for the laying of the fields a matter of great importance. There followed—with the advent of the German magnetic mine—the job of surveying alternate channels through the Thames Estuary; and later a surveying job in the Faroes. Then came a brief spell from surveying. First a job at Admiralty, where Commander Oom was standing by in readiness for employment at the Azores, should the likely German attempt at invasion of those islands have materialised; and later an appointment in command of the sloop H.M.S. "Gleaner," engaged in United Kingdom East Coast convoy escort work.

In 1942 he returned to Australia, travelling—as did Commander Gatacre—out in "Ceramic" on her last Australian voyage before she was torpedoed in the Atlantic.

Back here in Australia, Commander Oom was appointed Officer-in-Charge, Hydrographic Branch, and in charge of Task Group 70.5 with the Seventh Fleet, engaged in the wartime survey—often under enemy attack—of the South West Pacific.

The composition of Task Group 70.5, starting off with H.M.A. Ships "Whyalla" and "Shepparton," expanded to conclude with H.M.A. Ships "Warrego," "Lachlan," "Shepparton," "Benalla,"



COMMANDER K. E. OOM, O.B.E., R.A.N.

"Cape Leeuwin," H.M.S. "Challenger," four United States YMSs, two U.S. lighthouse tenders, and various small craft. The surveys included those of assault beaches while action was in progress, and extended north to the Philippines, and took in Borneo—in fact, everywhere where the Allied navies and assault forces had to go in the area.

For his services in these duties, Commander Oom was awarded the O.B.E., and the U.S. Legion of Merit.

Following the war, Commander Oom renewed

his acquaintance with the Antarctic, being Commanding Officer of H.M.A.S. "Wyatt Earp," which went down to the Antarctic Barrier in connection with the work of the Australian Antarctic Research Expedition. Now, as Officer-in-Charge of the Hydrographic Branch of the Royal Australian Navy, Commander Oom has his headquarters on Garden Island, and manages, whenever possible, to indulge his favourite recreations of sailing and tennis, in between whiles of supervising the present Australian coastal surveys.



UNLUCKY BAYS

CLAIMED BY MANY AS THE MOST BEAUTIFUL 4-MASTED SAILING SHIPS EVER BUILT, THE FIVE "BAYS" OF THE BLUE WHITE AND RED WERE NO. 888-89 ALMOST FROM THE BEGINNING, AND EVERY ONE MET DISASTER IN MYSTERIOUS CIRCUMSTANCES. THE *Bay of Bengal* WENT MISSING IN 1880. *Bay of Cadiz* LEFT NEWCASTLE N.S.W. IN 1889 AND WAS NEVER AGAIN HEARD OF. *Bay of Panama* WAS SWAMPED UP ON THE COAST IN 1891. *Bay of Naples* (SOLD TO RUSSIA) DISAPPEARED 1899, AND THE *Bay of Bengal* WAS REPORTED MISSING IN 1906 - SOME WRECKAGE WAS FOUND OFF IRELAND.



THE BLUE WHITE AND RED BARS OF FRANCE'S TRICOLOR ARE NOT EVEN - THE RATIO IS 30 BLUE, 33 WHITE AND 37 RED

- NORFON -



MISTAKE!

DISCOVERED AND NAMED ON NEW YEAR'S DAY, 1902, BY GONCALO COELHO, A PORTUGUESE SAILOR. "RIO DE JANEIRO," OR THE "RIVER OF JANUARY," ISN'T A RIVER AT ALL, BUT A BAY REACHING 15 MILES INLAND. THE 21-CENTURY OLD "MISTAKE" STILL STANDS!

A FISH CREATED THE DOCTRINE OF THE "FREEDOM OF THE SEAS" WHEN IN THE 17TH CENTURY THE DUTCHESSES MIGRATED FROM THE DUTCH COAST TO THE ENGLISH SHORE OF THE NORTH SEA. GROTIUS, THE DUTCH FOUNDER OF INTERNATIONAL LAW, DECIDED THAT "ALL SEAS WERE FREE TO THOSE WHO COULD SAIL THEM," THUS ENABLING THE DUTCH TO CONTINUE THEIR FISHING IN ENGLISH WATERS.



AN ELIZABETHAN SEA CAPTAIN WAS THE FOUNDER OF JAPAN'S NAVY. HE WAS WILL ADAMS, WHO, IN 1608, LANDED AT KYUSHU, AND BECAME A COMRADE OF THE JAPANESE COURT. HE LATER WAS MADE A NOBLEMAN - ADAMS SAMA, OR "HONORABLE PILOT." BUILT TWO MODERN VESSELS, AND BECAME "LORD DIRECTOR OF THE VANDERING VESSEL" (THE COMPASS). //



REQUIEM



ON APRIL IS EVERY YEAR MEMBERS OF THE INTERNATIONAL ICE PATROL HOLD A MEMORIAL SERVICE 500 MILES SOUTH OF NEWFOUNDLAND, OVER THE SPOT WHERE THE WHITE STAR LINES "TITANIC" SANK WITH A TRAGIC DEATH-TOLL OF 1494 LIVES. //

## ANNIVERSARIES OF THE MONTH

HERE ARE RETOLD SOME EVENTS OF THE MONTHS OF MAY THAT ARE PAST—AND NO DOUBT YOU WILL BE ABLE TO THINK OF MORE.

by John Clark

IN writing of some of the anniversaries of the month of May, I do not pretend to be by any means complete. You, dear reader, will no doubt be able to enlarge our list to our confusion. We were content upon only a few of those incidents in the Sea Calendar among the many of interest. But, even so, we hope that there is something not without interest.

May is a month that saw the start of Drake's expedition to Nombre de Dios. On Whit Sunday eve, 1572, the *Pasha* and *Stein* sailed from Plymouth Sound, manned by 73 men and boys, only one of whom had reached the age of 30. It was 15 months later, on the morning of the 9th. August, 1573, on Sunday at sermon time, that he again dropped anchor in Plymouth Sound, having lost 40 of those who sailed with him, but bringing back treasure and a lasting reputation.

Another 15 years were to pass to that May which saw the start of an expedition which was to be disastrous for Spain. In May, 1588, the Armada sailed from Lisbon. It was dogged with misfortune from the start. Although it sailed from Lisbon on the 18th. May, it was still not clear of Finis-terre on the 9th. June, and Medina Sidonia put into Corunna to water and replenish his stores. A gale arose, and scattered those ships which had not got into the harbour, doing so much damage that Medina Sidonia wanted to abandon the expedition. But Philip of Spain refused to listen to him, and in due time the Armada resumed its ill-fated voyage.

It was on the 29th. May, 1630, that Charles II was born at St. James' Palace, London. And it was in May, 1660, on the 25th. of the month, that he landed at

Dover from the ship *Charles* at the Restoration. He had rechristened that ship two days earlier, changing her name from *Naseby*. Dryden wrote of it:

The *Naseby* now no longer Eng-land's shame,  
But better to be lost in *Charles* his name

Samuel Pepys writes with gusto of the King's landing at Dover: "About noon (though the brigantine that Beale made was there ready to carry him) yet he would go in my Lord's barge with the two Dukes. Our Captain steered and my Lord went along here with him. I went, and Mr. Mansell, and one of the King's footmen, and a dog that the King loved, in a boat by ourselves, and so got on shore when the King did, who was received by General Monk with all imaginable love and respect at his entrance upon the land of Dover. Infinite the crowd of people and the horsemen, citizens, and noblemen of all sorts. The Mayor of the town come and gave him his white staff, the badge of his place, which the King did give him again. The Mayor also presented him from the town a very rich Bible, which he took and said it was the thing that he loved above all things in the world."

The reforms Charles effected in the Navy were great, and his instrument was Pepys, who himself gives us a May anniversary. For it was on the 26th. of that month, at Clapham in the year 1703, that the great Naval Secretary and Diarist died.

That was two years after Captain Kidd was hanged, he being executed on the 23rd. May, 1701. Legend has painted him as a notorious and wicked pirate. He was, in fact, the victim of politics, his

trial at the Old Bailey being regarded as the most way of hitting at the Lord Chancellor. Actually, it was Kidd's killing his gunner in the *Adventure* in which Kidd held Letters of Marque from William III to rout out pirates, and to run down the French and their friends whenever he met them—which gave the Lord Chancellor's enemies the chance to make Kidd their unfortunate instrument against him. Kidd laid the gunner out with a bucket, when the gunner insisted that the only way Kidd would do any good was in straight-out piracy.

He was not accused of piracy at his trial, but that "being moved and seduced by the instigations of the Devil he did make an assault in and upon William Moore upon the high seas with a certain wooden bucket, bound with iron hoops, of the value of eightpence, giving the said William Moore one mortal bruise of which the aforesaid William Moore did languish and die." Piracy was brought in as a rider after he had been found guilty and condemned to death. And he was hanged—in painful circumstances, for at the first attempt the rope broke and dropped him into the mud—as a common pirate on the banks of the Thames, attended by the Chaplain of Newgate.

A great Naval Officer, George Anson, famous for his voyage round the world and the capture of the *Acapulco* Galleon, 1740-42, was awarded his peerage for his defeat of the French Fleet off Finis-terre on the 3rd. May, 1747, and became Baron Anson of Sober-ton. Not only a fine seaman, he was a notable administrator, being a friend of the Lower Deck, the organiser of the Marines in their present form, and the reconstructor

of the Articles of War in a form which lasted until 1865.

Where Anson won his peerage in May, John Byng lost his life as the result of a May naval engagement, that against the French off Port Mahon, on the 20th May, 1756, as a result of which Minorca was lost to Britain. Vice-Admiral John Byng, who had been given an inadequate force with which to relieve the island—was superseded, tried by court martial, and sentenced to death, being shot on the quarterdeck of the *Monarch* on the 14th March, 1757. He again was a victim to politics, and of a miscarriage of justice as great as that in the case of Kidd.

May is an important month in the list of anniversaries of direct Australian interest. It was on the 13th May, 1787, that the First Fleet sailed from England to establish a settlement in New South Wales. The Fleet consisted of 11 ships—two King's Ships, the *Saratoga* and the *Supply*, six transports, *Alexander*, *Scarborough*, *Prince of Wales*, *Charlotte*, *Lady Penrhyn* and *Friendship*, and the storeships *Fishburn*, *Golden Grove* and *Borradale*. H.M.S. *Huon* escorted the Fleet for some 200 miles from St. Helens, and then returned to Plymouth, while the Fleet continued its voyage of eight months and a week to Botany Bay.

It was the month of May, too, that marked the calendar with the Mutiny at the *Nore* in 1797. The mutiny had flared up the previous month, but had been quietened with promises of redresses of grievances, which redresses were delayed, so that a more violent mutiny broke out in May, being especially serious at the *Nore* where, for a time, the Fleet under the mutineers' ringleader, Richard Parker—a man of education who had served as a Midshipman, had been disrated, and later pressed—blockaded London. With the eventual collapse of the mutiny, Parker was arrested and executed.

Operations in the two recent World Wars were foreshadowed in May, 1798, when an expedition was undertaken against Ostend,

with the idea of destroying the lock gates to block the canal and prevent the passage of large numbers of craft which were being built at Flushing for the invasion of England. The weather was bad for the venture, but the troops—under General Sir Eyre Coote—were landed, and destroyed the lock gates and sluices, but they could not be re-embarked owing to the weather, and had to surrender to a superior French force.

It was in May, 1805, that the uneasy truce of the Peace of Amiens ended with the formal declaration of war against France on the 18th of the month. There then commenced the long struggle, which included Trafalgar, and went on to the final defeat of Napoleon at Waterloo.

On the 2nd May, 1829, Captain Charles Howe Fremantle, R.N., in H.M.S. *Challenger*, took possession of the west coast of Australia.

In May, 1911, the Royal Australian Naval Reserve came into being, taking the place of the Naval Militia.

Six years later, it was a day in May that saw one of the earliest fights between surface vessels and an air vessel, when the first H.M.A.S. *Sydney*, on the 4th of May, 1917, in the North Sea in company with the cruiser H.M.S. *Dublin*, and four destroyers, *Nepean*, *Obdurate*, *Pelican* and *Pylades*, engaged the German Zeppelin L43, in a contest which lasted some three hours, until *Sydney* having fired all her anti-aircraft ammunition and the L43 having expended all her bombs, "the combatants parted on good terms."

Another two years passed to that 29th of May, 1919, when the battlecruiser H.M.A.S. *Australia* arrived at Fremantle on her return to the Commonwealth after her service with the Grand Fleet.

Much happened in the years following the 1914-18 War, leading up to the May of 1940, the month in which another Australian ship—the second H.M.A.S. *Sydney*—arrived overseas to take her place in the Navy's far-flung battle

line in war. It was in that month that *Sydney* arrived in the Mediterranean to join the fleet of Admiral Sir Andrew Cunningham.

It was that month also that saw the evacuation of Dunkirk begin. "Operation Dynamo," in which, as Mr. Churchill said in the House of Commons on the 4th June, 1940, "The Royal Navy, with the willing help of countless merchant seamen, strained every nerve to embark the British and Allied troops: 220 light warships and 656 other vessels were engaged. They had to operate upon the most difficult coast, often in adverse weather, under an almost ceaseless hail of bombs and an increasing concentration of artillery fire. Nor were the seas, as I have said, themselves free from mines and torpedoes. It was in conditions such as these that our men earned, with little or no rest, for days and nights on end, making trip after trip across the dangerous waters, bringing with them always men whom they had rescued. The numbers they have brought back are the measure of their devotion and courage."

The following May, that of 1941, saw another evacuation, that of Crete. Ships of the Royal Australian Navy took part in that, and the cruiser H.M.A.S. *Perth* suffered a direct hit from a bomb which did some damage and caused some casualties.

Two other units of the Royal Australian Navy were engaged elsewhere in the Middle East in that month, H.M.A. Ships *Kanimbla* and *Tarra*, which took part in the operations against Itaqi forces in the Shatt el Arab, at the head of the Persian Gulf.

In the May of twelve months later, that of 1942, the Battle of the Coral Sea took place, when the Japanese suffered their first set-back in a hitherto "walk-over" advance into the South-West and South Pacific. It was an important month for Australia, for the Battle of the Coral Sea baulked the Japanese sea-borne attempt on Port Moresby, and maintained the integrity of our sea communications

across the Pacific. The battle was the first in which major surface forces took part without coming within sight of striking distance of each other, all the blows being delivered by aircraft. An Australian force took part, the squadron, led by *Australia* wearing the Flag of Rear-Admiral J. G. Crace, covering Port Moresby.

May, 1942, saw also the hunt for, and the sinking of, the great German battleship *Bismarck* in the Atlantic; the occupation by British forces of Madagascar in the Indian Ocean—in which Australian destroyers played a part; and the Japanese Midget submarine attack on Sydney Harbour, when the attackers sank an old Sydney ferry steamer which was being used as a depot ship, and themselves lost three submarines. A number of Royal Australian Navy ratings lost their lives in the depot ship.

In May, 1943, occurred the final surrender of all Axis forces in North Africa, and the way was paved for the assault on the soft underbelly of "Fortress Europe." Nearer home, there took place in that month of the torpedoing by a Japanese submarine of the lighted Australian hospital ship *Centaure*, which sank some 40 miles east of Brisbane with heavy loss of life.

By the following year the Allied assaults on the Japanese positions in the South-West Pacific were in full swing. In May, 1944, the Australian forces landed at Wakde: *Australia*, *Arunta*, *Shropshire*, *Warramunga*, *Manoora*, and *Kanimbla* took part in this operation. Further to the westward, the Eastern Fleet raided Sourabaya in a carrier-borne air attack, the Royal Australian Navy being represented with the destroyers *Napier*, *Nepal*, *Quiberon* and *Quickmatch*. It was an important month in the story of the Royal Australian Navy, for on the 21st May, 1944, Captain I. A. Collins, C.B., R.A.N., was promoted Commodore First Class in Command of the Royal Australian Naval Squadron, and for the first time a graduate of the Royal Australian Naval College

commanded Australia's force afloat. Six days later that force, comprising *Shropshire*, *Australia*, *Warramunga* and *Arunta*, was supporting the landings on Biak Island.

Twelve months passed, and in May, 1945, came the unconditional surrender of the main enemy in the war of 1939-45—Nazi Germany. Here in the Pacific the tides of the Axis Eastern partner were running out also, and in May of that year the Australians landed at Tarakan, North Borneo, with *Warramunga*, *Westralia*, *Lachlan*, *Barcoo*, *Hawkesbury*, *Burdekin*, *Manoora*, as members of the escorting, supporting and surveying naval force. That month also

Rangoon fell to British forces, and Hobart, *Arunta*, *Warramunga*, *Swan*, *Colac* and *Dubbo* covered the landings at Wewak, while *Australia*, badly damaged by air attacks earlier in the year at Lingayen Gulf, sailed for England for repairs.

There, then are some of the anniversaries of past Mays. Now, in May, 1949, another anniversary is in preparation, with the arrival in Australian waters of the first of the aircraft carriers of the Royal Australian Navy, and the creation of a modern, balanced fleet, headed by the new Flagship—H.M.A.S. *Sydney*, third of a doughty line of that name.

## OBITUARY.

### CAPTAIN "CHARLIE" COX.

NEWS of the death of Captain Herbert S. Cox, of the Shaw Savill Line, which occurred on board his ship, the "Tamaroa," in Auckland Harbour, New Zealand, in March, will have come as a shock to his many friends in Australia and the Dominion.

"Charlie" Cox—as he was known to his old shipmates of his Aberdeen Line days—was a war casualty; for there can be little doubt that his death was hastened by his experiences as a prisoner-of-war in Germany for four years.

Captain Cox was Master of the "Maimoa" when, one morning crossing the Indian Ocean from Australia to South Africa late in 1940, an aeroplane was sighted flying towards the ship, with little white splashes spattering the blue calm of the sea in its wake. The cause of the splashes quickly became apparent. The aircraft was trailing a book on a wire, with which it tore down the "Maimoa's" wireless aerials as it flew over her.

The next thing was the appearance of the aircraft's raider mother-ship over the horizon, and the "Maimoa" was shelled into submission, and sunk by the German. Her people were captured and taken to Germany, and the four years in a prison camp there severely taxed Captain Cox's health, ageing him and whitening his hair.

He returned to sea with Shaw Savill's after his release on Germany's capitulation in 1945, first as Master of the "Wairangi" and later of the "Tamaroa," in which ship he collapsed and died.

A good seaman, a good officer, and a sincere friend, his death is one of the many post-war losses suffered by the Merchant Service.

# MARITIME NEWS OF THE WORLD

From our Correspondents in LONDON and NEW YORK

## JAPANESE MERCHANT SERVICES

According to a report published in the "New York Times," the re-constituted Japanese merchant service will be enhanced by the addition of 47 ships this year, with a total tonnage of 155,570 tons, says Shigeru Taniguchi, President of the Japanese Shipping Corporation. The ships will be new additions to the fleet of coastwise vessels on which Japan increasingly relies to supplement her war-damaged railways and road highways. Allied authorities recently estimated that about 50,000,000 tons of cargo would be moved from port to port in Japanese territorial waters during the coming year.

## "EMPRESS OF BRITAIN"

During the coming Northern summer months, attempts are to be made to recover gold worth several millions of pounds from the wreck of the 42,000-ton liner "Empress of Britain," which became a war casualty and now lies in 30 fathoms of water off the coast of

Northern Ireland. The "Empress of Britain" was first bombed and set on fire by German aircraft in an attack on the 26th. October, 1940, when about 50 miles north-west of Eriskany Head, County Mayo. The badly damaged ship was making a bid to return to Scotland when, two days after the bombing, when she was some 60 miles from Bloody Foreland on the Donegal coast, she was torpedoed, and became a total loss. Of her 643 passengers and crew, 598 were rescued by British warships.

## DIVERS' SURVEYS

Preliminary surveys of the wreck have already been made by divers, who found the ship lying at an angle of 55 degrees, deep in mud and covered with seaweed and barnacles. About 10 or 12 divers will take part in the actual salvage operations. It is hoped that, by the means of heavy steel hawsers, it will be possible to heave the wreck on to an even keel, after which the divers will cut their way into the strong-room to get at the

gold ingots. At the depth at which they will be working, each diver will not be able to spend longer than an hour and a half on the job each day. The "Empress of Britain," which cost £3,000,000 to build, was one of the most luxurious vessels afloat. She visited Australia on a world cruise shortly before the outbreak of the war.

## DISCOURAGING SHIPPING YEAR

At the annual meeting of Messrs. Huddart Parker Ltd., held on the 25th. March, the Managing Director, Mr. T. J. Parker, described the year 1948 as the most discouraging year experienced by the company since the 1930-31 depression. Investment income had offset shipping losses, these last being due to high running costs, slow work in handling cargo, and delays to ships—most resulting from industrial disputes. In the aggregate, these factors were making shipping unremunerative; and fares and freights had been increased to what appeared to be the

economical limit. Some of the company's cargo ships were overdue for replacement. The Commonwealth Shipping Bill, when proclaimed, would necessitate replacement of this tonnage by ships built in Australia. But, Mr. Parker pointed out, unless there was some reduction on indicated prices of Australian-built ships it would not be possible to operate profitably until means had been found to reduce present working costs.

## "WANGANELLA" AND "WESTRALIA"

Discussing passenger services at the annual meeting of Huddart Parker Ltd. in March, Mr. T. J. Parker said that passenger patronage to the "Wanganella" since her resumption on the Trans-Tasman service in December was gratifying, but restriction of her cargo carrying imposed by waterside working conditions, both in Australia and New Zealand, reduced net earnings severely. The "Westralia" was now on her last voyage under requisition to the Navy, and would shortly be refitted for service on the Australian coast.

## THE "PORT BRISBANE"

The most striking feature in a ship of striking appearance—the new "Port Brisbane," of the Cunard Australasian service—is the bridge, with its sheer, semi-circular front of five decks with oblong windows, which gives it the appearance of a block of modern streamlined flats. The new ship revives on the company's list the name "Port Brisbane," the previous bearer of which was sunk by a German raider in the Indian Ocean on the 21st. November, 1940, when England-bound from Australia, 27 survivors from her being picked up in one of the ship's lifeboats the following day by H.M.A.S. "Canberra." The raider, which had just previously sunk the Shaw Savill steamer "Maimoa," opened fire on "Port Brisbane" at 2,000 yards, destroying the wireless room with the third round and wrecking the steering

gear with the fourth. The balance of "Port Brisbane's" crew had been picked up by the raider, and made prisoners of war.

## "MAUNGANUTS" NEW NAME

A ship which was well-known in the Pacific trade for many years, and which did duty as a hospital ship and transport in the two world wars, returned to Australia last month from overseas under a new name. Originally the "Maunganui," which except for the war years, traded for four decades between Australia, New Zealand, and Canada, she is now the "Cyrenia," of Hellenic Mediterranean Lines Ltd., who bought her after the war and have refitted her to carry 600 passengers. As "Maunganui" she performed her original war service in 1914, when she led the first division of the 10 New Zealand transports in the first convoy which left Australia in November of that year.

## CHINESE BANDITRY

The "Protection Racket" is being used against British and Chinese merchant vessels trading on the Pearl River to Canton, and companies owning the vessels have, during recent months, received demands for "protection money"; a report from Hong Kong states that demands received total over £200,000. The loss during March of the British registered steamer "Miss Orient," which struck a mine six miles from Canton, is believed to have been due to "Protection" bandits in an attempt to enforce acceptance of their "protection." The explosion killed 40, and injured many more of "Miss Orient's" 500 passengers.

## PACIFIC MISSION SHIP

Sixth of her line and name, the London Missionary Society's mission vessel, "John Williams VI," arrived at Melbourne late in March on her way to the Gilbert Islands. Of 380 tons, the "John Williams VI" is a smart, Diesel-powered vessel, which was bought with

funds raised by Congregational Sunday School children in Britain and the Dominions. The first "John Williams," a small barque, was launched in 1844, the name commemorating John Williams, an ironmonger's apprentice, of London, missionary, pioneer and explorer, who was killed by cannibals in Erromanga, on the 20th. November, 1839. Since 1844 there has always been a missionary ship carrying his name, and each time that a new one has been built, a special appeal has been made to the children to bear the expense. The "John Williams VI," which cost more than £80,000, was christened by Princess Margaret at Tower Pier, London, on the 5th. August last.

## MAN OVERBOARD

Under the above heading in our issue of June, 1948, we published in this column the report of the loss overboard from the American ship "Santa Clara" of her carpenter, Tomas Montanez. He was not missed for nearly two hours, but when his absence was discovered, the ship put about and found him, after he had been swimming for some three hours. Now an even more surprising story comes. In March of this year, a Singapore fisherman from Ceylon found Mr. John James Morphet (53), of Adelaide, swimming in the ocean 75 miles south of Colombo. Mr. Morphet had apparently fallen overboard from the P. & O. liner "Strathaird," although he could not account for his being in the sea. He had been a passenger in the "Strathaird"—which was on its way to Australia—and was wearing one of the ship's lifebelts when picked up.

## "GOTHIC" AT PORTLAND

Portland, Victoria, had the largest ship ever to berth at the port lying alongside there in March, when the Shaw Savill "Gothic" called to load refrigerated cargo for Britain. "Gothic," a modern cargo-passenger motor vessel, is of 15,700 tons.

## 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.

"Paringa", of Narrabri, asks for any details of the mutiny in the four-masted barque "Dunfermline."

This was really a peculiar affair. "Dunfermline" was 2,902 tons gross, built by Potter in 1890 for McVicar, Marshall & Co., dimensions 308.6 feet long by 45.2 feet beam by 25.1 feet deep. She sailed from Tacoma for Belfast with a full cargo of grain on 28th November, 1905, in very bad weather. Ten days out, her master, Captain John Woodward, was lost overboard. The 25-year-old Chief Officer, David Baillie, took charge of the ship and announced to the crew that he intended to proceed on the voyage. The bosun's mate, Arthur Barnes, protested that the ship should put into port because of her damaged condition.

On 20th January, as the ship was approaching the Horn, trouble flared up. All hands, including the Captain, were aloft shortening sail, when the young third officer fell overboard. The ship was rounded to, lifebuoys were thrown overboard, and after some argument, in which Barnes complained of the boat tackles, a boat was got over-side and, an hour later, the third officer was picked up.

Soon after, another argument occurred between Barnes and the Captain in the saloon, whereupon Barnes rushed forward and called on the crew to overpower the officers and seize the ship. Captain Baillie issued firearms to the second officer and the steward, and ordered that Barnes be put in irons. In a struggle with Barnes, a pistol was fired, the bullet just missing Baillie's head.

On arrival in Belfast Barnes was charged on four counts at the Police Court. It was alleged that the Captain was intoxicated most of his time, but the Magistrate, in committing Barnes for trial said, "I saw the Captain in the box for six hours. He was exposed to a scathing cross examination, and I am bound to say that he appeared, in my opinion, to be a thoroughly reliable witness."

However, when the case came for trial before the Recorder of Belfast, the Crown could not get sufficient evidence and entered a "nolle prosequi." The full story was never disclosed.

A.T.A. (Geelong), asks when the four-masted barque "Swanilda" was lost. He recalls that Frank Britton, alias Wheeler, the murderer, was arrested on board her on her arrival in San Francisco.

"Swanilda" made her last voyage in 1910, when she sailed from Cardiff for the west coast of South America, under the command of Captain Pine, a young man who had his wife with him on their honeymoon. About five p.m. on May 6th, in misty weather, land was suddenly sighted dead ahead, distant about half a mile. The ship immediately wore on to the starboard tack, but stranded on Cape St. Anthony, Staten Island.

The starboard boat, in which there were the Captain, his wife, and fourteen of the crew, was up-ended in the boatfalls, and only five men reached the shore through the surf. The port boat, with thirteen men in it, pulled out to sea and reached the lighthouse on New Year's Island, from whence they were rescued by an Argentine

transport. Some time later an Argentine gunboat found four bodies of men from the starboard lifeboat on Staten Island. They had starved to death. The fifth man was found in a cave and proved to be insane, though later he recovered, to tell a horrible story of privation.

J.E.B. (Croxton), asks if the steamer "Domala," burnt out in 1940, was a total loss.

The "Domala" was the first motorship built for the British India Steam Navigation Co., and at about five o'clock in the morning of 2nd March, 1940, was proceeding down channel, when an aircraft was sighted flying towards St. Catherine's Point. Nearing "Domala" the aircraft switched on its lights, and was mistaken for a R.A.F. machine.

The plane flew over the ship and dropped bombs which burst in the engine room, setting the superstructure on fire. This fire immediately got out of control, and the Captain gave orders to abandon the ship at once. The boats were got away just before a second stick of bombs burst over her. The Captain was probably killed at this time, for he was never seen again.

The German plane was meantime flying up and down, machine-gunning the boats and rafts, many people being killed or wounded at this time. The Dutch vessel "Jong Willem" stood by to render assistance to the survivors, drawing the attention of the enemy plane to herself. She was machine-gunned, and a bomb burst close to her without causing any further casualties. There was no panic amongst the personnel, and of the 143 passengers and 148 British and Indian members of the crew, 108 were lost, while others died from exposure in the ice-cold water.

The "Domala," still burning fiercely, was towed into harbour, her fires extinguished, and the ship reconstructed. She served the Navy until the end of the war, but her days are numbered.

B.H. (South Brisbane), asks for word of the steamer "Canas."

Continued on page 45

## PRIZE MONEY

It Was For Long The Main Incentive To Men To Brave The Perils Of The Sea War, But Now That Other Rewards Have Taken Its Place It Has Had Its Day

By John Clark

THE decision of the British Government to abolish prize money and prize bounty "in respect of any war in which His Majesty may become engaged after the commencement of this Act"—that being the Act providing for the distribution of prize money from the sale of captured enemy vessels and cargo during the recent war—breaks a line of tradition which stretches back into the earliest days of sea warfare.

Over a period of centuries prize money was the main reward of shipowners, private venturers who gave their backing to expeditions against the enemy, and the officers and seamen who manned the ships—as well as the monarch under whose flag the ship sailed. Until comparatively recently, the prospect of prize money was the great incentive for men to enlist in the Navy, and especially to get into ships which offered the opportunity of securing prizes.

"Whatever may be the ideas of modern statesmen," wrote Thomas, Lord Cochrane, as Christopher Lloyd tells us in "Captain Marryat and the Old Navy," "prize money formed then, as it will ever form, the principal motive of seamen to encounter the perils of war."

That was in the early days of last century, and Cochrane himself did his best to further that motive among his ship's company. "Nobody ever captured so many prizes in so short a time as he did. Had it not been for jobbery in the Admiralty Prize Courts, even the boys in the

waist of the ship would have come home with their pockets stuffed with gold."

"In 1808 a Royal Proclamation defined the distribution of prize money as follows: to the captain two-eighths; to the officers two-eighths; the remaining four-eighths to be distributed among the rest of the crew, every midshipman receiving four half-shares and the volunteers half a share each. In 'Percival Keene,' Marryat gives £7,400 as the value of five prizes taken by a frigate; of that the leading warrant officer received £1,500. No wonder he says that in those days 'sailors going into action always begin to reckon what their share of prize money may be, before a shot is fired.'"

Prior to the outbreak of the Great War in 1914, the distribution of prize money was confined to those ships actually making the capture. In August, 1914, this system was suspended, and the whole of the prize money was paid into a common fund, from which general distribution was made, as is the case with the prize money accruing from the recent war.

Onlookers, according to popular fancy, see most of the game. In the reign of King John, they not only saw the game but participated in the profits, so far as prize money was concerned. It was then enacted that any ship which intimidated the enemy by being in sight should have her share, even though she did not take part in the action. This must have given rise to much argument when the time for division and dis-

tribution came along, one would imagine.

The question of how the prizes made by armed merchant ships—which in those early days largely constituted the Navy in time of war—should be divided was always a thorny one. King John granted the owners of the ship half the spoil, and this was done on other occasions, but only when it became necessary in order to get any ships at all. More generally—says Frank Bowen in "The Sea, Its History and Romance"—it was twenty-five per cent. In early days the owner divided his portion equally with the crew, the master taking a double share. In the Black Book of the Admiralty, however, which was compiled about 1351, the King could only contrive to get a quarter, the owner a quarter, and the crew a half—although whether the last-named ever got their share was a matter of circumstance.

The prospect of prize money was the great inspiration of the Elizabethan seamen. "I have brought you to the mouth of the Treasure of the World, and if you want it (that is to say, if you do not take it) you must henceforth blame nobody but yourselves," Drake told his men that night in 1572 at Nombre de Dios. Even during the Armada Battle, as the Spanish ships lumbered up the English Channel and the threat of invasion was weighing heavily, the thought of possible plunder pre-occupied many in the English ships, including Drake himself.

It was the thought of plunder that led Drake—who had been entrusted to guide the fleet by the light of his great lantern on the poop of the *Revenge* as he kept in touch with the Spaniards during the night—to douse his light and go off on his own after the *Nuestra Señora del Rosario*, who had lost her foremast and fallen behind the Spanish fleet. The Commander-in-Chief, Lord Howard of Effingham, did not censure Drake's defection. The fact that Drake cap-

tured the Rosano, the Spanish Admiral, Don Pedro de Valdes, 460 men, a great many guns, ammunition, and treasure, was apparently enough to atone

Frobisher, however, was not pleased about Drake and his exploit, as A. E. W. Mason points out in his "Life" of Drake. "He thinketh," abused Frobisher, "to cazen us in our shares of fifteen thousand ducats, but we will have our shares or I will make him spend the best blood in his belly for he hath had enough of those cowering cheats already."

A few hours later we have the spectacle of the Commander-in-Chief himself hauling out of the English line of battle—on the immediate eve of what was apparently to be the decisive engagement of the battle—to ensure the capture of the huge galleasse of Hugo de Moncada, which was endeavouring to escape by running ashore under the guns of Calais Castle. Lord Howard sent off Captain Amyas Preston with a hundred men to seize her, and stood by to watch events. The Spaniard ran on the beach, and a hand-to-hand fight developed on board her between her own men and those of Preston, who attempted to tow the galleasse off.

At this stage the Governor of Calais Castle, Monsieur Gourdan, took a hand. "He sent a polite message to the captors of the galleasse, that looting was permitted unquestionably, but that the ship, having run ashore at Calais, was as unquestionably his. The captors had not waited for Monsieur Gourdan's permission, they took the treasure chest of twenty-two thousand golden scudi and everything else of value upon which they could lay their hands. They then made a final effort to drag the galleasse into deep water and were driven away by the castle guns. For some time Lord Howard and his comrades watched the proceedings—for well over an hour certainly—and then sailed on to re-

sume their proper positions in the battle of Gravelines."

Mr. Mason observes that "From a modern point of view, such an episode seems a frank impossibility. Drake deserting the fleet, which his lantern was guiding, to secure a prize is a shock, but a Commander-in-Chief dropping out his best ships from what was meant to be a decisive battle, just before the engagement began, in order to pick up and make certain of another prize, is hard to believe. Yet he relates the incident quite simply."

The biggest prize ever brought to England by a single ship was that carried by the *Centurion* under Anson, the spoils of his victory over the Acapulco galleon, *Neustra Senora de Cabaonga*.

John Masefield, in his Introduction to Richard Walter's "A Voyage Round the World, 1740-4," quotes from the *Centurion's* log regarding the transfer of the galleon's treasure after her capture, the entries being for Tuesday, 21st June, 1743, and following days. "Reced 112 baggs and 6 chests of silver" . . . "11 baggs of virgin silver, 72 chests of dollers and baggs of dollers, 114 chests and 100 baggs of dollers, 4 baggs of wrought plate and virgin silver."

On the 2nd. July of the following year, when the *Centurion* was lying moored in Portsmouth harbour, the entry reads: "Fresh gales and cloudy sent away the Treasure in 32 waggons to London with 139 officers and seamen to guard it." It must have been a triumphal procession. "An old print," says Masefield, "represents an officer of the *Centurion* dropping booty into the apron of a lady friend. Behind him the waggons and their guard proceed, with a great display of flags. The passing of the treasure was acclaimed with much enthusiasm both upon the road and in London. It was no doubt the biggest prize ever brought to England by a single ship. Anson's share made him a rich man. The rest of

the survivors profited according to their rank."

Prize money: They certainly earned it. "The survivors profited." But for every survivor there were many to whom no profit came. Entries in Anson's private record of that voyage read: "1741, 8 May. Heavy flaws and dangerous gusts, expecting every moment to have my masts carry'd away, having very little succor, from the standing rigging, every shroud knotted, and not men able to keep the deck sufficient to take in a topsail, all being violently afflicted with the scurvy, and every day lessening our number by six, eight and ten . . ." "1741, 1st. Sept. I mustered my Ship's Company, the number of men I brought out of England being five hundred, are now reduced by mortality to two hundred and thirteen, and many of them in a weak and low condition."

And Pascoe Thomas, in his account of the voyage, tells how "I have seen four or five dead bodies at a time, some sewn up in their hammocks and others not, washing about the decks, for want of help to bury them in the sea."

No wonder men needed a strong incentive to go to sea in those days. No wonder, little over half a century later, Cochrane wrote that prize money formed the principal motive of seamen to encounter the perils of war.

But now prize money has had its day. Times have changed, and with them the treatment of seamen, who are to-day fed, accommodated, and cared for in a way that has robbed the sea of many of its past perils. And to-day they are paid—and receive their pay. What they have gained offsets to an immeasurably greater degree such loss as might have fallen to them from the British Government's decision to abolish prize money and prize bounty "in respect of any war in which His Majesty may become engaged after the commencement of this Act."

## GENERAL CARGO

Here is a new feature of "The Navy."

"General Cargo" will appear each issue, and you are invited to send along paragraphs, descriptive of incidents in your experience, for publication. Paragraphs should be kept short—not more than 500 words. Those used will be paid for on publication.

Write—or type if possible—your paragraphs, using a pen name, and post them, together with your name and address, to: The Editor, "The Navy," 258 Beaconsfield Parade, Middle Park, Melbourne, S.C.6.

There are few of you have not a nautical "short story" story that will interest your fellow readers—and we shall be pleased to publish it if suitable.

### DIFFERENT SHIPS—DIFFERENT LONG SPICES.

X.M.N. We were coming down the West African coast towards Cape Blanco, outward bound from Cardiff to Noumea with a cargo of coal. Sights at noon had placed us well on our course, which had been set to take us about thirty miles from the light. I was Third Mate, and had the usual eight in twelve watch that night.

At ten o'clock I thought I could see the outline of the low sand dunes which form the coastline hereabouts. The moon was rising, making observation difficult, while several hasty glances at the chart only increased my uncertainty. It was very hard to doubt the noon position, so clearly marked on the chart. When in doubt, call the "Old Man." I did so, and he made some remarks about imagination and poor eyesight over the bridge telephone. At midnight, the Second Mate was as sceptical as the "Old Man" had been, but when he picked up Cape Blanco light fine on the port bow at two o'clock he was inclined to change his mind.

Came eight o'clock the following morning, and a very puzzled gathering in the chart-room. We plotted our course back from the fix ahead of Cape Blanco light and gazed at the result in horror. We had apparently sailed over several shoals, rocks and other impediments to progress. The whole business was beyond explanation. Even a mysterious current was a dubious answer. It would have

needed something of the order of that through the Pentland Firth to have set us such a distance.

We had our solution the following day. The Second Mate happened to be in the radio room when the time signal came over. To his amazement, Sparks, making his second voyage in his second ship, gave the signal on the 59th. minute. He swore that was how they had done it in his last ship.

I have often speculated as to just where we would have ended up had we remained in ignorance of the true amount of our chronometer error. I do not think that it would have been Noumea.

### LIGHT RIGHT AHEAD

"St. Elmo." The rising or setting star which is mistaken for a ship's light is quite a common thing, but I remember a night some years ago when St. Elmo fire gave us an unhappy moment on the bridge. The steamer I was in at the time had a bowsprit. We were running down the African coast from Durban to Cape Town in the Agulhas Current, and during the eight to twelve watch the first night out, ran into a severe electric storm, with a tremendous down-pour of rain which reduced visibility to zero, a condition which the frequent blinding flashes of lightning splitting the darkness did nothing to alleviate.

Suddenly a bright light appeared right ahead, seemingly almost under the bows. The Third Mate yelled "Hard-a-port"—it was be-

fore the days of the change in steering orders—and jammed the starboard telegraph to "Full astern." Someone even thought to hang on to the whistle lanyard and give a very wheezy prolonged short blast.

The ship swung. But the light remained under the bows, while we stood there in the teeming rain waiting for the inevitable crash. Then a vivid flash of lightning momentarily photographed everything—and there was nothing ahead. With the succeeding blackness the light reappeared shining as brightly as ever.

It was the Old Man who was the first to wake up to the fact that it was St. Elmo's Fire on the end of the bowsprit—and we all relaxed.

### A FISH LOCKER STORY

"Freeze." It was one morning in Cape Town that one of our apprentices became tongue-tied. We were outward bound from the United Kingdom to Australia, and were loading a consignment of boxes of frozen Shetland cod in the fish locker. One of the apprentices was in the locker, supervising the stowage of the boxes, and overlooking the labours of the Kaffir stevedores.

For some unknown reason, he decided to lick some of the ice off the ice and snow coated brine pipes lining the locker. His tongue immediately froze, and he was stuck by that member to the pipe, and could not release himself. Fortunately, one of our engineers was passing through the 'tween deck above, and was attracted by the general hullabaloo set up by the Kaffirs at the plight of the unfortunate captive, and he hopped down into the locker and did a knife between tongue and pipe and released the victim.

But his tongue was frozen, and we had to sail without him, leaving him in hospital ashore to ruminate on his luckless "lapsoe lingue."

"Bristol Fashion." Recently I had a refreshing example of a tradesman running true to his training in a way that is rare nowadays. We had occasion to call in a plumber to carry out some small repairs in the bathroom. He came—untrue to joke-column type in this regard—complete with his tools, and did his job efficiently and well. He made some small mess in the process.

When he had finished, he asked my wife for a bucket, scrubbing brush and cloth, and proceeded to clean everything up, and to leave the place as he had found it, shipshape and Bristol fashion.

My wife commented on the fact that this concern on his part was unusual. He explained it: "I did twelve years in the British Navy. I suppose the training sticks."

#### RUBBER—BUT INELASTIC

"Red Tape." In March, 1942, when the exodus from Singapore had taken place and Fremantle was chock-a-block with all sorts of ships that had escaped just in time, I was over in West Australia and boarded a steamer lying in Gage Roads among the motley collection lying at anchor there.

She was a not-so-large freighter which had got away from Singapore the day before the capitulation, had been bound for Java, but had come on to Australia at a maximum speed of five knots. She had been in a number of air raids, and looked like a porcupine with wooden plugs plugging splinter holes in her sides, the size of the holes varying from a foot or so in diameter to an inch or so. She had over seventy on one side, and about thirty on the other.

She had an open bridge, with no protection whatever. Her master told me that the day before she sailed from Singapore, seeking for some means of affording protec-

tion to the man at the wheel and others on the bridge, it was realised that the wharf was stacked with bales of raw rubber, and that these could be made to perform a dual purpose—to build bridge shelters, and to get out of Singapore a commodity vital to the Allies.

They accordingly got to work, brought bales of rubber on board, and set to building bridge shelters with them. The work was well under way when some official ashore discovered a regulation forbidding the exportation of rubber

to Java without special dispensations and permits. These were not forthcoming, and those on board had to set to forthwith and dismantle their bridge protection and return the bales of rubber to the wharf. The ship sailed without any form of shelter on the bridge against air attack, and two days later the Japanese were in Singapore with the rubber there all ready for them.

This was a case of stretching the applications of regulations—if not the rubber—too far.

## HARDY'S

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## ART AND THE SEA

In Which The Author Comments Briefly On The Relation Of One To The Other

By John Moxley

IN few of her many aspects does Nature present so varied a scene concentrated in any one area as she does on a stage in which the sea plays a prominent part. The vale and the mountain, the campaign and the city street, each has its moods which vary within limitations. But the sea—whether in the great spaces of the ocean, in the narrower waters which are yet open, or in the arms stretching up into the land with beaches and cliffs—offers, almost hour by hour, an infinite variety to tempt the muse of the artist.

In the passing fancies of light and shade; in the call to the imagination to go voyaging across it to the unknown; in the song of the wind and the ceaseless murmur of its own voice, the sea offers countless themes; and as the highway and the battleground of ships and men its stories are without end. Little wonder, then, that it figures so largely in works of art, those of the painter, of the musician, of the writer and storyteller, whether in prose or poem.

In itself, it cries out for the interpretation of the descriptive writer, and many have responded. With Mendelssohn we hear, in "Fingal's Cave," the surge of ocean in its age-old and ageless rhythm; the swirl and chatter of the expended wave retreating over the shingly shore, the gathering of fresh strength and the boom and roar of a new advance echoing in the sounding cavern; the wailing, fluting wind playing in the pipes of rock left by the wearing waters.

The run of the tides, the mewling of the gulls, and the misty loveliness and longing of the north weaves through McEwen's "Solway Firth," contrasting with the brightness of the sunny waters of the

"Mediterranean Suite" given to us by Sir Arnold Bax.

The music of the sea has inspired many composers. One would expect it of Debussy with his descriptive genius, and finds it, among other of his works, in his "La Mer," written for chorus and orchestra. As an interpreter, Rimsky Korsikoff benefited from his experience as an officer in the Russian Imperial Navy, and something of his accumulated impressions remain in "Scheherazade," allied to those of that earlier writer who gave us "Sinbad the Sailor."

The legends of the sea have, in some cases, received wider recognition through the composers, as in that of the story of the Flying Dutchman, made popular in operatic form by Richard Wagner. And the contributions of composers in songs of the sea are many. Charles Dibden, with his "Tom Bowling," and many other songs—for he was a prolific writer; Villiers Stanford, with "Songs of the Fleet"; while Edward German's excellent music to Rudyard Kipling's "Just So Stories" includes that of one or two sea songs, such as "Rolling Down to Rio," and the lesser known "The Riddle," which lists the names of shipping lines, many of which have now lost their identities in this age of mergers.

McDowell interpreted the spirit of the sea very well in his "Sea Pieces," and among present-day composers, Vaughan Williams writes of the sea.

One could go on with many names. The sea has, of course, called with effect to painters. To one whose work was so much a study of light as that of Turner, it offered an irresistible attraction. One of his best known pictures, in which his genius for portraying the effect of light is well evidenced, is

"The Fighting Temeraire Being Tugged to Her Last Berth." He painted many sea pictures—"Haulings," "Plymouth Hoe," "Yacht Racing in the Solent," "Stormy Sea with Calais Pier," and the beautifully romantic "Ulysses Descending Polyphemus."

From the earliest days of paint, artists have chosen the sea and ships as subjects; and it is to them that we owe much of our knowledge of the ships of different periods, their method of propulsion, and the fighting of sea battles; nor is it to the painters and draughtsmen alone that we are indebted, but also to those early workers in bronze, and in pottery, relics of whose work remaining to us have thrown much light on the appearance of ships in the cradle days of the sailing of the seas.

With their lack of perspective in drawing, and the magnifying of the human figure in relation to the ships, many of these works of the early sea artists appear quaint today, but much of what we know of the ships that sailed among the Isles of Greece; of the vessels of those ancient mariners who ventured on the unknown in the circumnavigation of Africa; of the ships of Marco Polo; of William the Conqueror; and of the later cogs, carracks, galleasses, and other designs, we owe to them.

Among those who painted sea battles, the names of the Dutch Maris Brothers rank high, and among our English painters, that of Benjamin West, whose "Death of Wolfe" was so much admired by Nelson, and who later painted his famous picture of the death of the hero of Trafalgar.

Nor are we lacking in contemporary painters of the sea, with such artists as Cecil King, Oswald Birley, Charles Pears, Charles Dixon, and, one who did much to record the ships of the Golden Age of Sail—the great clippers of the Nineteenth Century—Spurling.

The writers of the sea are many, for it offers a rich field in drama, in humour, in the exercise of descriptive powers; and it is natural

Continued on page 28

# WHAT THE NAVY IS DOING

.... at Sea and Ashore

**T**HIS month marks what is, in the words of the Minister for the Navy (Mr. Riordan), an historic occasion, with the arrival in Australian waters of the Navy's new aircraft carrier, H.M.A.S. Sydney. Her arrival will, said the Minister, mark the development of the Royal Australian Navy into a modern, balanced fighting force.

All experts are agreed that no present-day navy which lacks aircraft carriers and naval aviation can provide the fighting strength necessary to meet conditions which might arise in the post-war world. The acquisition of a carrier will give the Royal Australian Navy tremendously increased striking power and very widely increased mobility, two factors which are essential to success in this age of scientific warfare.

H.M.A.S. Sydney, formerly H.M.S. Terrible, was accepted at Devonport on behalf of the Commonwealth Government on the 16th December last by the Australian High Commissioner (Mr. J. A. Beasley) and was renamed by Mrs. Beasley. She is the third ship of the Royal Australian Navy to bear the name Sydney, her predecessors being the light cruiser of the First World War which, commanded by Captain J. C. T. Glossop, R.N., sank the German raider *Emden* in the Indian Ocean on the 9th November, 1914; and the cruiser of the Second World War which, under the command of Captain J. A. Collins, R.A.N. (now Rear-Admiral J. A. Collins, C.B., First Naval Member of the Australian Commonwealth Naval Board), sank the Italian cruiser *Bartolomeo Colleoni* in the Mediterranean on the 19th July, 1940.

The present H.M.A.S. Sydney was laid down at the Royal Naval Dockyard, Devonport, England, in 1943, and was launched in September, 1944, by Mrs. Duncan Sandys, a daughter of Mr. Winston Churchill, who was at that time the British Prime Minister.

H.M.A.S. Sydney is fitted with improved ventilation, air-conditioning and laundry equipment. Some of these improvements are the result of experience gained in earlier ships in the closing stages of the Pacific War. She has the latest galley equipment, and has been provided with a full cafeteria system for ratings. H.M.A.S. Sydney's complement will be approximately 1,100 officers and men. Her aircraft will be Seafury fighters, and Firefly anti-submarine and reconnaissance aircraft.

## FLEET DISPOSITIONS

### The Aircraft Carrier:

H.M.A.S. Sydney (Captain R. R. Dowling, D.S.O., R.A.N.) sailed from Devonport (England) on the 12th. of April, and is due at Fremantle on the 12th. of this month. She is due to depart from Fremantle on the 13th. and to arrive at Melbourne on the 18th., remaining there until the 23rd., when she sails for Jervis Bay. It is anticipated that she will remain at Jervis Bay from the 25th. May until the 2nd. June. While she is at

Jervis Bay, her aircraft and the members of her air group will be disembarked for the Royal Australian Naval Air Station at Nowra, some 22 miles to the north-west of Jervis Bay. Leaving Jervis Bay on the 2nd. June, Sydney will arrive at Sydney on the same day. After the air group has undergone refresher training at Nowra, including dummy deck-landing practice, H.M.A.S. Sydney will join other units of the Royal Australian Fleet for Fleet exercises.

### 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, arrived at Westernport on the 23rd. March, following the period of Fleet exercises in Tasmanian waters. On the 28th. and 29th. March, in company with H.M.A.S. Bataan, the Flagship carried out a series of training exercises with the Royal Australian Air Force in Port Phillip Bay and at Westernport. Both ships carried out a number of exercises against air attack, including dive-bombing by aircraft, and the detection by radar of attacks by Beaufighters and their interception by Mustang aircraft which were controlled by the ships.

On the 31st. March the Flagship proceeded to Melbourne, and berthed alongside at Princes Pier, granting leave to the ship's company and allowing Melbourne citizens an opportunity to see over the ship. Australia sailed from Melbourne on the 4th. of April, arriving in Sydney on the 6th., where she remained until her departure for Jervis Bay on the 20th. April. Her future programme is: Departs Jervis Bay for West Australia on the 4th. of this month, arriving Fremantle on the 11th., and remaining there until the 23rd. of May. She is due at Adelaide on the 28th. of May, sailing thence for Sydney on the 6th. June, and arriving at Sydney on the 10th. On arrival at Sydney she will commence 50 days' availability for leave and 45 days for refit, sailing from Sydney on a cruise about the 5th. of August.

### 10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Captain (D) 10, Captain W. H. Harrington, D.S.O., R.A.N.) is at Jervis Bay, where she arrived from Sydney on the 20th. April. She is due to sail from Jervis Bay on

the 4th. of this month, and to accompany the Flag to West Australia. Her subsequent programme is: Bunbury (W.A.), from the 10th. to the 13th. May; 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.

H.M.A.S. Bataan (Commander A. S. Storey, D.S.C., R.A.N.) arrived in Melbourne following the exercises in Tasmanian waters on the 23rd. March, and berthed at Williamstown Naval Dockyard. On the 23rd., 24th. and 25th. March she carried out Gunnery School Firings in Port Phillip Bay, and on the 28th. and 29th. March she participated with H.M.A.S. Australia in a series of training exercises with the Royal Australian Air Force in Port Phillip Bay and at Westernport. Bataan departed Melbourne on the 2nd. April, arriving Sydney on the 4th. of last month. She departed Sydney with the Flag on the 20th. April, returning to Sydney from Jervis Bay on the 29th. of the month. Her future programme is: Departs Sydney on the 4th. of this month for Cairns, where she arrives on the 8th., Darwin on the 15th., Tarakan on the 18th., Hong Kong on the 23rd. and Sasebo, Japan, on the 30th. She relieves H.M.A.S. Shoalhaven in Japanese waters for a period of duty with the British Commonwealth Occupation Forces, remaining there until early September, when she will be relieved by H.M.A.S. Culgoos. 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. Culgoos, Senior Officer (Commander J. Plunkett-Cole, R.A.N.) returned from her period of duty in New Guinea and arrived in Sydney on the 5th. of last month, departing in company with H.M.A.S. Australia for Jervis Bay on the 20th. April. She is due to leave Jervis Bay on the 4th. of this month for dockyard refit, and will be granted 50 days' availability for leave and urgent defects. 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 due to arrive on the 6th. of this month. She will be granted 50 days' availability for leave and 45 days for refit as 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 Forces, having relieved Warramunga on that duty in February. Shoalhaven will herself be relieved at the end of this month by 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, New South Wales. 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.) has been employed shipping stockpile of material and equipment for the construction of the Advanced 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. Lahuan (Lieutenant-Commander G. M. Dixon, D.S.C., R.A.N.V.R.) sailed from Port Melbourne for Macquarie Island on the 19th. March. She was employed carrying relief staff of scientists, who took over the scientific and research work on the island, remaining there for twelve months. H.M.A.S. Lahuan arrived back in Melbourne in April, departing about the middle of the month for Sydney for refit.

### Australian Minesweepers:

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

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

H.M.A.S. Latrobe (Lieutenant R. J. Scrivenor, 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, working at the eastern end of the Strait. She makes periodic visits to Melbourne to fuel and store. It is anticipated that the operations in Bass Strait will be completed in May.

H.M.A.S. Barcoo (Lieutenant-Commander D. A. T. Gale, D.S.C., R.A.N.) has been engaged on survey duties in South Australian waters, having carried out surveys of Investigator Strait and Spencer and St. Vincent Gulfs, and surveys of the approaches to the Outer Harbour, Port Adelaide, and the



Members of the party of Victorian Sea Cadets who travelled round from Melbourne to Sydney in H.M.A.S. "Australia" had an interesting time being shown something of the workings of the close-range A/A armament.

ports of Whyalla and Port Pirie.

H.M.A.S. Jubari has been engaged on survey work as tender to H.M.A.S. Warrego.

#### GENERAL

##### Sea Cadets in H.M.A.S. "Australia."

By arrangement with the Naval Board, and by the courtesy of the Flag Officer Commanding H.M. Australian Fleet (Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O.) and of the Commanding Officer of H.M.A.S. Australia (Captain H. M. Burrell, R.A.N.), 20 Victorian Navy League Sea Cadets have been afforded the privilege of some days in the Flag ship during her period in Western port Bay and Port Phillip, and for the passage from Melbourne to Sydney. The boys, who were from Companies of Sea Cadets formed under the aegis of the Victorian Branch of the Navy League, thoroughly enjoyed their experience, which was one most beneficial to them in their training, and stimulating to their interest as Sea Cadets. They will long remember their spell in Australia, and its results will be of lasting value to them.

##### Macquarie Island.

Macquarie Island, to which H.M.A.S. Labuan took relief scientists for those who have spent the past 12 months down there carrying on research and recording work, lies in the volcanic area which includes New Zealand and some of the Pacific Groups. It is proposed, therefore, to establish on the island a seismograph which will record volcanic disturbances and serve more accurately to pinpoint their origins. For a seismograph accurately to record, it must not only be well-roofed, but must also be based upon solid rock. A cave, which will later be lined with concrete, will need to be blasted out of the rock cliffs of the island in order to house the delicate instruments. The scientists in charge of the seismograph will be Mr. Schaeffler, whose services have been made available by the Bureau of Mineral Resources, and Mr. L. T. Nicholls, from the Zinc Corporation.

##### The Island Staff.

When H.M.A.S. Labuan had landed the scientists and their gear,

and the change-over had been carried through, the Officer-in-Charge of the island party was Dr. Arthur Gwynn, an Irishman, who will couple his duties as Commanding Officer with those of Medical Officer and advisory scientist. Dr. Gwynn had a distinguished career with the British Army in Italy, and was awarded a Military Cross. Apart from his other qualifications, Dr. Gwynn is an experienced ornithologist and entomologist. The rest of the party consists of weather experts, biologists, radio operators, an engineer, and the cook.

##### Details of Work.

Among the specific duties allotted to members of the Macquarie Island party, Messrs. Robertson, Denham and Behn will record weather observations in a continuous relay back to Australia, the radio station by means of which the reports will be transmitted being operated by Messrs. Sterrett, Robb, and Totten. Mr. Sterrett will, in addition, carry out observations in the field of radiophysics, a section of which deals with the study of atmospheric noise. He will also be the Macquarie Island postmaster. With the assistance of Dr. Gwynn, Noel Haysom, of Brisbane University, and Tom Manfield, Jr., of Sydney University, will carry out the biological programme set for them by Mr. Philip Law, who is the leader of the Expedition. John Russell, the engineer, who hails from Sydney, is also a first rate radio man, and, in charge of the Island's power station, is one of the Expedition's key men.

##### High Standard Cuisine.

The relief cook, Mr. Ken Hall, has had a hard task set for him by his predecessor, who has established a reputation for pandering to epicures with sub-Antarctic delicacies. His recipes for sea-elephant liver, penguins and skua gulls, have established a Lucullan standard that will take some equalling, from all accounts.

##### Macquarie Island Landings.

The landing stretches in Buckles Bay, Macquarie Island, present a difficult problem to those who have to put the stores ashore. There are many sharp rocks, and the winds are noted for their changeability and force. The bay is also filled with a thick kelp which fouls the propellers of landing craft. In order to overcome this problem for next year's operation, Warrant Officer Manley accompanied the Expedition in Labuan, on loan from the Army. His task was to survey the Bay, and to make suggestions as to the construction of a jetty. Meanwhile, D.U.K.W.s were used on this occasion by Labuan, they being most suitable for operations in conditions obtaining at Macquarie Island. They were used with great success by Labuan on her recent visit to Heard

Island, and the same team which operated there was in charge at Macquarie, those comprising the team being Captain Troy in charge, with Warrant Officer Jack Cunningham and Warrant Officer Jardine-Wallace, all of the Australian Army.

##### Magnetic Observations.

On behalf of the Bureau of Mineral Resources, magnetic observations will be made on Macquarie Island by Mr. Ian Bunbury. He is carrying out a magnetic survey of the camp area to determine a site suitable for the installation next year of magnetographs.

##### H.M.A.S. "Australia" at Melbourne.

While the Flagship was at Melbourne last month, a dance was held on board on Friday, the 1st

April, while at the same time a Royal Australian Navy Ratings' dance was held in nearby H.M.A.S. Lonsdale, the Port Melbourne Shore Establishment. Among those present at H.M.A.S. Lonsdale was the First Naval Member, Rear Admiral J. A. Collins, C.B., who renewed acquaintance with past shipmates, and met their wives.

##### H.M.A.S. "Bataan" Gunners School Firings.

During her visit to Melbourne during March, H.M.A.S. Bataan carried out both Low Angle and High Angle shoots, and both day and night firings. H.M.A.S. Gladstone towed the target for the Low Angle firings, and an aircraft of the Royal Australian Air Force co-operated with a sleeve target for the exercise of Anti-Aircraft weapons.



The Flag Officer Commanding H.M. Australian Fleet, Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., inspected the 20 Victorian Navy League Sea Cadets on the quarterdeck of H.M.A.S. "Australia" when they travelled round in the ship from Melbourne to Sydney last month. Behind the Admiral is Sea Cadet Warrant Officer G. Scott, of Black Rock (Vic.) Sea Cadet Company, who was in charge of the party.

# News of the World's Navies

## HELICOPTER LINKS SHIPS

Soon after ships of the Home Fleet had left Portland Harbour on the commencement of the recent Spring Cruise, a demonstration of the speedy transmission of important documents between ships at sea was given by a helicopter from the light fleet carrier "Vengeance." The helicopter flew from the carrier some eight miles to the Home Fleet flagship, "Duke of York," and hovered a few feet above her deck while a midshipman from the "Vengeance" was lowered by winch to deliver the documents for Admiral Sir Rhoderick McGrigor, K.C.B., D.S.O., the Commander-in-Chief.

## ADMIRAL U.S. ATOMIC "DIRECTOR OF SECURITY"

Rear-Admiral John Gingrich, U.S.N., is commander of the forces which the U.S. Atomic Energy Commission has guarding its installations. These forces total about 6,000 men in all, specially trained and picked to guard the Commission's plants, materials and secrets. The figure of 6,000 includes the factory guards of contracting companies. At the three great producing installations are some 2,000 men ready and armed to repel intruders, equipped with pistols, carbines, machine-guns, and armoured vehicles. The function of these major armed detachments is to hold their ground in the "twilight period" between the beginning of an attack and the time when the Army and Air Force can send reinforcements to their aid.

## "SYDNEY'S" SAFETY RECORD

The Royal Australian Navy's new aircraft carrier, H.M.A.S. "Sydney," brought back a good safety record with her from her sea-going trials with her aircraft. The carrier's air group made 686 deck landings with only one major

"prang," that being when a pilot overshoot the deck barrier and smashed up two aircraft without injuring anyone. Long may she maintain this high standard.

## H.M.S. "ROYAL SOVEREIGN"

When H.M.S. "Royal Sovereign" was officially handed back to the Royal Navy by the Russians on the 9th. February last, she was received at Rosyth by Vice-Admiral Sir Ernest Archer, K.C.B., C.B.E., Admiral Commanding Scotland and Northern Ireland, who was Commanding Officer of the "Royal Sovereign" from 1929 to 1932. In a speech which was interpreted to the Russians, he said that when another "Royal Sovereign" came to be built those who formed her ship's company would be proud of the fame of this one, and of her record, unique in her class, of having served under two flags; and he wished the Russian Commodore, his officers and men good sailing for their return to Russia. The Russian Commodore did not make a speech.

## U.S. NAVY'S BOOSTER ROCKET

It was revealed in February that the United States Navy has flown successfully the world's largest solid propellant rocket, designed for use with guided missiles. It is said of the new rocket that it "has a ground-level thrust considerably in excess of that developed by the German V-2 rocket weapon used to bombard London during World War II." The German V-2 exerted 58,000 lbs. of thrust to get off the ground, and, at its accelerated speed of 3,500 miles an hour, developed the equivalent of 600,000 horse-power. The new rocket, then must be something very powerful.

## USED TO LAUNCH MISSILES

The new rocket will be used in launching supersonic missiles relying on the ram-jet engine of the Navy for a propulsion unit. This engine, which has no moving parts, must be boosted to speeds close to that of sound before it will operate efficiently. After that, the faster it goes the more efficient it becomes. Missiles and test vehicles powered by ram-jet engines have attained speeds of 2,000 miles an hour in Navy tests. Dr. Ralph E. Gibson, Director of the Applied Physics Laboratory of the John Hopkins University, who told of the development of the Navy's new rocket, said that "if scientists wished to emulate Puck in Shakespeare's 'A Midsummer Night's Dream' and 'put a girdle round about the earth in forty minutes,' they would employ ram-jets."

## H.M. (A). S "NEPAL"

When the First Sea Lord, Admiral of the Fleet Lord Fraser, of North Cape, G.C.B., K.B.E., made a cruise of the east coast of Britain up to Rosyth in March, he did so in a one-time H.M.A. Ship—now H.M.S. "Nepal." "Nepal" was one of the "N" class destroyer-manned by the Royal Australian Navy during the war, and was employed very largely in the Indian Ocean and Pacific, first with the Eastern Fleet, and later with the British Pacific Fleet. During his March cruise in her, Lord Fraser visited Harwich, Hull, Newcastle, and Rosyth.

## U.S. NAVY MEETING 1950 BUDGET

In order to enter the fiscal year 1950 with the operating forces and establishments planned to be maintained during that year, the U.S. Navy is having to make some adjustments. New ships entering the active fleet during the year are the 27,000-ton carrier "Oriskany," the

heavy cruiser "Salem," the light cruiser "Roanoke," the destroyer escorts "Epperson" and "Basilone," the hunter-killers "Carpenter" and "Robert A. Owens," while ten reserve fleet destroyers are being converted for "anti-submarine readiness," and one light carrier and 14 small craft are being put back into active service. On the other hand, ships scheduled to be put in mothballs are the carriers "Princeton," "Antietam," and "Tarawa"; the cruisers "Providence," "Little Rock," "Huntington," "Portsmouth," "Dayton," "Astoria," "Topeka," "Duluth" and "Atlanta"; and the anti-aircraft cruisers "Fresno," "Oakland," and "Tuscon."

## FLEXIBLE FLIGHT DECK

With the object of saving weight and improving the performance of naval aircraft, the Admiralty has been carrying out experiments in the use of a flexible landing surface on which aircraft can alight without the need for the conventional undercarriage. The idea of this flexible deck has been developed at the Royal Aeronautical Establishment, and an experimental "deck" was constructed at Farnborough, Hampshire, for the initial trials. Equipment has since been fitted on the flight deck of H.M.S. "Warrior," in which further landing trials are in progress. The aircraft used for the trials is a specially modified Vampire jet fighter.

## CHEAPER AIR TRAVEL FORESHADOWED

The flight of the U.S. Navy's giant air transport, the "Constitution," from San Francisco to Washington in nine hours 35 minutes non-stop with 72 passengers and a crew of 18, marks the feasibility of trans-continental air travel at prices within the range of bus fares, according to U.S. aviation authorities. A one-way passage—2,557 miles was the distance covered by the "Constitution" at 268 miles an hour—such as that completed by the aircraft would cost only 75 dollars a seat,

according to officials of the Lockheed Corporation.

## THE "CONSTITUTION"

Here are some particulars of the "Constitution": When it took off from San Francisco with its 90 passengers and crew, and petrol on board, it weighed close on 90 tons. It has two decks, connected by two spiral staircases. Its passenger quarters are large enough to dwarf those of any type of craft except an ocean-going vessel. Its wings can hold 10,000 gallons of petrol. Its upper deck seats 92 persons. Its motors are 28-cylinder Pratt & Whitney engines. It can fly non-stop from San Francisco to London. The original specifications were written by the Pan-American World Airways in 1942, but the war put a stop to development. Then the work initiated at Lockheed drawing boards by Pan-American was carried on for the Navy, to help that service to solve its problem of personnel transportation. Now, at a cost of \$29,000,000 two Lockheed "Constitutions" will have been completed by the end of this year. It is estimated that the cost of future similar aircraft to private airlines will be about 3,500,000 dollars each.

## FLUORESCENT LIGHTING FOR H.M. SHIPS

Fluorescent lighting systems are being developed for installation in new ships of the Royal Navy. The compartments to receive first consideration will be mess spaces, wardrooms, recreation rooms, surgeries, workshops, and offices where the advantages of better illumination and less heat dissipation will be most beneficial. The scheme is part of a general one to improve the habitability of His Majesty's Ships.

## THE OLD "IMPLACABLE"

A committee, representative of the Admiralty, the London County Council, and others interested in the old "Implacable," recently visited the ship at Portsmouth, in connection with a suggestion that she might be moved to the River Thames and preserved as an historic relic. The "Implacable,"

which at present lies in Portsmouth Harbour, was originally a French warship, the "Duguay-Trouin," who fought at Trafalgar, and was captured by the British after the battle.

## NAVAL PAY

Discussing the pay of the Royal Navy in a recent debate in the House of Lords, Lord Ailwyn contrasted the low pay of the Navy with that of other callings. Since 1816, he pointed out, an Admiral's pay had risen by only 65 per cent., though civilian wages had risen threefold since 1914. "Why," he asked, "should a National Health Service dentist be allowed to earn £4,800 when the Commander-in-Chief of the Home Fleet gets £2,925? Why should the chairman of one of the nationalised industry boards get twice the salary of the First Sea Lord? So long as it remains more remunerative to be an area gas manager than to command the Fleet of England, so long will you have difficulty in getting men, at least to re-engage."

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# THE NAVY AND THE FUTURE

To Suppose That the British Commonwealth Countries Can Exist Without Navies Is A Fallacy.

By Captain Taprell Dorling, D.S.O., R.N.

(Article by Courtesy of British Central Office of Information.)

THERE seems to be a fairly prevalent idea among the enlightened that aircraft on the one hand and atomic bombs on the other have reduced Navies to a position of second rate importance if not of complete impotence. The function of a Navy necessarily varies in every country according to the degree that that country depends upon overseas commerce and supplies from abroad; but to suppose that Britain and other Commonwealth countries can ever exist without adequate navies of one sort or another is a complete fallacy. Even if the United Nations organisation becomes a living world power subscribed to and sponsored by all nations, the British Commonwealth must still make its contribution, to United Nations armed forces—call them police forces if you will—required in the last instance for coercion or suppression of possible aggressors.

The United Kingdom, highly industrialised and with a teeming population of more than fifty millions, is not self-supporting in the way of food and raw materials. Twice within living memory she has been brought to the verge of disaster through the attempted cutting of her vital supply lines by German U-Boats.

It is unnecessary to dwell upon the supreme and vital importance of Britain's trade routes all over the world; but the life and welfare of the highly organised Commonwealth depend upon the prosperity of every one of its components. All are interdependent and highly sensitive in their relation one to another. The economic life and the de-

fensive organisation of each of them have grown up and are based upon the presupposition that sea routes shall be free and open for mutual co-operation in peaceful development and trade, and for mutual assistance in the unhappy event of war. Sea routes, or lines of maritime communication are still vital arteries through which flows the life blood of the Commonwealth. Their control by a hostile power would involve all the scattered nations of the Commonwealth in economic disaster, and leave them individually isolated in the face of attack.

Aircraft are rapidly coming into their own for the carriage of passengers and cargo. No one can foresee to what extent they may develop in the future, or if they will ever supersede ships for the regular carriage of millions of tons of foodstuffs and materials, and in war of men and munitions also. At present no great army can be sent overseas or maintained except by ships. Even aircraft in countries which do not produce oil depend for their operation upon fuel imported in ships.

Let us consider a few figures. In twenty-five weeks of the years 1942-43, during the campaign in North Africa, three hundred and ninety ocean-going vessels visited the port of Algiers alone. Apart from reinforcements, they discharged more than one million tons of munitions and supplies, including 300,000 tons (304,815 metric tons) of petroleum products. In January, 1944, four months after its occupation by the Allies, the shattered port of Naples discharged and loaded

376,968 tons of cargo, mainly for the Army and Air Force in Italy. Naples was handling more cargo than any port in the world. New York came second.

Sea power is built up in merchant ships as well as in warships needed to protect them in transit. So long as ships still provide the most efficient and economical means of carrying our essential cargoes across the broad oceans, the Commonwealth must maintain the fighting fleet for their protection. Modern science and invention have not rendered ships obsolete, nor have they altered the age-old function of the Navy, that of keeping the sea routes open for our own purposes while denying their use to the enemy. Types of warships and of merchant ships may change, but that is all.

What of atomic bombing?

Scientists have told us that surprise mass bombing attack would reduce our cities, ports, and industrial areas to reeking shambles before ever war began.

International treaties and agreements were never sacrosanct to Hitler. One can imagine the rise to power of some other European dictator who could blast crowded Britain into partial ruin by a simple message to his fleets of bomber aircraft.

On the other hand, each new and efficient means of destruction is regarded with feelings of awe. Gunpowder, when it was produced by a German monk in the Fourteenth Century, was hailed all over the civilised world as an invention of the devil. In their turn, terror values of rifled cannon, ironclads, torpedoes, submarines, aircraft and poison gas were so luridly painted that many convinced themselves that war had been made impossible through its sheer frightfulness. The truth is, of course, that humanity is immensely resilient; that every new weapon probably has its antidote; and that each new war is more costly and deadly than the last. The atomic bomb is certainly a frightful

Continued on page 48

## BOOK REVIEWS

By G.H.C.

"THREE DECADES. The Story Of The State Electricity Commission of Victoria From Its Inception To December, 1948." Hutchinson & Co. (Publishers) Ltd., Melbourne.

THIS book—which is an excellent production, and as an example of block-work, printing, and general presentation challenges comparison with similar productions anywhere in the world—tells the story of the creation and the development of the State Electricity Commission of Victoria, today an outstanding instance of a successful Government-owned public utility, and is, therefore, of interest to all Australians.

It is of interest to Australians also because of the influence that Australia's dependence upon sea-borne trade had in events leading up to the creation of the Commission in the first place, and of the subsequent efforts so to develop the Commission's activities as to make Victoria independent of sea-borne fuel supplies.

The story is a fascinating one as telling of the exploitation—under the spur of necessity—of the great riches in low-grade fuel in the form of brown coal possessed by Victoria. It is a romantic one, because it tells of the vision of a few enthusiasts, of the acceptance of that vision by far-seeing legislators, and of the realisation within the comparatively short space of time of three decades of far more than the original sponsors of the plan had envisaged even in their most optimistic moments. And the story is not ended, but is now entering upon a new and greater development.

The scene, as depicted in this book, opens when, "In the dawn of an April morning in the year 1770, a small, barque-rigged vessel mad a landfall off what is now the Victorian coast, and for the first time English eyes saw Eastern

Australia," and those in the "Endeavour" saw a land "of sloping hills covered in part with trees and bushes, but interspersed with large tracks of sand," and Captain James Cook entered in his private log book: "Thursday, April 19th., 1770, 6 a.m. Saw the land extending from North-east to West."

"Back of that hilly shore line the watchers in the 'Endeavour' saw the peaks of the nearer ranges. Back of those again, but beyond their ken, lay the lofty uplands of the Australian Alps, the continent's highest mountains, culminating in Victoria in the Bogong High Plains. In those mountains, and in the lowlands lying in the present Gippsland between them and the sea, within a radius of 150 miles of where Cook and his fellow-voyagers watched from the 'Endeavour's' deck, lay an unlocked store of riches that was to play a vital part in the prosperity of the future State."

That unlocked store of riches consisted of the estimated 27,000,000,000 tons of brown coal—more than two-thirds of the State's total brown coal resources—lying in the Latrobe Valley, in Gippsland; and of the hydro-electric resources of the adjacent Australian Alps. It was to provide a source of wealth in electricity and solid fuel supply of inestimable value to Victoria.

The existence of deposits of brown coal in Victoria was discovered about the middle of last century. They are estimated to total 37,151,000,000 tons—largely concentrated in the Latrobe Valley, with lesser deposits at Altona in the western environs of Melbourne; at Welshpool close by Wilson's Promontory on the south coast; at

Lal Lal, some 13 miles from Ballarat; in the Bacchus Marsh area; and in small quantities at other scattered localities. The great value of the Latrobe Valley deposits lies in their easy accessibility. They are only thinly covered with overburden—some 30 to 40 feet—beneath which lie seams of coal of between 200 and 400 feet in thickness, suitable for winning by the open cut method.

There were, in the closing years of last century, attempts to work Latrobe Valley brown coal on a commercial basis by the manufacture of briquettes, but these briquettes could not compete successfully with New South Wales black coal at the then prices; the private company which had operated closed down, and all that was left was an open cut which for many years lay idle.

In the early years of this century, however, the rising costs of imported New South Wales coal, and the recurring interruption to supplies resulting from strikes, caused the people of Victoria to look to their own resources of fuel. "In 1916 there was a strike on the New South Wales coal fields, and Morwell Open Cut, which had been lying idle for a number of years, was again operated, this time by the State, to provide emergency fuel. The emergency work was suspended on the termination of the strike, but was resumed again in 1917, and production was continued for a number of years."

The New South Wales strike of 1916 emphasised Victoria's dependence on outside sources of fuel supply, and led the Government of the day to appoint an advisory committee "to make certain investigations and report in regard to the commercial utilisation of brown coal, and particularly for the purpose of generating electrical energy." This committee, after exhaustive enquiries, concluded that the utilisation of brown coal for electricity production was practicable commercially, and recommended the establishment of an electrical generation and transmission project with a power station

at Morwell in the Latrobe Valley. the establishment of an adequate open cut in the vicinity of the power station, and the obtaining of Parliamentary sanction for the project—and for the creation of the necessary authority to initiate and control it at the earliest possible date.

As a result of the committee's report, the Victorian State Government, led by Sir Henry Lawson, introduced the Electricity Commissioners' Bill, which was passed by both Houses of Parliament and received Royal Assent in January, 1919. The Act called for the appointment of Commissioners, and empowered such Commissioners "to erect and operate electrical undertakings; to supply electricity in bulk to any corporation; to supply electricity to any person outside any area in which there was an existing undertaking; to carry on any business associated with an electrical undertaking; to make regulations as to precautions to be adopted in the use of electricity and to arrange for the licensing of wiremen; and to establish and operate State coal-winning projects."

No time was lost in making a start on the establishment of an open cut and power house with a briquetting plant for the manufacture of solid fuel as a subsidiary—at what is now Yallourn, in the Latrobe Valley.

It is pointed out in this book that "The appointments of the Commissioners coincided with Australian-wide industrial unrest which seriously affected Victoria's power position, and emphasised the necessity for the new legislation, and the problems which confronted the Commission. Early in 1919 there began a series of shipping strikes which, during long and frequent intervals, were for over two years to offer painful illustration of the State's dependence on imported coal. A Coal Board was established by the Federal Government, and at one stage prohibitions on the use of coal without the Board's authority were issued. Factories were closed, thousands in industry were thrown out of employment, the

use of electricity was drastically restricted, and transport facilities were curtailed, the trouble reaching its peak in February, 1921. The matter was not only one of the denial or curtailment of supplies due to shipping hold-ups. The question of costs also loomed large. Victorian electric supply undertakings were paying approximately 31/- a ton for New South Wales coal, which was supplied to similar undertakings in Sydney at about 16/9 a ton. The difference was mainly due to freights, an increase in which was foreshadowed, thus promising to intensify the handicap under which Victorian industry suffered vis-à-vis that of New South Wales."

The difficulty in regard to imported fuel was to continue, and to intensify again in the post war years after 1945, for the State Electricity Commission has been able only to supplement, and not entirely to undertake, the supply of fuel. But without its achievements, Victoria would not have achieved her present industrial state, and would be in a far more difficult position today.

The initial requirements of electrical energy from the Commission were modest in comparison with today's demands. Establishment of the Yallourn open cut and power house were for "a project able to supply the estimated 1923 requirements of the Melbourne metropolitan area, 50,000 kilowatts." But capability of the expansion of this production was assured. It was, in the words of the first report issued by the Commissioners, "one of the outstanding favourable features in connection with the project. The extent of coal deposits capable of being worked on the open cut principle is such that by the provision of adequate machinery any increase in output above the proposed initial capacity can be provided."

And, as the book points out, "Conditions were as favourable in the field of economic soundness. The average thickness of the coal in the Morwell (Yallourn) area showed at 174 feet, with an aver-

age thickness of overburden of only 33 feet. The mechanical working of this coal would enable winning at a low rate of approximately 2/3 a ton, delivered at the power station. Economic production of electricity at its source permitted expenditure of capital in high-voltage transmission lines over the 110 miles to Melbourne. After allowing for capital costs, electricity could thus be delivered in Melbourne far more economically than by using Altona (deep mining) brown coal or by generating electricity in Melbourne itself with the use of imported black coal."

Power generated from the brown coal at Yallourn became available in Melbourne in June, 1924, and the following year the work of installing the first 50,000 kilowatts of generating plant at Yallourn was complete. In its Annual Report of 1925, the State Electricity Commission was able to state that "the results of the operation of this station in conjunction with the Newport 'B' Power Station"—a metropolitan heat station which the Commission had installed at Newport on the River Yarra to act as a peak load station—"clearly indicate that the scheme will comply entirely with the major essential requirements, namely: Certainty and continuity of supply; Capability of expansion; Economic soundness; Independence of sources outside Victoria."

Success had not been achieved without some problems, hard thinking, and hard work. It is of interest to note that Yallourn brown coal is a "wet" coal; it contains moisture up to 65 to 66 per cent. Contracts for boiler plant had been let on the assumption that the furnaces would have to burn a coal with a moisture content of 45 to 50 per cent., which is that of nearby coal, which borings had indicated was the same as that of Yallourn. The Commission, in the circumstances, "had no alternative but to courageously attack the situation by fully investigating to what extent, if at all, the economics of the boiler plant would be affected by the wetter coal, and

in what manner and by modifications of the design of the furnaces any difficulties encountered could be satisfactorily met."

Researches were accordingly instituted into the pre-drying of the coal before its entry into the furnace, by the application of the principle of utilising the waste furnace gases by passing them through the coal; and as a result of experiments the Commission engineers evolve a furnace that provided a complete solution to the problem, and no difficulty was experienced in burning the coal and maintaining the desired output of steam with its use.

At the same time that the question of the supply of electricity from Yallourn was being dealt with successfully, that of the manufacture of briquettes was also being answered by the production at the Yallourn briquetting plant of briquettes which competed satisfactorily with both black coal and wood for industrial and domestic use.

And the generation of electricity by the burning of Victoria's brown coal having been achieved on a commercial basis, the utilisation of the State's water power for a similar purpose was proceeded with, beginning on a comparatively small scale with the use of the irrigation water at the Sugarloaf Reservoir on the Goulburn River and the water of small, nearby mountain streams, operating a total of 26,400 kilowatts installed capacity.

The Commission has advanced far since those days. The Yallourn Power Station has extended far beyond its original plan. Other power stations formerly operated by private companies, have been absorbed by the Commission. The initial Sugarloaf-Rubicon hydro-electric project is dwarfed by the Kiewa hydro-electric project at present under construction, and which will ultimately add 289,000 kilowatts to the Commission's installed generating capacity. Today, the Commission, with installed generating capacity of 443,000 kilowatts, is supplying the people of

Victoria with electricity to the total of about 2,000 million kilowatt hours annually; and is in addition producing approximately half a million tons of briquettes annually. When present developments now in progress are completed in a few years' time, the installed generating capacity for the production of electricity will approach 1,000,000 kilowatts, and the Commission will contribute approximately 2,000,000 tons yearly in the form of briquettes to the State's solid fuel supplies.

That does not mean to say that Victoria is yet freed from the necessity of importing coal, nor that she is within sight of achieving that release. Even though she produces—in briquettes—enough for her industries, there remain the demands made for black coal by the railways and town gas. Speaking of the immediately post-war years, "Three Decades" tells us that "these were"—and it could with truth say "are"—"years of recurring crises in the fuel position, when stocks of imported black coal, on which the State was still largely dependent for the maintenance of essential public services and of industry, were at times reduced almost to exhaustion and the progress of colliers along the coast, with supplies sufficient to tide over a few days, was reported in the Press and over the radio as a matter of the greatest public concern in their effect on railways and gas supplies."

But the existence of the Commission and its achievement did, at least, alleviate the position. "Now was gathered in still greater measure the fruits of that vision of the legislators who created the State Electricity Commission, and thus enabled the opening of the Yallourn brown coal field and the establishment of the power station and briquetting factory. Without the fuel and electricity they supplied, Victoria would have been in a very difficult position indeed. As it was, she was able not only to help herself, but to assist other States using New South Wales

coal, by requiring a lesser share of the total allotted than would have been the case had she not made herself to a degree independent."

"Three Decades" quotes some figures to illustrate this. "In 1946, the year immediately succeeding the war, Victoria's estimated requirements for New South Wales coal—of which she received only a rationed proportion—totalled 1,530,000 tons; 600,000 tons for general industry, 600,000 tons for the production of town gas; and 330,000 tons for railway locomotives. During the same period, the State Electricity Commission produced from Victoria's own resources in brown coal and hydro-electric power, electricity totalling 1,595,000,000 kilowatt hours, and supplied industry with 300,000 tons of briquettes and 49,000 tons of raw brown coal. This was an achievement of inestimable value to the State, and one that did much to alleviate a difficult situation."

"Three Decades" gives, in brief, the history of the Electricity Commission—which is largely the history of the State of Victoria—from its inception in 1919 to the end of 1948. It traces in some detail its growth. It tells of the obstacles met, and how they were overcome; of the creation in what had previously been bush country, of the model town of Yallourn—in 1948, with a population of approximately 4,200, and with just over 1,000 homes and a number of public buildings, the town had practically reached its maximum development. It has been commented upon favourably by overseas visitors and town planning authorities, the latest being Sir Patrick Abercrombie, one of the world's leaders in town planning."

It is a book that every Australian who is interested in his country should read. For not only does it tell of an Australian achievement of which we may be proud, but it presents the story in production worthy of its subject, and in a manner which is a credit to Australian book manufacture and to printing in this country.

## Naval Appointments, Etc.

### NAVAL FORCES OF THE COMMONWEALTH.

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

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

**Promotions.**—Lieutenant Robin Angus Harvey Millar is promoted to the rank of Lieutenant-Commander, dated 1st February, 1949. Cadet Midshipman (E) Colin William Middleton is promoted to the rank of Midshipman (E), dated 1st January, 1949. Sub-Lieutenant (S) John Leslie Mill is promoted to the rank of Lieutenant (S), dated 1st December, 1948.

**Confirmation of Rank.**—Acting Sub-Lieutenants (S) John Leslie Mill and Keith Alwin Gallasch are confirmed in the rank of Sub-Lieutenant (S), with seniority in rank of 1st May, 1947, dated 8th May, 1949. Thomas Henry Fisk, Boatswain (Acting), is confirmed in the rank of Boatswain, with seniority in rank of 6th October, 1947, dated 12th January, 1949.

**Loan to Royal Navy for Service and Training.**—Acting Lieutenants John Frederick Todman, Gordon McPhee, John MacQuarrie Wade Brown and Robert Evans Smith are loaned to the Royal Navy for service and training, dated 5th November, 1948. Acting Lieutenants Harry Lewis Mortlock, Harold Edwin Bailey and Bruce Collett Sellick are loaned to the Royal Navy for service and training, dated 11th December, 1948. Lieutenant (E) Peter Terrington Edwards is loaned to the Royal Navy for service and training, dated 31st December, 1948. Captain Herbert James Buchanan, D.S.O., is loaned to the Royal Navy for service and training, dated 1st January, 1949. Lieutenant-Commander (E) Fred-

erick William Purves is loaned to the Royal Navy for service and training, dated 1st January, 1949. Allen George Harrison and Raymond William Clark-Smith, Gunners, are loaned to the Royal Navy for service and training, dated 1st January, 1949. Cadet Midshipmen Michael Calder, Francis Oliver Eliason, David Wilmot Falconer, Charles Leslie Falkner, John Marshall Harries, Ian Blyth James, Rodney William Lang, John Edward Cecil Williams, Ian Keith Wilson, James Alexander Woodger and Frank Russell Woods are loaned to the Royal Navy for service and training, dated 1st January, 1949. Lieutenants Kenneth William Shands, Maurice Conrad Reeves and Alan Antony Willis are loaned to the Royal Navy for service and training, dated 17th January, 1949. Frank Harold Smith, Petty Officer, official number 24727 are loaned to the Royal Navy for service and training, dated 17th January, 1949. The loan of Captain David Hugh Harries to the Royal Navy for service and training is terminated, dated 14th December, 1948.

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

**Promotion.**—Lieutenant (S) Bruce Llewellyn Olifent is promoted to the rank of Lieutenant-Commander (S), dated 1st January, 1949.

**Transfer to Retired List.**—Lieutenant-Commander Colin Campbell Good is transferred to the Retired List, dated 31st January, 1949.

### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

**Appointments.**—Richard Charles Thurman is appointed Lieutenant, with seniority in rank of 13th January, 1942, dated 4th April, 1946. Joseph James Dolan is appointed Lieutenant, with seniority in rank of 16th September,

1943, dated 31st January, 1946. John Ferguson Bottomley is appointed Lieutenant, with seniority in rank of 9th October, 1944, dated 26th February, 1946. Keith Browncombe is appointed Sub-Lieutenant, with seniority in rank of 8th May, 1944, dated 8th November, 1945. Keith James Cameron is appointed Sub-Lieutenant, with seniority in rank of 4th December, 1945, dated 14th May, 1946. Charles William Blunt is appointed Lieutenant (S), with seniority in rank of 25th September, 1946, dated 12th January, 1949. Claud Geoffrey Kennedy Smith is appointed Lieutenant (Special Branch), with seniority in rank of 12th December, 1942, dated 26th January 1946.

**Promotion.**—Surgeon Lieutenant Henry George Ruchbieth is promoted to the rank of Surgeon Lieutenant-Commander, dated 18th January, 1949.—(Ex Min. No. 12—Approved 16th March, 1949.)

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

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# EX-NAVAL MEN'S Association of Australia



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### Federal Council

**ADVICE** has been received from the Secretary to the Trustees of the Services Canteens Trust Fund that the Chairman has reported on the considerable amount of misunderstanding existing amongst ex-Service organisations upon the policy of the Trustees; he has recommended that a statement upon the administration of the Fund should be prepared and distributed to the various ex-Service organisations. The Secretary also reports that Regional Committees have been established in England and New Zealand; these Committees have power to investigate cases that are submitted to them by Australian ex-Service personnel. A summary of proceedings of the 11th and 12th meetings of the Trustees have since been promulgated to all State Secretaries of our Association.

The Federal President, (Mr. F. F. Anderson) was invited to be present and represent the Ex-Naval Men's Association of Australia at the Anzac Day Commemoration Service held in Canberra on the 25th April.

The Royal Naval Benevolent Fund Trustees have informed Federal Council that a list of our State Secretaries, together with their postal addresses, will be published in the forthcoming issue of the Quarterly Review.

Victorian State Council has invited the Federal President to attend the next State Conference at Melbourne. Mr. E. V. Avery, a former member of Sandringham Sub-Section, has now transferred to Sydney S.S. Mr. E. A. Lane,

President of St. George S.S. returned after a short but enjoyable holiday spent in Western Australia. Mr. G. A. Hewlett, a Past President of the N.S.W. Section, has been on official duty at Newcastle until recently and now returns to Sydney S.S. on transfer; he was present at the last monthly general meeting and warmly greeted by old friends. Miss M. Fleming, of 75 Archer St., Chatswood, is the newly elected Hon. Secretary of the W.R.A.N.S. Sub-Section in N.S.W. Congratulations are extended to Miss V. E. Gissing on her recent engagement. Mrs. E. L. Redman has left Sydney with her husband to reside in Darwin; Mrs. Redman was Hon. Treasurer of St. George S.S. before leaving the district. Ex-W.R.N.S. Eileen Rogers and Grace Lane recently arrived in Sydney and are taking up permanent quarters. Miss Rogers is renewing old friendships amongst the girls she served with whilst on duty with the staff of F.O.N.A.S., Sydney, during the War. Miss Lane joins her sister who was serving in the Fleet Mail Office.

Mr. Alf. Smith, who was attached to the retinue of Admiral Lord Fraser during his last period of Pacific service, has been appointed to the staff of the Bank of N.S.W. at Sydney, since his arrival back in Australia two months ago.

Membership of the Association in South Australia has increased by over eighty during the past three months; this steady increase indicates that quite a large number of applicants are desirous of retaining the comradeship gained in the Service. Another visit will soon be paid by the various Sub-Sections' members to Victor Harbour; the Ex-Naval Band will again join

in the festivities. The Committee of the Southern Suburbs Sub-Section have now secured suitable premises for members' meetings.

Mr. H. Simons has been elected State Secretary of Western Australia in place of Mr. J. Saunders who was unable to carry on the office owing to ill health. Mr. Simons was previously Hon. Secretary of Perth S.S., which office has since been filled by the election of Mr. L. M. Kelly, whose postal address is Box H. 587, G.P.O., Perth. Another change that has taken place is that of Mr. L. A. Parkinson, who has been elected Hon. State Treasurer of Western Australia. The regular dances, which are a feature of the Association in the West, and which are held in the Perth Town Hall, are ably handled by Mr. Jock Mackay, a very energetic and stirring worker for the Association; Mr. Mackay was recently the recipient of the Association's Diploma of Merit.

Federal Council is awaiting advice of the new President of the Australian Capital Territory Section; the office was vacated by Mr. Les. Ivey, who resigned owing to pressure of official duties.

Queensland members must have the urge to travel long distances for their leave, because reports from Adelaide and Melbourne Sub-Sections indicate that quite a few have attended meetings of these Sub-Sections from time to time. Mr. Colin Stevens, who, until recently, was on the staff of N.O. I.O. at Byford, W.A., has resigned the Navy and gone back to his home town, Brisbane. Messrs. A. Beashall, G. M. Arber and E. C. Child have been transferred from N.S.W. to Queensland Section.

**CAPTAIN H. M. L. WALLER, D.S.O. and Bar; R.A.N.**  
His Most Distinguished War Career Earned Him Five  
Awards Including A Posthumous Mention in Despatches.

**H**ECTOR Macdonald Laws Waller joined the Royal Australian Naval College as one of the second year entries, in December, 1913. He passed out as Midshipman and received his first sea-going appointment in 1918, proceeding overseas and joining H.M.S. "Agincourt."

Promotions followed as Sub-Lieutenant in October, 1919, Lieutenant in March, 1921, Lieut.-Commander in March, 1929, and Commander in June, 1934.

At the outbreak of war in September, 1939, Commander Waller commissioned H.M.A.S. "Stuart" in command, and as Commander (D) Australian Destroyer Flotilla.

In May, 1940, the Australian Destroyer Flotilla, with the addition of four of H.M. Destroyers, became the 10th. Destroyer, Flotilla, with Commander Waller as D.10, his promotion to Captain (D) coming the following month.

With the emergence of the Mediterranean as a major theatre of war following Italy's declaration of war in June, 1940, the 10th. Flotilla, in common with the rest of the Mediterranean Fleet, had a period of ceaseless activity against the enemy.

As a result of his service during this period, Captain Waller was, in September, 1940, awarded the D.S.O. for "Courage, enterprise and devotion to duty in recent operations."

During the first weeks of the attack of the Army of the Nile on Libya at the end of 1940, Captain Waller was appointed in command of the British Naval Forces afloat in the conjunct operations with the Army, and in July, 1941, was awarded a Mention in Despatches "For courage skill and devotion to duty in operations off the Libyan Coast."

There followed the campaign in Greece, and his award of a further Mention in Despatches for "Good service in Greek waters."

The "Stuart" was one of the destroyers in the Battle of Matapan in March, 1941, and of her services there the Commander-in-Chief, Admiral Sir Andrew Cunningham, wrote: "H.M.A.S. 'Stuart' performed distinguished service in this duty of a standard which I have come to expect from ships of the Royal Australian Navy." Captain Waller was, in February, 1942, awarded a Bar to the D.S.O. "For bravery and enterprise in the Battle of Matapan."

In 1941, he returned to Australia, and on the 24th. October of that year was appointed in command of the cruiser H.M.A.S. "Perth." He and his ship took a distinguished part in the fight for the defence of Java against the overwhelmingly powerful forces of the Japanese Navy in February, 1942; and on the 1st. of March of that year, "Perth" went down fighting gallantly against a superior Japanese force in Sunda Strait.

In this, his last action, Captain Waller was missing, presumed killed in action.

In March, 1946, he was posthumously awarded a Mention in Despatches "For gallantry and resolution whilst serving in H.M.A.S. 'Perth' lost by enemy action in the Far East on 1st. March, 1942."

## "PERTH" SINKING ANNIVERSARY.

On Sunday, 27th February, sixty odd members of Fremantle Sub-Section, accompanied by sixteen survivors of the H.M.A.S. "Perth", mustered at the Navy Club, Fremantle, prior to attending the Church Parade held in commemoration of the sinking of "Perth" on 1st March, 1942. The Parade was led by the Fremantle Highland Pipe Band. The memorial service was held in St. John's Church, Fremantle, and was attended by many members of Sub-Sections.

A very touching incident occurred during the General Meeting of the Fremantle Sub-Section, held on the evening following the successful Church Parade and Commemoration Service, when Mr. Arthur Kiese called his ex "Perth" survivors (there were fourteen present at the Navy Club on this night) and on their behalf thanked the State President, (Mr. Norman Bicker) and the Sub-Section President, (Mr. Murphy) for their very warm welcome, and for arranging and getting together so many of the survivors of the "Perth" for their first re-union in the West. Fremantle Sub-Section will greatly miss Mr. Kiese from amongst their members, as he has been transferred in his business to Manjimup. Mr. Jim Ward of the R.A.N.A.D., Byford says "thanks, Fremantle Sub-Section, for giving the 'Perth' survivors the opportunity of getting together for the first time since the sinking of the ship. The Church Parade and Memorial Service, together with the function that followed on the Monday night reflects great credit on the members of Fremantle Sub-Section, and for the wonderful night you gave us—thanks again." Mr. Ward voices the sentiments of his fellow shipmates who enjoyed the entertainment provided that night, and we hope that they will be spared to come along for many years to come.

—G.W.S.

## NAUTICAL QUESTION BOX Continued from page 26

tota." The "Canastota" was built as the "Falls of Orchy" in 1907 by Napier & Miller, Glasgow, and was of 4,904 tons. In 1916, she was sold to C. S. Swan, of Glasgow, and chartered to the United States and Australia Line, New York. She left Sydney, N.S.W., for Wellington, N.Z., with a cargo of case oil on 13th June, 1921, and has never been heard of since. There were no survivors of her crew of 49.

### ART AND THE SEA

Continued from page 31

that, from its long association with the sea, the writers of the British race should have given us a rich heritage of sea literature, from that of the collections of Hakluyt, on to our present-day writers to whom the sea serves as the main inspiration of their work.

And in all branches of Art, the Sea will continue to provide inexhaustible inspiration. For it is limitless in its moods and in its variety; it is not of an age, but of all time, and will so continue while the winds blow and the waters roll on the face of the earth.

### THE NAVY AND THE FUTURE

Continued from page 32

weapon; but is it certain that some defence cannot be devised against it, possibly by its own use?

Whatever may be the answer, the advent of the atomic bomb has not relieved the Commonwealth from the possibility of future wars if the United Nations organisation fails in the purpose for which it was created. We must be prepared for eventualities. A Navy or an Army or an Air Force cannot be improvised when emergency arises. That we must bear in mind; and also the fact that in modern war the three Fighting Services and the Merchant Navy are interdependent, and indivisible in their operation. And they must have behind them the whole strength and industrial power of the nation.

## VICTORIAN C.P.O. TEL. WITH FINE RECORD.

With 24 Years Continuous Service In The R.A.N. He Earned A Mention In Despatches For "Whole Hearted Devotion To Duty."

**A** Rating who returns to Australia this month as one of the Ship's Company of H.M.A.S. "Sydney," and who distinguished long and commendable service in the Royal Australian Navy by his service during the war, is Chief Petty Officer Telegraphist Daniel Mark Bowden, R.A.N., who was awarded a Mention in Despatches "For outstanding zeal, patience and cheerfulness, and setting an example of whole-hearted devotion to duty" during his period in H.M.A.S. "Perth," especially throughout her trying days in the Mediterranean during the time of the battles of Greece and Crete.

Chief Petty Officer Bowden, who entered the Royal Australian Navy as Boy 2nd. Class in May, 1925, has had just on 24 years continuous service.

At the time of the outbreak of war in 1939, he was a Leading Telegraphist, and was appointed to H.M.A.S. "Orara," one of the Fleet Minesweepers, being appointed to H.M.A.S. "Perth" in April, 1940. He remained in "Perth" until his transfer to "Stuart" in July, 1941, going from her 12 months later to "Penguin," and later to "Swan," thence Shore Establishments. In June of last year he went overseas in "Kanimbla" on passage for H.M.A.S. "Sydney."

Promotion during this period was: Acting Petty Officer Telegraphist, October, 1940; Petty Officer Telegraphist, October, 1941; Chief Petty Officer Telegraphist, October, 1944.

The story of his award of the Mention in Despatches is best told in the words of the Recommendation.

"Acting P.O.Tel. D. M. Bowden, of H.M.A.S. 'Perth' was in Seagull A2-17 on 28th. April, 1941, when she was attacked by two J.U.88 dive bombers. He operated his gun coolly and efficiently. His fine discipline was admirable and he fired approximately 300 rounds. After the port tank was set on fire, the marine distress signals were ignited. With flames from the fuel tank passing over his head and the distress signals going off in the confined space, he coolly kept up his fire until the enemy had passed out of range, and then pulled the signals from the stowage and threw them, burning, over the side. This P.O. throughout his service in this ship has shown himself to be a man of outstanding personality and example, and an excellent influence in the ship."

Chief Petty Officer Bowden is a Victorian, with his home at Black Rock on Port Phillip Bay.



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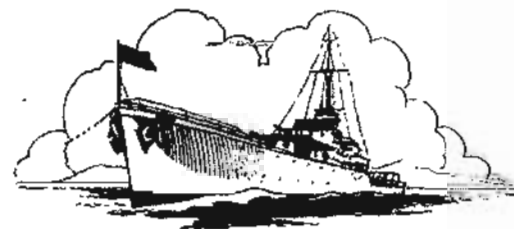
## Answers to

- (1) The length of cable between shackles is (a) fifteen fathoms in the Merchant Service, (b) 12½ fathoms in the Navy.
- (2) Samuel Plimsoll, an English politician who was born in Bristol in 1824, became famous for his agitation against unnecessary loss of life at sea due to overloading of vessels. His efforts led to the appointment of a Royal Commission, and to the important Merchant Shipping Act of 1876; and to the institution of rules establishing a safe freeboard and preventing overloading. The loadline marks are known as the Plimsoll marks.
- (3) The "Sobraon," built in 1866 by Hall, of Aberdeen, was bought by Devitt and Moore in 1870, and, in 1891, was sold by them to the Government of New South Wales. In 1911 the Federal Government took the ship over, and she became the "Tingira," for many years the training ships for boys entering the Royal Australian Navy.
- (4) The ship was so named after René Duguay-Trouin, the famous French corsair of the Seventeenth-Eighteenth centuries. Among his more notable exploits were the capture of H.M.S. "Nonsuch," in which ship, as the "Sans Pareil," he afterwards cruised; and the capture and ransom of Rio de Janeiro. He was one of the greatest exponents of the "Guerre de course" who has ever lived.
- (5) (a) Captain Ahab is the whaling captain of the "Pequod" in Herman Melville's "Moby Dick"; (b) Captain MacWhirr is the captain of the "Nan-Shan" in Joseph Conrad's "Typhoon"; (c) Captain Kettle is the hero of the "Adventures of Captain Kettle" by Cutcliffe Hyne.

## Nautical Quiz

- (d) Captain Cuttle is the retired sea captain in "Domby and Son" by Charles Dickens; (e) Captain Dodd is the captain of the East Indiaman, the "Agra," in Charles Reade's "Hard Cash."
- (6) James Lyle Mackay was a big figure in the shipping world as Chairman of Directors of the Peninsular and Oriental—the P & O. Line. He was, in his later years, better known as Lord Inchcape.
- (7) Watling Island, in the Bahamas in the West Indies, is generally identified as the land which Columbus made on the 12th. October, 1492, when he discovered the New World. Columbus named the land San Salvador.
- (8) The greatest height and depth do approximate, the greatest height of the land being roughly 5½ miles, and the greatest depth of the sea about six miles. But the average height of the land is very much less than the average depth of the sea, the one being estimated at 2,300 feet, and the other at 12,000 feet.
- (9) The world's two greatest rivers are in the Americas. The greatest is in South America, the Amazon, with a length of 4,000 miles and a basin covering nearly half the southern continent, an area of some 2½ million square miles. Slightly longer, at 4,200 miles, is the main stream of the Missouri-Mississippi, in the United States. The Mississippi drains an area of approximately 1½ million square miles.
- (10) The Suez Canal, nearly 100 miles in length, is approximately twice as long as the Panama Canal.

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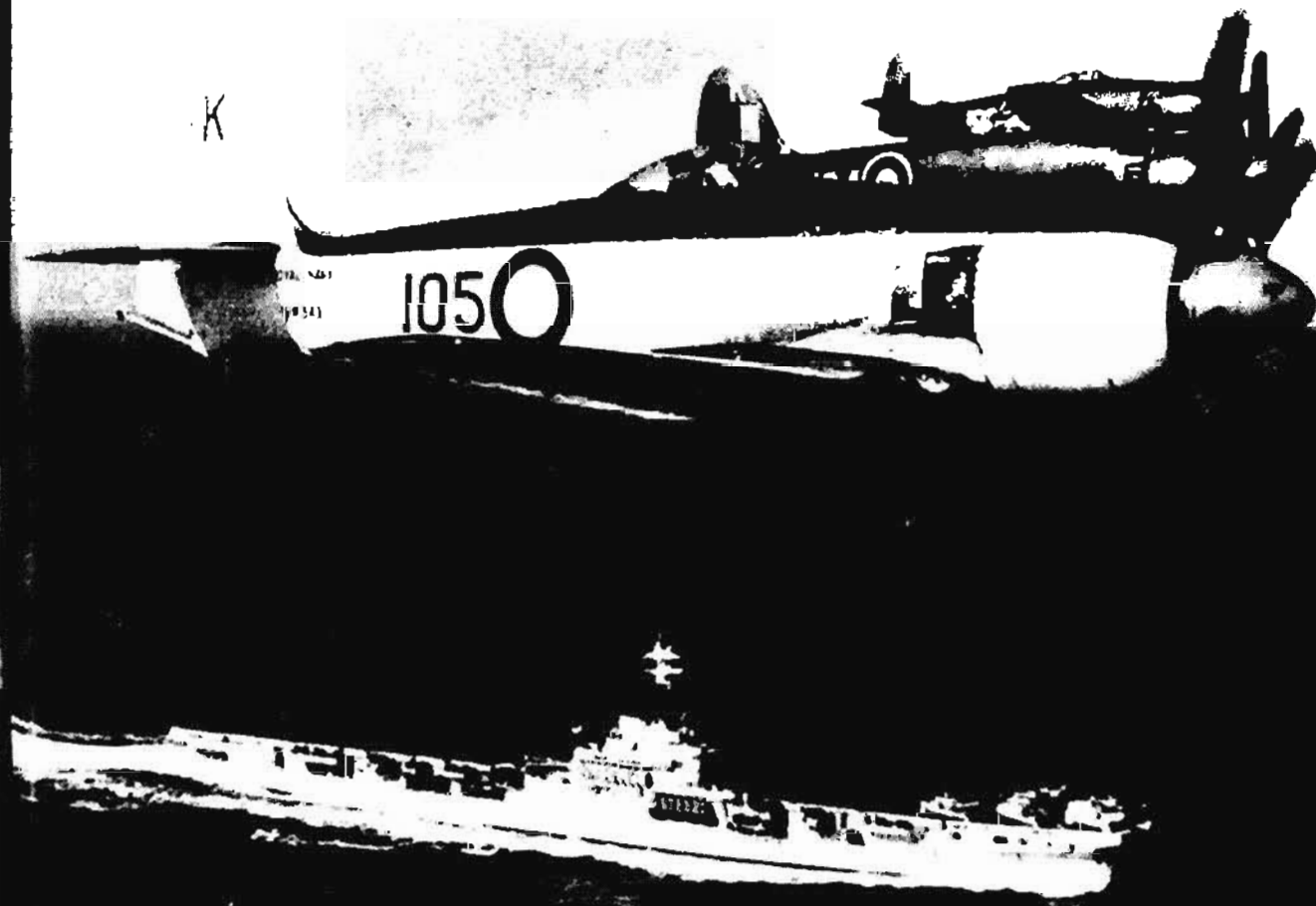
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The Navy

## THE NAVY FOR NEXT MONTH

WE have what we think are some really good articles in preparation for the July issue of "The Navy." There is variety to suit all tastes, and we hope—with some feeling of confidence—that you will find interest and enjoyment in what we have to offer among the following.

### AUSTRALIA'S AIRCRAFT CARRIER.

By the time our next issue appears, we shall have had the opportunity to see Australia's first Aircraft-carrier, H.M.A.S. "Sydney"; and we hope to be able to give our readers an illustrated article which will take them on a look around this fine addition to the Fleet. For the reason that she is carrying many extra aircraft and much extra equipment, it is not possible for the ship to be made open to the public on her arrival; so that the article we are planning should help to overcome that disadvantage for our readers.

### THE PASSING OF A CONVOY.

In this month's issue we publish an article by our contributor "I.B." who writes on the subject of the track that runs athwart the oceans from Albany to Aldgate. "I.B." knows his subject, and sees with the seeing eye. For next month he has prepared for us another article, "The Passing of a Convoy," in which he tells of convoys that have left Australia—and Albany—carrying Australian soldiers for service to the Empire overseas. And particularly he writes of the great First A.I.F. Convoy of the 1914-18 War—that from which the first "Sydney" broke off to destroy the "Emden" at Cocos.

### WATCHDOG OF PORT ARTHUR.

Readers of "The Navy" have previously enjoyed articles by Mr. K. F. Caldwell. In the forthcoming issue of the magazine will appear his story of the Russian cruiser "Novik," which set an example of devotion to duty in the Russo-Japanese war.

### HITLER AND HIS ADMIRALS.

The Book Review next month will be that of "Hitler and His Admirals," by Anthony Martienssen, who edited the "Fuehrer Conferences On Naval Affairs." Compiled from official sources, this book throws a revealing light on the Navy of the Third Reich.

### GENERAL.

All the usual features. "Anniversaries of the Month," "Maritime News," "News of the World's Navies," Fiction, and the latest reports from the Ex-Naval Men's Association, and the Navy League—with Letters to the Editor. Order your July copy of "The Navy" NOW.



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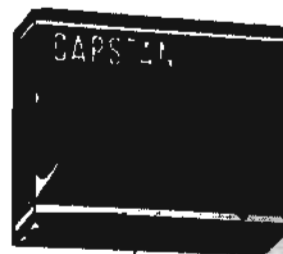
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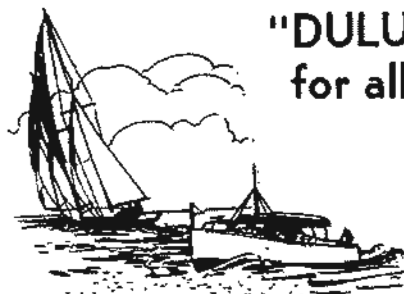
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## LETTERS TO THE EDITORS

### EX-GERMAN SHIPS.

Sir,  
Herewith I enclose my subscription for "The Navy" for twelve months. Could you inform me of the names (German) of the captured Australian ships of the first World War, particularly the "Barambah," "Dongarra," "Carawa," "Boorara" and "Bulla." I would like to express my appreciation of the Magazine. Having been a reader for some time I always look forward to it each month. Carry on with your good work.

Yours, etc.,  
W. Nash (Ex-Matelot),  
54 Kendall Street,  
West Preston,  
VIC.

Thank you for your letter, for your subscription, and for your nice remarks about "The Navy." The German names of the ships about which you enquire were:

"Barambah"—"Hobart."  
"Dongarra"—"Stolzenfels."  
"Carawa"—"Turul."  
"Boorara"—"Pfalz."  
"Bulla"—"Hessen."

In all, 28 German merchant vessels were captured in Australian waters with the outbreak of the 1914-1918 war. The names of the remaining 23, giving first the Australian name with which they were renamed, and then the original German name, were:

"Boonah"—"Melbourne."  
"Barunga"—"Sumatra."  
"Bakara"—"Cannstatt."  
"Araluen"—"Scharzfels."  
"Booral"—"Oberhausen."  
"Bulga"—"Signal."  
"Calulu"—"Osnabruck."  
"Carina"—"Greifswald."  
"Conargo"—"Altona."  
"Cooce"—"Neumunster."  
"Gilgai"—"Wildenfels."  
"Parattah"—"Berlin."  
"Talawa"—"Wotan."  
"Toromeo"—"Tiberius."  
"Bambra"—"Prinz Sigismund."  
"Burrowa"—"Carl Rüdger  
Vinnen."

"Canowie"—"Ernst."  
"Cardinia"—"Olinda."  
"Carrabin"—"Susanne  
Vinnen."  
"Cooroy"—"Athene."  
"Mawatta"—"Germania."  
"Moor"—"Thuringen."  
"Moorina"—"Lothringen."  
Ed., "The Navy."

### ADMIRALTY MODEL DRAWINGS.

In the April, 1949, issue of "The Navy," we published a letter from Mr. Gordon Hutton, of Epping, Sydney, asking for information regarding drawings for model makers which have been issued by Admiralty. We were unable to supply the desired information at the time, and said that we had written to the Chief of Naval Information, Admiralty, asking for it. The Chief of Naval Information kindly forwarded the information, which is:

The drawings are outline drawings, to a scale of 1/50" to the foot. They show profile, plan and sections as required for the construction of waterline models. The price is: To commercial firms selling models to the public: Battleships, 6/-; Cruisers, 5/-; Destroyers and Monitors, 3/6. To private model makers: Battleships, 5/-; Cruisers, 4/-; Destroyers and Monitors, 2/6. Applications for the drawings should be accompanied by remittance (the price is in Sterling) made payable to the Director of Navy Accounts, Admiralty, and should be addressed to: The Secretary of the Admiralty (P. Branch I) Bath, England. Drawings at present available are:

### Name of Ship Drawing Number Battleships.

"Vanguard" D.N.C./A/8/164  
"King George V." 165  
"Nelson" 166  
"Royal Sovereign" 167  
"Queen Elizabeth" 168

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## LETTERS TO THE EDITORS

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Ed., "The Navy."

## H.M. SHIPS "CHALLENGER," "RINGAROOMA."

Sir,

One of our Navy League members recently visited Karori Cemetery, and there happened to see headstones erected to Chenoweth, H.M.S. "Challenger," and Lewis, H.M.S. "Ringarooma," and the graves, like many thousands more, in a state of decay. Mr. R. C. Addison, the Chairman of our Executive, and father-in-law of Commander Storey, H.M.A.S. "Bataan," asked me to write to your splendid paper and enquire if anyone knew anything about these two men, whose graves we propose to repair. Neither Mr. Addison nor I have yet seen the graves, but we propose to go out before the 28th. April, when Mr. Addison is leaving for Australia. With very kind regards and hearty congratulations on the excellent publication of "The Navy."

Yours, etc.,  
R. Darroch,  
Secretary,  
Wellington Navy League,  
212 Lambton Quay,  
Opposite Kirkaldie's,  
Wellington,  
New Zealand.

Thank you for your letter. We are making enquiries regarding these graves, and will advise you if we obtain any success. Your kind remarks regarding "The Navy" are much appreciated. Meanwhile, if any reader can assist the Wellington Navy League by throwing some light on this matter, we should be very glad to hear from them, and grateful for the assistance.

Ed., "The Navy."

## BACK NUMBERS WANTED.

Sir,

I am a comparatively new reader of "The Navy," having come across one in a bookseller's some eight months ago. I can tell you I did swoop down on it when I saw the cover, and I immediately placed a permanent order for it with my stationer.

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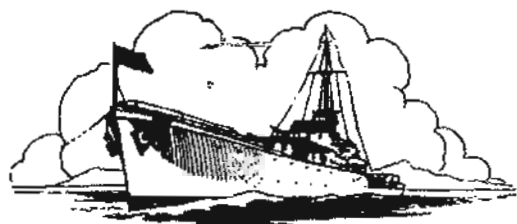
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## LETTERS TO THE EDITORS

Unfortunately they were arriving very irregularly and I missed one or two copies. Have you back numbers available? Perhaps some of my fellow readers have got back numbers that they have finished with and might be prepared to pass on. I am a collector of naval photographs and have put them in albums in their respective classes. My collection goes right back to the days of sail. I would like to contact any other warship enthusiasts among the readers of "The Navy," and anybody who has magazines containing naval photographs, or naval photographs that they would sell. Your "Nautical Question Box" fills a long-felt want. I find it most interesting. Best of luck for the future.

Yours, etc.,  
R. M. Watt,  
35 Moana Crescent,  
Mangakiro,  
New Zealand.

Thank you for your letter, and for your good wishes for the future of "The Navy." You share with many other of our readers an interest in and appreciation of the "Nautical Question Box." If any of our readers have back numbers of "The Navy" to spare, or are interested in ship photographs, it would be much appreciated if they would communicate with Mr. Watt at the above address.

Ed., "The Navy."

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# THE NAVY

Australia's Maritime Journal

Vol. 12

JUNE, 1949

No. 2

## THE R.A.N. COLLEGE

IN this issue of "The Navy" there is a review of the recently published book by Mr. Frank Burgess Eldridge, a former master at the College. "A History Of The Royal Australian Naval College."

This is a timely publication. It is now thirty-six years since the College was first established in its original home at Osborne House, Geelong. It has more than come of age, for, as Mr. Eldridge points out, it is now four years ago since "Commodore Farncomb took up the command of Flinders Naval Depot, which includes the Captaincy of the College, and became the first R.A.N. Commodore Superintendent of Training. In this way the College, which had been founded just before the 1914-18 War, had by the close of the 1939-45 War run, as it were, a complete cycle and a leading member of that first original Entry of 1913 had in 1945, as Commodore First Class, fresh from outstanding service to his country and Empire, taken over the command of the College which he himself had entered as a Cadet-Midshipman nearly thirty-three years before!"

Since then, two of the First Entry Cadets of 1913, have realised the vision of the then Minister for Defence and Chairman of the Naval Board—Senator Pearce—when, at the selection of the first Cadet-Midshipmen in 1912, he described the occasion as one on which, among the boys to be selected, there might reasonably be supposed to be a future Australian admiral. Those two boys—Harold Bruce Farncomb, a New South Wales entry, and John Augustine Collins, a Victorian entry—are now Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., Flag Officer Commanding, His Majesty's Royal Australian Fleet, and Rear Admiral J. A. Collins, C.B., First Naval Member of the Australian Commonwealth Naval Board.

## FULL JUSTIFICATION

In its thirty-six years of life and experience, the College, by the results it has achieved, has fully justified its existence, and the decision of those who, confronted with alternatives when the question of its establishment was to the fore, de-

cided, "after considerable reflection, to adopt what was decidedly the more satisfactory course, though at the same time much the more expensive one, namely, the establishment of an Australian Naval College where, concurrently with the necessary naval training, an Australian spirit would be fostered and the traditions of an Australian Navy would be built up."

Results have shown, also, that the Commonwealth Government of the day was right in its departure from the then Admiralty practice, by making the basis of entry thoroughly democratic, and ensuring that the country should be able to draw upon all ranks of society for the most suitable officers for its navy, and that no boy with the necessary qualifications should be hindered from entering the College because of the lack of either financial or social standing by his parents. That, by the adoption of this method, the right raw material was obtained; and that the subsequent training at the Naval College was efficient, has been shown time and again by the successes of graduates of the College in open competition with brother officers of the Royal and other Dominion Navies in technical courses and examinations in the United Kingdom.

Nor have the experiences of war in any way lessened the justification of the College and the training there imparted. That training has been—and still is—Subject to criticism; both within and outside the Service. It has been held—and perhaps with some justification—that the early age of entry, and the subsequent engrossment in matters Naval, tends to cloister the Naval Officer from the world, to narrow his outlook. But one feels that that is a shortcoming which is to-day being overcome, when circumstances are forcing a greater, and reciprocal interest, between the Navy and those outside. And in any case, such narrowness of outlook is, where it exists, largely individual, and would probably obtain in the individual in other walks of life were he to be equally preoccupied with his profession. The proof of the pudding is in the eating, and the record of the graduates of the College in the recent war shows the efficiency of their training.

As to the democratic method of entry into the College, it is of interest that the British Government has recently introduced a similar method for entry into the Royal Naval College. Australian experience should allay any qualms that might be felt as to the effect on the officer efficiency in the Royal Navy.

## TRADITION

With the establishment of a Royal Australian Naval College, the Australian spirit has been fostered in the Service, and today the traditions of an Australian Navy are being built up, as was envisaged. Among the boys who, thirty-six years ago, were First Entry Cadet Midshipmen and among boys of later Entries, were those who were to become the fathers of boys who are now Cadet Midshipmen at, or graduates from, the College; and who are establishing and carrying on the tradition of family service in the Navy. The names of Waller, Burnett, Spurgeon, Calder, Dowling, Gatacre, are among those which are being handed on in Australian naval tradition in a second generation.

## UNWANTED CREEDS

There have been strong indications over recent weeks that Communism is one of the present-day creeds that is not wanted by the very great majority of Australians. They have no more time for it than they had for Nazism or for Fascism, or for any other of the "isms" which, foreign to our whole outlook, from time to time are offered to us as panaceas.

Disclosures as to Communist methods in this country, made by the ex-Comrade Cecil Sharpley, have opened the eyes of unionists and others to the way in which they are being used for the purposes of a few who have no Australian interest to serve. With the danger thus made clear to them, the large majority are anxious that such action should be taken as would enable them to put their own house in order, and there have been requests among unionists for secret ballots in union affairs to that end.

It is regrettable, but none-the-less a fact, that many of us are not capable of self-discipline. We incline to the easiest road, which is why unionists, although they have the power voluntarily to protect themselves by regular attendance and voting at their meetings, fail to do so. In that case it would seem most desirable—to them personally as well as to the country at large—to protect them by legislation governing their union affairs, in the same way as the general citizen is legislated for in the matter of Parliamentary elections. Those who desire help—and discipline—should be given it.

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# ALBANY TO ALDGA

THIS AUTHOR KNOWS HIS SUBJECT WELL. AND HE GIVES TO THOSE OF YOU WHO KNOW THE ROAD HE FOLLOWS, MANY MEMORIES AND MUCH NOSTALGIA; AND TO THOSE OF YOU WHO NOW TREAD IT FOR THE FIRST TIME, INTEREST IN PLENTY.

by "L.B."

LET us take a trip back some forty years, to the peaceful days of King Edward the Seventh, when it was the custom to worship God, honour the King, salute the flag, confound the enemy, and for landlubbers to give the rollocking Jack Tars a wide berth.

On the red-splashed map of the British Empire, the defended seaport of Albany, Princess Royal Harbour, King George's Sound, was a mere speck in the far-flung realm of His Majesty.

In 1910, regular overseas vessels calling at the port represented many famous Home Flags. They included the Liverpool White Star ships of the Oceanic Steamship Co. Built by Harland and Wolff of Belfast, they were large steamers, round about 12,000 ton, 350 feet in length, single-funnelled four-masted of 13 knots.

There was "Afric," built in 1899, Captain Howarth, R.N.R. She was Transport A19 in the first A.I.F. Convoy, and was tor-



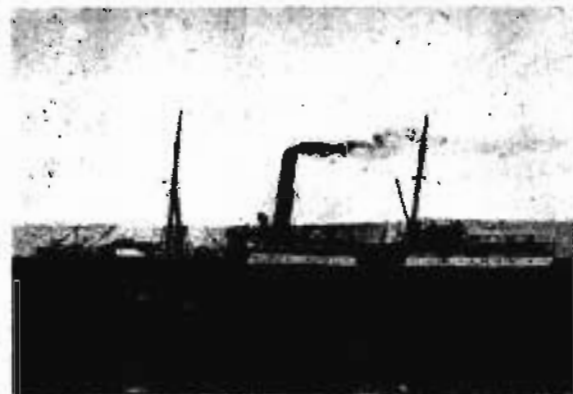
The Schooner "Grace Darling," of Fremantle (1896-1916). She traded to Melbourne and Hobart.

pedoed on the 13th. February, 1917, with the loss of 22 of her crew. "Medic" was built the same year, Captain Lohes, Transport A7 in 1914. "Persic," an-

other 1899 ship, Captain Morgan, was Transport A34. "Runic," Captain Steery, was built in 1900. In 1922 she was sold to Charles Salvesan and Co. of Leith, and converted into a whaling mother ship and renamed "New Sevilla." She met her end in the Second World War, being torpedoed on the 20th. September, 1940. "Suevic," Captain Starck, built in 1901, made history when she ran ashore on rocks near the Lizard on the 17th. March 1907. Her bow was blown off, and the after part towed to London, and Harland and Wolff built on a new bow. It was early in 1910 that the White Star announced the equipment of "Medic," "Persic," "Runic," and "Suevic" with wireless telegraphy with a range of 2,300 miles.

Other regular Albany visitors were Alfred Holt's Blue Funnel ships "Jason," "Telemon," "Moyene," "Telemachus," and "Patroclus." Then there were Lund's Blue Anchors, the "Wakool," "Wilcanna," "Geelong," and the ill-fated "Warratah." In 1910 Lund's sold out to the P. & O. who promptly announced that four new vessels of between 14,000 and 15,000 tons would be built to replace the old Lund steamers.

Constant traders were William Milburn's Port Line vessels, "Port Chalmers," "Port Caroline," and "Port Hunter." Later sold out to Cunard. And there were the ships of Watts Watts, of London, the "Ilford," "Dulwich," "Greenwich," "Willesden," and "Hampstead." Nor must we forget the "Ashburton," "Australind," "Armada," "Ajana," and "Arrino," of the Australind Steamship Co., Trinder,



The famous steamer, R.M.S. "Ferret," of the Adelaide Steamship Company.

Anderson and Co., who, in conjunction with Bethel Gwyn and Co., also chartered some of the "Straths" of Butrell's of Glasgow. The "Straths" were sold in 1917 to the Hughes Commonwealth Government Line, and renamed with the prefix "Austral."

The Black German, G.A.S.—were regular callers at Albany, the "Zargin," "Varzin," "Bielefeld," "Worms," "Duisberg," "Ottensen," "Goslar," "Oberhausen," and "Hagen." And in 1910 the four-masted barque "Bechbank," Captain Brebner, visited the port.

There were many interstate ships on the run. The Adelaide Company had the "Dilkera," "Winfield," "Wollara," "Lameroo"—Captain Butcher; "Marlow"—Captain Rose; and the newly-purchased "Kurnaph"—Captain A. E. Douglas, who was engaged on the Fremantle-Albany-Perth mail and passenger run. The Adelaide Company also employed the notorious R.M.S. "Ferret." Captain Walden on that run. "Ferret" was wrecked in November, 1920, on Yorke Peninsula.

The Phillips River Gold and Copper Mining Company chartered the schooners "Grace Darling," Captain Fred Douglas;

"Wollara," Captain Gabriel, and "Rachel Owen," for the carriage of ore from Hopetoun to Albany, for transhipment to overseas steamers. The A.U.S.N. Co. ran the "Kanowna," Captain Watt, "Pilbara" and "Kyarra," Captain M. M. Osborne, who later commanded "Indarra." Of McIlwraith, McEacham and Company's ships, the "Karoala," Captain McDonald; and the "Koorlinga" and "Ashbridge" called regularly.

Melbourne Steamship Company was represented with the "Hobart," Captain Millar; "Kapunda," Captain Leask; "Monaro," Captain Neale; and the then new "Hema." Huddart Parker and Co. ran the "Rivena," Captain Sheriff.

It was in 1910, on the 31st. March, that the crack steamer "Pericles"—Captain Alexander ("Sandy") Simpson, of George Thompson's Aberdeen White Star Line, was wrecked off the Leeuwin. The "Monaro," Captain Neale, who was discharging cargo at Bunbury, was rushed to Flinders Bay to pick up survivors. Captain Neale gave a most graphic account of the wreckage strewn for miles over the ocean. The "Monaro" was stopped, and over a hundred cases of butter alone were salvaged, passengers and crew hooking cargo out of the sea with fishing lines and ropes.

It seems incredible, on looking at a chart of the Leeuwin, that the "Pericles" should have been within so short a distance of a shore bristling with unknown reefs when rounding a cape well-known to have a set towards land in all weathers.

Early in 1910, the West had a visit from the Navy, when H.M. Ships "Powerful"—Flagship of Vice Admiral Sir Richard Poore, Bt., K.C.B., C.V.O., C-in-C. Australian Station and "Encounter," Captain P. H. Colomb, arrived on a cruise.

A new Orient liner arrived in Australian waters in March, 1910. She was "Orvieto," fifth of the latest mailboats, who became Transport A3 in the first A.I.F. Convoy, and carried the late Major General W. T. Bridges, K.C.M.G., and his staff.

From King George's Sound to the Leeuwin, a good offing is



The White Star liner "Suevic," ashore on Stag Rocks, near the Lizard, 1907.



Where is heard "the muttering of the Lioness," Cape Leeuwin, West Australia.

kept by vessels. It is a coast of no harbours, no shelter, on a dead lee shore; the bays and capes named after bygone Dutchmen, Frenchmen, and Englishmen. It is a coast where is heard the ominous muttering of the Lioness—named after the Dutch ship "Leeuwin" in 1622—a low, forbidding landfall, ever dangerous to the mariner.

Never shall I forget that morning in 1919 when, a thing of beauty and a joy for ever, the lovely old Aberdeen White Star "Miltades" slowly overhauled us off the Leeuwin. With the gleam of her green hull, the red boottopping flashing as she lifted her clipper bows to the long swell, her graceful lines, tall tapering masts, and buff funnel, no wonder ships are called "She."

And so we take the long slant across the Indian Ocean, crossing the old track of the lumbering Dutchmen running from the Cape to the Isles of Spice centuries past; Mynheer anxiously scanning the eastern horizon for the dreaded Atrides of Houtman, and the inhospitable shores of Endracht and De Wits lands.

The Doldrums! Not a ship in sight. The horizon cut clear as crystal. Porpoises play round the forefoot; there is the steady beat of the engines, the protesting creaks as she rolls lazily in the swell. On the bridge, the Officer of the Watch paces back and forth. God alone knows his thoughts, as he paces with one eye on the wake, in case the sleepy helmsman plays a bit of "shut-eye." Ah, the tattoo of chipping hammers sounds faintly. Smoke drifts slowly away astern. Ships with British keels, British owned, with British officers. Crews of Danes, Square-heads, Philadelphia Lawyers, pierhead jumps; and the firemen Chinese from the bunds of Shanghai to Hong Kong.

A Chinese fireman, dressed in his best blue suit and straw boater, and clutching his broom, comes up from below to pace the fore-castle head. The Officer on the



Pennyfields, the London thoroughfare which runs from West India Dock Road to High Street, Poplar. A Celestial's paradise.

bridge casts a weather eye on him, as one bell in the first dog is struck.

A flying leap! And the Chinese fireman clears the rail and disappears overboard. The Officer of the Watch is galvanised into action. Hard over goes the helm. Over goes a calcium flare buoy. The engines are stopped, and the whistle blares to the cries of "Man overboard." The Old Man, in his pyjamas, is on the bridge in a flash. The Mate sprints from his cabin amidships, calling away a boat's crew; and away goes the port gig, manned by men from the starboard, and half-dressed port, watches. Despite every effort, nothing was ever seen of the apparently demented fireman. At masthead auction, some days later, the author of this article bought the Chinaman's "Ingersoll" watch for eighteenpence, to keep as a memento. Like its former owner, it now lies at the bottom of Davy Jones's locker.

What memories the dog watches bring. Old Sails, sitting on the fore hatch, yarning of the ships of the 1880's. Rummaging the Easting down: Taltal; Valparaiso; Hell's Kitchen; Frisco days. I recall his weather-beaten, wrinkled old face, the inevitable quid munched with about three teeth, his marvellous aim clean in to the scuppers. Old Sails would

often quaver out a shanty: "When I was a'walking down Paradise Street." I visited Paradise Street one voyage to Liverpool, and never forgot the School of Anatomy.

The dog watch! All hands busy dhoohying, proofing skins, dubbing seaboots, overhauling gear, making model boats. The usual dog watch arguments with Sails, Chips, and the Boatswain. Always the last ship was the best, and always, like all dog watch yarns, they returned to the inevitable, Woman.

Ships that pass in the night. How many Arab dhows, flying before the Trades, passed unseen, running to and fro from Zanzibar to Bombay; with no compass, no lights, no sextant. A keg of water and bag of dates. A trade that is generations old.

What relief the Old Man felt when Guardafui was safely passed, with Socotra well to the East. About 1911, the "Oswestry Grange," homeward bound, piled up north of False Guardafui; and the story goes that much steam was used to keep the bloodthirsty Somalis at bay, before the crew were rescued.

Aden, simmering in the heat away to the north. And the powerful, four-masted Bibby boat, "Worcestershire," 7175 tons, Captain A. R. Lindsay, full of

passengers and Tommies, heading East through the Gate of Tears, on the road to Mandalay. Here is the cradle of civilization. Lost cities, lost ships, frankincense and myrrh, Arabia Felix, the Lion of Judah, Queen of Sheba. The Timeless East.

How travellers and seafarers all dreaded the Red Sea, from Perim to Suez Bay. Twenty thousand slaves dug the Canal. The Empress Eugenie, of France, opened it in 1869. England, under Palmerston, stood aloof despite the intrigues of all the European Courts, until "Dizzy" bought the bankrupt Khedive's shares in 1875. A ditch of gold.

The Mediterranean. Highway to the East. From time immemorial, Phoenicians, Romans, Greeks, Venetians, and the French under "Boney," vied for its trade. In 1910, the Mediterranean Fleet, based on Malta—H.M.S. "Egmont"—kept the Empire's vital highway free to all.

Somewhere east of Alboran Island, a wintry gale dying down, and a small Spanish brig flying distress signals. Heaving to close to the brig, all hands crowd along the rail, speculating as to what is wrong, as the Spanish skipper boards us to confer with the Old Man on the bridge with much "Si, si Senor," and hands and cap waving. Blown to sea, the brig had run out of provisions and water. On being supplied, the Spanish skipper pushes off with many "gracias"; and we all wave, with three blasts from our whistle for "Bon Voyage."

From the uttermost parts of the world ships eventually meet at some landfall, and supreme among them all is "The Rock," the British Lion "en couchant." Its governorship is a reward to some distinguished soldier. From 1902 to 1906, Field-Marshal Sir George White, V.C., the heroic defender of Ladysmith, was Governor. Sir George won his V.C. whilst serving in the 75th. Foot—Gordon Highlanders—at Kandahar in 1880. The personal stories of his career in India make fascinating

reading. He once challenged an opposite number to a toast in the huge Regimental silver salt cellar, in neat whisky. The challenger remained on his feet, but the other had "gone with the wind." Sir George White died in 1912. Commander Lambton, R.N., of H.M.S. "Powerful"—Captain Percy Scott—led the Royal Naval Brigade in the defence of Ladysmith under him.

Remember the old Black Sea tramps wallowing across the Bay, ploughing and bucking in the heavy seas which poured over them as though they were half-tide rocks?

Channel Watches! Most overseas companies insisted that their ships, approaching Ushant, instituted double watches on the bridge. Usually the Old Man and the Third, and the Chief and the Second, kept watch and watch until the Dover pilot was embarked.

All large seaports, such as Antwerp, Hamburg, New York, Frisco, have a great fascination for globe trotters and sailors alike. But no seaport can compare with that of the Thames from the Nore to the Pool of London, for history, scenery, ships and tradition.

In 1910 the old 74-gun wooden-walled "Worcester," lay in Greenhithe Reach. Over 1,000 cadets for the Royal Navy and Merchant Service had been trained in her. She was built in 1839, and sold to shipbreakers in September, 1948.

From Tilbury to the Gallions Reach. What a pageant of shipping. P. & O., Orient, Union Castle, Bullard and King's, Tyser's, Blue Funnel, Ellerman-City-Bucknall, General Steam, Watts, Harrison's, The Aberdeen White Star. There is a Clan turret ship; and the big russet-sailed barges, and the Watkin's tugs.

The Royal Albert and Victoria Docks. It was in 1910, on the 11th. May, that His Majesty King Edward the Seventh died; the son of Victoria and Albert. It was in 1910, also, that dockers

commenced work at six in the morning, and the winches never ceased to rattle until the last case was stowed.

Then, the green plush seats in the dock train, leaving Gallions Station, via Manor Way, Central, Connaught Road, Custom House, Tidal Basin, and through Bow to Fenchurch Street. What memories that old station must bring to countless seafaring men. One can never forget that dapper, best of good fellows, Mr. Tharm, the representative of the old firm of George Haysom and Son, Naval Tailors and Outfitters, of 109 Fenchurch Street, or the thrill of being measured for one's first brass-bound uniform. The cost? A mere four guineas, with enough gold buttons to make even Nelson jealous; the waistcoat a masterpiece of small gold buttons, with eight large on the coat and three large on each cuff.

The officers entertained Mr. Tharm royally on Johnny Walker at four bob a bottle, which an apprentice bought at a dockside pub, and carried on board in a leather bag called a "growler," with strict instructions to keep a weather eye open for the Old Man. The old-established firm of George Haysom and Son is now Haysom Ltd., with the associate firm of Miller, Raynor and Haysom Ltd. The late Sir George, born in London in 1862, a member of the Aldgate Ward since 1903, Sheriff of the City of London 1917, and knighted, was Chairman of the associated firms.

All the old spots! "Gardiner's Corner," where one could buy anything from a pin to an anchor. A black deal sea chest cost 18/6. And one could buy a tinned tea-pot with a flange, to hang on a bunk board, for 1/6d. It shipped its contents over the unsuspecting occupant of the lower bunk when she rolled.

The "Three Nuns," near Aldgate Pump, was a clearing house for ships' officers, and a port of call for those ladies who loved a sailor. Kipling's "If" might have applied to the late Reverend

George Dempster, of Jack's Palace, who died recently in London. Many a sailor must have uttered a silent prayer on the passing of that great Christian. What a home from home Jack's Palace has been to apprentices sitting for the Second Mate's; the well-worn leather chairs, the excellent cafeteria, the billiard room.

Across the way was a horse of another colour, where Will Mead more of the "Eastern" kept open house, and the old penny-in-the-slot piano jingled out "My Silver Bell" to the tapping of feet and the clatter of beer mugs. The "Eastern" catered for all tastes, colours, creeds and classes. One could be robbed, go a-wrong, pick a good fight on, if not paid off, he laid out!

Nearby, the Popular Hippodrome put on turn-twice nightly, the proprietor being Walter Gibbons. One budding comedian of the day sang of "Winston's Funny Hats." The great British Statesman was then just coming along, the Sydney Street Siege of 1911 bringing him, as Home Secretary, very much in the public eye.

A favourite port of call for the music hall artists was the "Stainsby Arms," run by Maudie Lunn. We young bloods considered it indeed an honour to pay for sun-dry "doubles" for future stars. One, at any rate, has since learned sense.

An old vulgar ditty ran: "I've Been Out To Charlie Brown's." What a notoriety was achieved by the old "Blue Posts," at the corner of King Street and West India Dock Road, when Charlie Brown, senior, ran it: whilst young Charlie ran the Railway Tavern at the corner of Garford Street and West India Dock Rd. The upstairs saloon at the "Blue Posts" was full of curios from all parts of the world. Its piano, its women, its old Victorian air, and the extraordinary prestige which Charlie Brown gave to a mere sailors' tavern, earned it world-

wide fame. Charlie died some years ago, and received the homage of countless mourners. Today, both taverns are merely pubs; and Pennyfields is a by-way.

The "Queen Palace of Varieties" in High Street, Poplar, was no credit to the Queen. A visit to the gallery opened one's eyes. "Arry and 'Arnet" all "fevvers" with ruddy remarks and good blunt Cockney, amused one much more than did the artists. But one had to be taken that no donah was ogled or admired, unless one wished to be well beaten up.

Tate's famous sugar factory at Silvertown was a place to be avoided at all costs, especially when the five o'clock whistle blew. A horde of Cockney girls then poured out, and woe betide the Brass-bounder who fell into their clutches. In a flash he would be downed, his trousers torn off,

rolled in the gutter, and his peak cap used as a football. One very B.B.C. Cadet arrived back on board in a filthy pair of old dungarees, two black eyes, sundry bruises, and only his own socks on. Tate's girls had done the rest.

It is fitting that, as fellow voyagers, those old artists of bygone days, whose names will live for ever, should here be remembered. The incomparable Marie Lloyd, Albert Chevalier, Harry Lauder, Harry Tate, Little Tich, Gertie Corsons, Gus Elen, Florrie Ford, Wilkie Bard, and many others who played at the old Tivoli and Oxford Music Halls in the early Nineteen Hundreds. They portrayed the love and patriotism of Englishmen for "The Old Dart," whether they were on land or sea, and brightened with anticipation the long road that led halfway across the world from Albany to Aldgate.

## NAUTICAL QUIZ

- (1) What is the difference between a naval pipe and a spurling pipe?
- (2) "Displacement" refers to the weight of water theoretically displaced by a ship—equal to her weight in tons. What is "Standard displacement"?
- (3) Who discovered Westernport, Victoria, and when? Why was it so called?
- (4) Do you know the meaning of the gunnery expression "to open 'A' arcs"?
- (5) One of the early merchant ship losses in the 1939-45 War was the "Africa Shell." When, where, and by what was she sunk?
- (6) What is the manoeuvre known as "Crossing the T"?
- (7) The sloop was reintroduced in the 1914-18 war for anti-submarine warfare and minesweeping. Do you know when it first appeared in the Royal Navy, and whence its name was derived?
- (8) Merchant ships adapted for warfare play variations on the letters A.C. and M. What, for example, are A.M.C.'s, C.A.M.'s, and M.A.C.'s?
- (9) The cruiser H.M.A.S. "Australia" comes of age this year. Do you know who built her?
- (10) An aircraft carrier in the Royal Navy is named after an Australian passenger ship long well-known in the Bass Strait trade between Melbourne and Tasmania, and now laid up for sale in Hobson's Bay. Do you know her?

(Answers on page 47)

## THE U.S. MERCHANT FLEET

THE UNITED STATES, FOLLOWING ITS REMARKABLE WARTIME EFFORT IN BUILDING "LIBERTY" AND "VICTORY" SHIPS, NOW RESUMES THE PRE-WAR PROGRAMME TO BUILD AN ADEQUATE MERCHANT MARINE—AND BRINGS THAT PROGRAMME UP TO DATE.

After more than a decade's delay caused by the war and its after effects, the United States has now embarked on a long-range programme to build an adequate Merchant Marine called for by Congress in 1936.

The Merchant Marine Act of that year created the United States Maritime Commission. One of its principal tasks is to administer the Government subsidies for both the construction and the operation on world trade routes of passenger and cargo liners deemed necessary "to promote the commerce of the United States and aid in the national defence." The subsidies cover the margin between the cost of ship construction and operation by other countries and the much higher cost for United States vessels.

The construction programme started in 1948 by the Maritime Commission actually is a revival of the pre-war programme with changes to meet new needs. After the passage of the Merchant Marine Act, the Maritime Commission had hardly concluded a survey, laid out construction schedules, and produced 23 ships, when Europe was plunged into war in 1939. The Maritime Commission considers it fortunate that the programme was in existence then. It was quickly changed into an emergency programme.

In 1940 and 1941, a total of 185 ships were built. When, late in 1941, the United States were drawn into the war, the existing plans formed the basis for an even more intensive construction schedule. From 1942 through 1945, shipyards in the United States turned out more

than 5,500 ocean-going vessels, an average of one vessel every six hours, night and day, for four years. This round-the-clock activity brought the American Merchant Fleet to 6,200 ships, totalling 57,000,000 tons.

Wartime losses, post-war sales to buyers in the United States and other countries, and scrapping, have reduced the fleet to fewer than 3,400 ships. In December, 1948, 1,845 vessels were in the Government-maintained reserve fleet. These ships rest side by side in estuaries whose fresh water corrodes the hulls less than salt water. They can be brought into commission quickly if needed. The active fleet consisted in December, 1948, of 1,550 vessels. Many of the vessels in both the reserve and the active fleet are war-built and do not represent advanced designs. "Liberty" ships account for 76 per cent. of the reserve fleet, and for 34 per cent. of the active. "Libertys" are of 10,500 tons, and have a speed of 11 knots. "Victory" ships, another type of vessel built during the war, were of equal size but faster (17 knots) than the "Liberty" ships. They account for 13 per cent. of the reserve fleet and 10 per cent. of the active fleet.

The American overseas passenger fleet has shrunk. By the end of 1947 it consisted of about 30 vessels for 8,741 passengers. Before the war there were 57 ships with accommodation for 22,000. Moreover, while other countries, foreseeing increased traffic, launched big construction programmes soon after the war, American yards were waiting to reconvert war-fitted ships for use in peace. Nine-tenths of the

American troops overseas at the end of the war were brought home by ship, an operation that required considerable tonnage. Transport of displaced persons and of American war brides continued to keep war-fitted "austerity" ships moving that should have been converted to civilian standards. When conversion finally got under way, it reduced yard space for new construction. Of the total tonnage under construction in the world in 1947, only about five per cent. was being built in the United States. This proportion is expected to grow under the new programme.

The subsidies given by the Maritime Commission are designed to remove from American lines sailing world routes the competitive disadvantage that they have worked under for decades. This disadvantage, possibly more pronounced today than before the war, is the product of the substantial difference between living standards in the United States and those in many other countries. The high wages paid in American shipyards lift the cost of ship construction, on the average, 45 per cent. above those in comparable yards in other countries. To balance this inequity, a "construction differential subsidy" is given by the Maritime Commission. This subsidy is determined for each ship after a careful study of costs of similar ships in similar yards of other nations. For example, for the passenger ships ordered in August, 1948, the subsidy amounts to 45 per cent.; for the passenger-cargo ships to 44.05 per cent. The remainder of the building cost is borne by the operating line.

Continued on page 42

# ANNIVERSARIES OF THE MONTH

QUITE A LOT HAS HAPPENED IN THE VARIOUS MONTHS OF JUNE THAT MARK THE CALENDARS OF THE CENTURIES, AND HERE OUR AUTHOR TELLS OF SOME EVENTS OF NOTE.

by John Clark

What has happened of interest and significance during the centuries in the month of June? Well, quite a lot of things. June figures in an impressive number of events.

It was on the 15th June, for example, that King John set his seal to Magna Charta at Runnymede, in the year 1215. It is the foundation of our liberties. "The Englishman of modern times," says an historian, "the event of that day bears a deep and solemn interest, far surpassing that of battles or of conquests." It has its bearing upon ships and seamen, for by one of its clauses the ports of the Kingdom were freely thrown open to foreign merchants, and they were permitted to come and go as they please. Its breath is that of the British, as Kipling said: "And still when mob or Monarch lays

Too rude a hand on English ways,  
The whisper wakes, the shudder plays  
Across the reeds at Runnymede."

The 24th June, 1340, saw the first of England's great naval victories at the Battle of Sluys, when the French Fleet of 400 sail, manned by Genoese sailors, and containing an army of 40,000 men,

was decisively defeated, nearly all of the French ships being taken or destroyed and some 15,000 of the enemy slain. It was also the first occasion on which the English used guns at sea. Edward III was present in the cog "Thomas," and when the French ships were sighted—their masts and streamers, says Froissart, appearing like a wood—the King exclaimed: "Hail! I have long desired to fight the French, and now I will do it, by the grace of God and St. George." Sluys was essentially a soldiers' battle fought in ships, but it gave the English command of the Channel, and had an appreciable effect on the history of the sea.

A hundred and fifty years later, on the 28th June, 1491, Henry VIII was born at Greenwich, ushering in the golden age of Tudor naval ascendancy. He was 23 years of age when, in June, 1514, the "Great Harry" was launched. Her building was an event, for she founded Woolwich Dockyard, having been laid down in an open space near Erith, and the dockyard growing up around her slip. Six years later, in June, 1520, Henry sailed in her to France, when he went to attend the fam-

ous meeting with Francis I of France at the Field of the Cloth of Gold.

It was in June, 1643, on the 14th of the month, that the fate of Charles I was sealed at the Battle of Naseby. His fate was linked with another famous ship, the "Sovereign of the Seas," which was also built at Woolwich in 1637, and the money for whose construction was undoubtedly a contributory cause to Charles losing his head. In her days the finest ship afloat, she cost just over £40,000, of which nearly £7000 was spent on the gilding and decoration which gave her such a splendid appearance, and caused the Dutch to refer to her as "The Golden Devil."

Evelyn speaks of her building, having gone to Chatham to see her on the 19th July, 1641: "A glorious vessel of burden lately built there, being for defence and ornament, the richest that ever spread cloth before the wind. She carried a hundred brass cannon, and was 1200 tons; a rare sauler, the work of the famous Phineas Pett, inventor of the frigate-fashion of building, to this day practised. But what is to be deplored as to this vessel is, that it cost His Majesty the affections of his subjects, perverted by the malcontent great ones, who took occasion to quarrel for his having raised a very slight tax for the building of this, and equipping the rest of the Navy, without an act of Parliament."

The "Sovereign of the seas" was in almost all the great engagements fought between England and Holland, but met her end at Chatham on the 27th January, 1696, when she was accidentally burned through the negligence of a ship-keeper while laid up for rebuilding.

The "Sovereign of the Seas," one of the masterpieces of Phineas Pett. A model made by Mr. H. B. Culver, New York.

June figures largely in the Dutch Wars. It was in June, 1653, that Monck gained his victory over Tromp at the Battle of the North Foreland, when the Dutch lost 11 ships captured, and it was believed that six more were sunk and two blown up. It was a victory that enabled England to maintain a rigid blockade of Holland.

In the second Dutch War, on the 13th June, 1665, the English had another decided success in the battle off Lowestoft, in which the Duke of York was opposed to the Dutch Admiral, Opdam. Fireships played a part in this fight; and the Dutch Admiral's flagship was one of those which blew up.

In June of the following year, another North Foreland battle took place, and was fought for four days, from the 11th to the 14th of the month, in the Straits of Dover. The English made the blunder of dividing their forces, sending a strong detachment under Prince Rupert to intercept a French squadron coming from the Atlantic, while Monck engaged the Dutch Fleet under De Ruyter. As a result, the victory went to the Dutch, who lost three Vice-Admirals, 2000 men, and four ships; while the English lost 5000 killed and 3000 prisoners and 17 ships, of which the Dutch captured nine.

And it was in June of the following year that the Dutch were in the Medway, a result of false economy on the part of Charles II in "laying up his great ships and keeping only a few frigates on the cruise." On the 14th June, 1667, a force of 60 or 70 Dutch ships of the line under De Ruyter went up the Thames as far as Gravesend, destroying ships at Chatham and in the Medway, and taking possession of Sheerness, the light of the fires being seen from London.

This business caused Mr. Pepys much worry. "The people that come hither to hear how things go," he wrote in the diary on the 14th, "make me ashamed to be found unable to answer them, for I am left alone here at the office, and the truth is, I am glad my station is to be here, near my own

home and out of danger, yet in a place doing the King good service." And he tells how the Dutch took the ship "Royal Charles" at Chatham. They "did take her with a boat of nine men, who found not a man aboard her (and her laying so near them was a main temptation to them to come on), and presently a man went up and struck her flag and jack, and a trumpet sounded upon her 'Joan's placket is torn.'"

Which all makes very sorry reading.

In June, 1672 the English suffered another loss in the Battle of Solebay on the 7th, when the Duke of York was caught by De Ruyter on a lee shore, and in a drawn battle the balance was in favour of the Dutch. The greatest loss to the English was that of



George, Lord Anson, 1697-1762, as First Lord Commissioner of the Admiralty.



Henry VIII's departure from Dover, May 31st, 1520, to go to the Field of the Cloth of Gold. The "Great Harry" is in the foreground.

Pepys' patron, Lord Sandwich, who was lost when his flagship, the "Royal James," was destroyed by a fireship. Evelyn wrote of him, "Deplorable was the loss of one of the best accomplished persons, not only of this nation, but of any other. He was learned in sea affairs, in politics, in mathematics, and in music; he had been an ambassador's embassy, was of a sweet and obliging temper, sober, chaste, very ingenious, a true nobleman, and ornament to the Court of his Prince; not has he left any behind him who approach his many virtues."

The following year saw the carrying of the fight to the Dutch coast, and in June, 1763, the battles of Schooneveld, leading up to the Texel in August, and the end of the naval war against the Dutch. In these engagements, De Ruyter, by his successful defence, "opened the Dutch ports, which were entirely blocked up, and put an end to all thoughts by removing the possibility of invasion."

In the next June battle in which the English were involved with the Dutch, they were allies against the French. That was the Battle of Beachy Head, on the 30th. June, 1690, when Admiral Arthur Herbert—Earl of Torrington—opposed a much stronger French Fleet under the Count de Tourville. After an action which favoured the French, Torrington withdrew to the Thames to recondition. He was court martialled, but honourably acquitted, but King William would not accept the verdict, and dismissed him from the country's service, an action long recognised as a gross miscarriage of justice.

It was in June, 1743, that Anson, on the 20th., captured the Acapulco Galleon "Neustra Señora de Cabadonga" with her rich treasure in the Pacific. The Galleon, under the command of General Don Jeronimo de Menter, was, says Padre Walter, of the "Centurion," much larger than the "Centurion," and had 550 men and 36 guns mounted for action, besides 23 pedreros in her gunwale, quarters and tops, each of which

carried a four-pound ball. She very well furnished with small arms, and was particularly provided against boarding, both by her close quarters and by a strong network of two-inch rope which was laced over her waist, and was defended by half-pikes. She had 67 killed in the action, and 84 wounded, whilst the "Centurion" had only two killed, and a lieutenant and 16 wounded, all of whom but one recovered, of so little consequence are the most destructive arms in untutored and unpractised hands."

Eight years after his victory over the Galleon, in June 1751, Anson became First Lord of the Admiralty, and Britain's naval successes during his period of office were largely to his credit. It was in June, 1762, that he died, still in office, and "a striking example of one of the best types of seaman we ever had in the British Navy."

You know the old song—  
"Come, all ye jolly sailors bold,  
Whose hearts are cast in honour's mould,  
While English glory I unfold,  
Hurrah for the 'Arethusa'."

It was in the year 1778, on the 17th. June, that the "Saucy Arethusa" fought her action with the frigate "Belle Poule" off the French coast. Admiral the Hon. Augustus Keppel was Commander-in-Chief of the Channel Fleet, and was at sea with a British fleet when his frigates sighted two French ships, which Keppel ordered to be hailed. One answered civilly, but the 36-gun "Belle Poule" gave a reply the reverse of courteous to the 32-gun "Arethusa"—herself a captured French ship—and straight away they were at it hammer and tongs. The fight lasted for four hours, after which the "Belle Poule" sheered off with heavy casualties, the "Arethusa" being too much damaged to follow.

Both sides claimed the victory in an indecisive action marked by great gallantry in both ships. As the song puts it—  
"And now we've driven the foe to shore,

And never to fight with Britons more.  
Let each fill his glass  
To his favourite lass:  
A health to the captain and officers true.  
And all that belongs to the jovial crew.  
On board of the 'Arethusa'."

Seventeen Hundred and Ninety-four—and the Glorious First of June, when Howe, then a man of 68 years of age, defeated a French fleet under Villaret-Joyeuse some 400 miles off Brest, taking six line-of-battle ships, while two more struck, but were retaken by the French, one of them the 74-gun ship "Vengeur du Peuple," foundering after being retaken, the majority of her company being rescued by the British. The battle was fought so far out to sea that it was impossible to give it a geographical name—hence "The Glorious First of June," a title against which Howe always protested.

The series of naval engagements of the Napoleonic Wars reaped their reward in June, 1815, when Napoleon was finally defeated by Wellington at Waterloo.

But before then there were two more June dates of note—that of 1812, when war was declared between Britain and the United States, which, in June of the following year, gave us another song, one which tells how—

"The 'Chesapeake' so bold, out of Boston, I am told,  
Came to take a British frigate  
neat and handy, O!"

The British frigate—  
"Was the 'Shannon,' Captain Broke, with his crew all  
hearts of oak,  
And in fighting, you must know,  
he was the dandy, O!"

This, again, was a First of June action, the two ships meeting about midday off Boston. The gun duel opened at 5.30 p.m., and at 6.5 the British carried the ship by boarding. The last words of Captain Lawrence, of the "Chesapeake"—who was shot as the two

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## SEAS, SHIPS AND SAILORS — by NORMAN —

**BOWHEADS.**  
MOUTH OF A BOWHEAD WHALE IS ONE-THIRD OF ITS LENGTH. AS BOWHEADS AVERAGE 60 FEET IN LENGTH, THIS GIVES A 20-F. MOUTH—BIG ENOUGH TO HOLD A FOUR-HORSE TEAM, LET ALONE A JONAH!!

**1,000-MILE RACE**  
ONE OF THE SEA'S MOST REMARKABLE OCEAN RACES TOOK PLACE IN 1888 BETWEEN THE "ODONTE" AND THE "ETHIOPIAN," BOTH OF THE ARBERDEN LINE. BOTH SHIPS CAST OFF THEIR TAILS SIMULTANEOUSLY OFF SYDNEY HEADS, SIGHTED ONE ANOTHER OFF CAPE HORN, BOTH WERE RECALLED SIDE BY SIDE IN THE DOLDRUMS, MET AGAIN OFF THE WESTERN ISLES, AND THEN "BOULEST" EACH OTHER IN A FOG IN THE ENGLISH CHANNEL. "ETHIOPIAN" GOT INTO THE EAST INDIA DOCK, LONDON, ONE FIVE BEFORE "ODONTE," WINNING BOTH RACE AND WAGES!!

**TRAGIC SHIP**  
OPERATING OFF THE CHINA COAST THE U.S. SUBMARINE TANG FIRED A TORPEDO WHICH "ANG ANG" CIRCLED, AND STRUCK THE TANG, BLOWING HER UP. JAPS RESCUED SURVIVORS . . . .

**STOWAWAY**  
THE FIRST RECORDED STOWAWAY ON ANY STEAMER WAS ONBOARD THE CUNARD "BRITANNIA" IN 1842. HE WAS ALLOWED TO CONTINUE THE VOYAGE TO HALIFAX, CANADA, ON HANDING OVER HIS MONEY, £10, £2, 0, AND HIS GOLD WATCH.

**A LOAN SEQUEL**  
ADMIRAL LORD RODNEY, (1718-1792), ONE OF BRILLIANT BRITISH NAVAL STRATEGISTS, WAS A HEAVY LOSER UNLUCKY GAMBLER. ON THE EVE OF HIS BIRTH FRANCHISE IN 1778, HE WAS LIVING IN SUCH FINANCIAL CARELESSNESS. IT WAS THE MONEY LENDING BY A FRIENDSHIPMAN, — MARSHAL BROWN — WHICH ENABLED RODNEY TO GET BACK TO ENGLAND, PAY HIS DEBTS, AND TAKE UP COMMAND OF A BRITISH FLEET WHICH DEFEATED THE FRENCH FLEET IN 1782.

## CAPTAIN DAVID HUGH HARRIES, R.A.N.

CAPTAIN-IN-CHARGE, BALMORAL, SYDNEY.

DAVID Hugh Harries was born in Melbourne, Victoria, on the 27th. June, 1903. He had his initial education at Melbourne Grammar School, and entered the Royal Australian Naval College at Jervis Bay in 1917.

His College record earned him "maximum time" on passing out, and the Grand Aggregate and History prizes: in addition he was first in physics, chemistry, English, French, and seamanship. He gained his colours for tennis.

Becoming a Midshipman on the 1st. January, 1921, he proceeded to the United Kingdom and was appointed to H.M.S. "Warspite," with the Atlantic Fleet, being promoted Sub-Lieutenant in 1923 and Lieutenant the following year. He gained all first-class certificates in his Lieutenant's examinations, and was awarded a £10 Prize.

Returning to Australia early in 1925, he was appointed to H.M.A.S. "Sydney"—the first cruiser of that name, then Flagship of the Royal Australian Naval Squadron: and after a year in her, he was appointed to the destroyer, H.M.A.S. "Tasmania," as No. 2.

In 1927 he again went overseas to the United Kingdom to take his specialist course in Navigation. In the Long Navigation Course he came top of his class, qualifying as Lieutenant (N) in 1927. He was then appointed to the Persian Gulf, where he was for a year Navigating Officer of H.M.S. "Lupin," followed by a year as Navigating Officer of the yacht H.M.S. "Dryad," the Senior Naval Officer's ship.

Returning to Australia early in 1930, he was appointed for a year each to three of H.M.A. Ships, first as Navigating Officer in H.M.A.S. "Anzac," secondly, as Navigating Officer and First Lieutenant of H.M.A.S. "Tattoo," and then as Navigating Officer of the seaplane carrier H.M.A.S. "Albatross."

By this time Lieutenant Commander, there came another period in the United Kingdom about the middle of 1933, and he took the First Class Ship Course, which he passed at the end of the year, remaining in England to take the Royal Naval Staff College Course at Greenwich. At the end of 1934 he returned to Australia, and spent the two succeeding years on the Naval Staff at Navy Office, Melbourne.

In 1937 came a further spell at sea, when he was appointed to H.M.A.S. "Australia" as Navigating Officer and First Lieutenant, remaining in

the cruiser until she was paid off for reconditioning in 1938. That was the year of his promotion to Commander, and the year in which he once more proceeded to England, this time as Navigating Officer of H.M.A.S. "Albatross"—which had been taken over by Admiralty, returning to Australia as First Lieutenant of H.M.A.S. "Hobart," the second of the 6-gun cruisers to be added to the Squadron as part of the Australian naval expansion programme.

On his return to Australia, Commander Harries was for some time in temporary command of the sloop H.M.A.S. "Yarra," but in 1939 he again returned to England, in the Blue Funnel liner "Autolycus," which took the Ship's Company of H.M.A.S. "Perth"—third of the expansion programme cruisers—over to commission the ship.

He was in England at the time war broke out, serving on exchange duty with the Royal Navy, and was appointed in command of H.M.S. "Seagull" with the 1st Minesweeping Flotilla, and as Second-in-Command of the Flotilla, which was employed sweeping on the Scottish coast. From September to December, 1940, he was in command of H.M.S. "Niger" as Senior Officer, 4th Minesweeping Flotilla.

There followed a short spell in the Plans Division, Admiralty, and then, in March, 1941, Commander Harries crossed to the United States to take up his appointment as Australian Naval Attache, Washington, a position he occupied until October, 1942.

At this time the British Government had presented the cruiser "Shropshire" to Australia, to replace H.M.A.S. "Canberra," lost at the Battle of Savo Island in the previous August, and Commander Harries returned to the United Kingdom and was appointed in command of her for three months while she was refitting at Chatham. Upon her commissioning, he was appointed Executive Officer, remaining in that appointment until May, 1944, during which period "Shropshire" took part in a number of the assault operations against the Japanese in the South West Pacific.

Following the period in "Shropshire," Commander Harries took up his appointment as Deputy Chief of the Naval Staff, Navy Office, Melbourne, with the rank of Acting Captain, being promoted Captain at the end of June, 1945, in October of which year he proceeded to England

Continued on page 48

## Turtle-Back Destroyer Days

Life In The Early Destroyers Was Rough And Tumble—But It Had Its Moments, As Our Author Describes In This Article.

By "Seahawk."

DESTROYERS of today are glorified cruisers compared with the pre-1905 vintage.

In those days they were long, narrow-beamed coal burners with a low freeboard and they'd chew up coal like a flapper consuming ice-cream, which meant we had to coal ship after every few days at sea. Coaling was our pet aversion. A dirty job, but one which, like many others in destroyers, was done with a smile.

Among the many inducements to belong to a destroyer were—6d. extra per day, called hard laying money, and your grog issued neat, instead of the three-watered rum of the larger ships. Also, a free issue of sea boots, oilskins, muffler, coats, etc., which were very welcome and necessary in dirty weather.

Our flotilla, based on Harwich, was composed of eight destroyers, the "Rachorse," 30 knots; "Swordfish," 27 knots; "Roe-buck," 30 knots; "Salmon," 27 knots; "Greyhound," 30 knots; "Sunfish," 27 knots, and "Usk" and "Esk."

The writer served in H.M.S. "Rachorse," and with his shipmates was very proud of their 30 knotter, which was speedier than many trains we had ridden in. Our armament was one 4in., five 6-pounders, and the usual torpedo tubes. Our fo'c'sle from the nose of her to the gun platform, was covered with a turtle shaped structure, which threw off any seas coming aboard, though the bridge was always spray-swept during any head sea.

'We and our sister ship, "Roe-buck," struck a cushy job, and were detached to carry out a series of runs off Dover on a measured

mile, to test some new anti-fouling composition on the vessels' bottom.

We carried out this job for several days, often at full speed. Then we would tie up in Dover Harbour for the night, and were well entertained by the people, especially at a pub called the "Barley Mow," where beer at fourpence a quart caused us to sing the company rollocking songs until closing time, when we all trooped aboard—perfectly sober—and turned in.

The mess decks were about the fuggiest joints you could imagine, and we were always glad to get on deck again.

During 1903 we were recalled from leave, to find out what a Russian Admiral meant by firing on, and sinking, some of our fishing trawlers which he had mistaken for Jap destroyers—in our North Sea, mind you. However, the bigger ships of the Navy were left to deal with him.

We then made our annual Scotch cruise, calling at Granton, St. Andrews, Dundee, Arbroath, Aberdeen, and away north to Wick, where the girls sleep in fishing nets when the destroyers are in. On the way south again we spent a few days at Aberdeen. Never tell me the Scotch are mean, and a Jew can't live in Aberdeen! We were given a most wonderful time there.

I nearly made rapable for myself there by missing my ship, owing to the following episode: I was sent ashore for the mail on sailing day, with instructions to call at the Dogs' Home to collect a terrier for the Captain.

After collecting the mail, I thought I had time to visit and farewell my girl friend. But time

went so quickly that our yarn was cut short by the noise of our own signal for departure. I made dash with the mail bag, and arrived on the quay just as the last of the flotilla had hauled through the harbour mouth.

"I'm for it now," says I. But I received a signal message to join the ship at Invergoyle, and reported to the Naval agent who supplied me with cash for rail fare and told me the train left at 8 a.m. next day, and he'd see me off.

Whack! Off I went, and spent a good day with my Aberdeen friends, arriving aboard next day with no dog. Why? Please explain!

"No time, Sir." Both the Skipper and I got wiggling from our Flotilla Leader, so I reckon I got off light, for keep it dark, I don't know what that dog's home is yet.

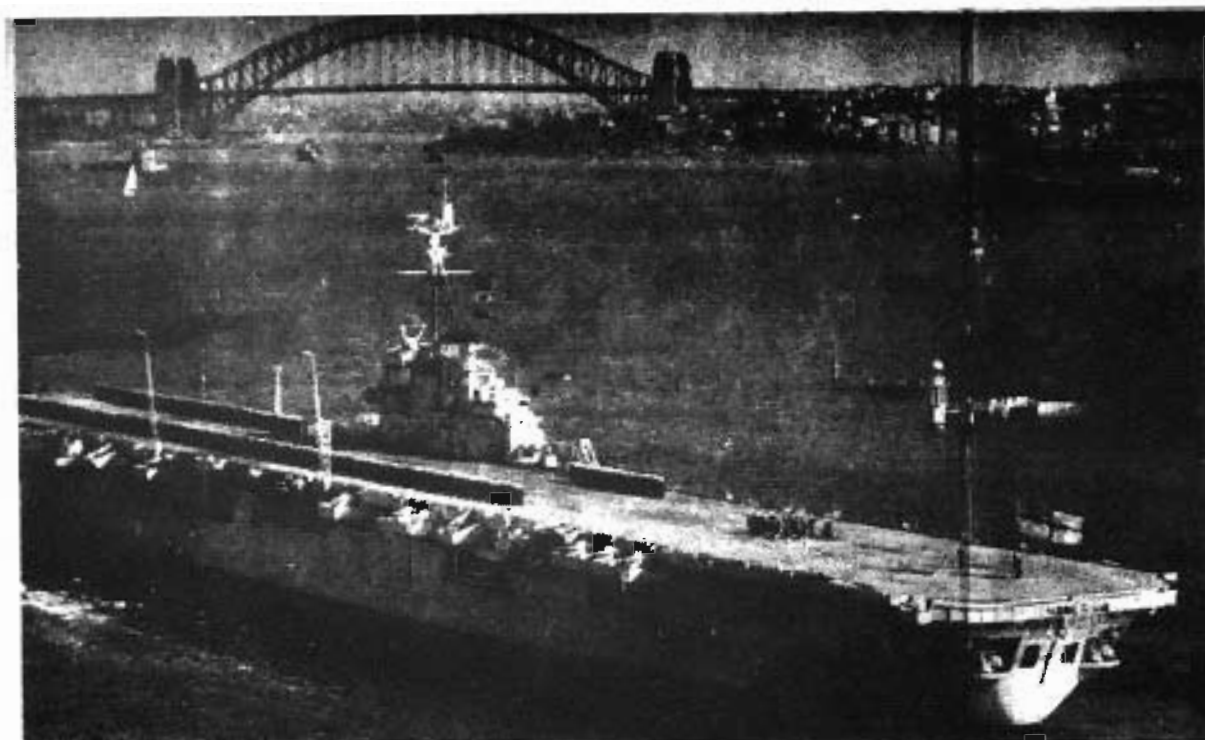
During 1904, our flotilla was to manoeuvre with our first British submarine, the A.I. We were making runs in the "Solent," and we were the last to spot her. On arrival at Portland for the night it was reported that the A.I. was missing.

Later it was announced she had been struck by the Union Castle steamer, "Berwick Castle," bound for the Cape from African ports, and had been lost with all hands. She was located later, and the bodies recovered. Mr. Winston Churchill came to Portsmouth the time, and we heard he took dip in the next submarine that was to sea. He would.

After the sad affair of the A.I. we returned to Harwich for repairs and to prepare for something as pleasant. The "Rachorse," with other destroyers and cruisers, was detailed to escort the Royal Yacht "Victoria and Albert," with King Edward VII on a visit to Kiel.

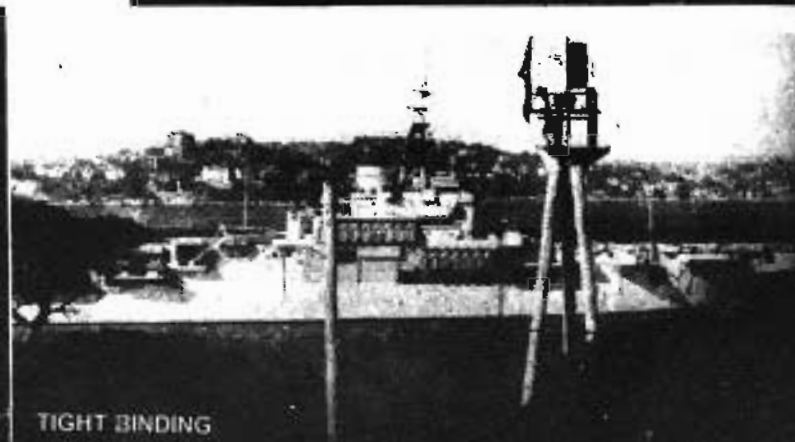
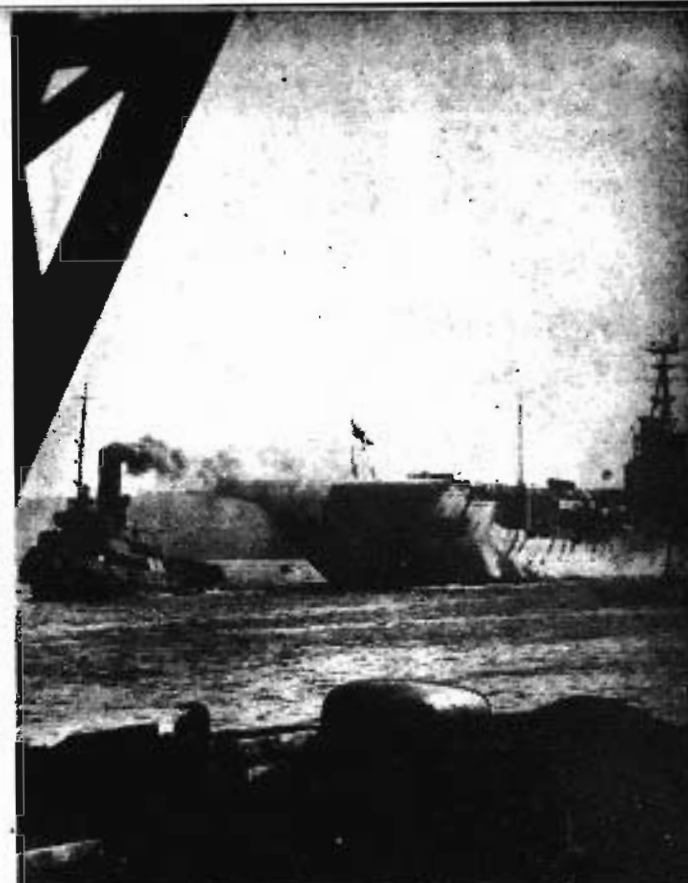
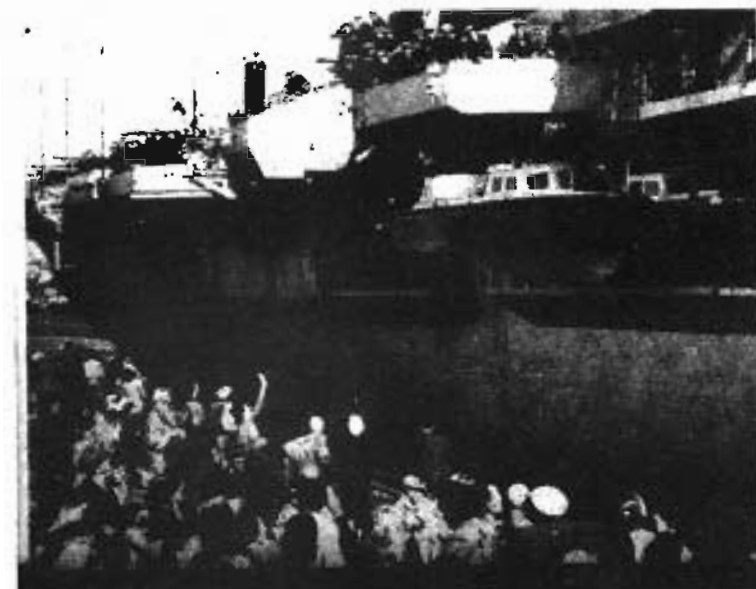
After a rough passage across the North Sea, we arrived at the Kiel Canal, and entered the Kiel Canal. Some canal, I assure you, with scenery, buildings, and lovely views.

Continued on page 49



H.M.A.S. "Sydney" arriving in Sydney on 2nd June for the first time.

Below, Captain R. X. Dowling, D.S.O., R.A.N.  
— Sunday Mirror Photo.



TIGHT BINDING

# MARITIME NEWS WORLD

From our Correspondents in LONDON and NEW YORK

## THE "MAGDALENA."

There is an echo of one of Kipling's songs in the story from Rio de Janeiro of the loss there of the Royal Mail Steam Packet Company's new luxury liner in April. She was the "Magdalena," and Kipling wrote:

"I've never sailed the Amazon,  
I've never reached Brazil,  
But the "Don" and the "Magdalena,"  
They can go there when they will . . ."

Go rolling down to Rio,  
Roll down, roll down to Rio,  
And I'd like to roll to Rio,  
Some day before I'm old."

It is especially sad that the loss of the "Magdalena" only delivered from the builders, Messrs Harland and Wolff, to the Royal Mail Company in February last should have occurred on the last voyage of her Master, Captain Douglas Lee, prior to his retirement. It is a bitter end to a long and successful career, and the sympathy of all his brother seafarers will go out to him.

## BROKE IN HALF.

The "Magdalena," a £2-million, 17,000-ton luxury liner, ran aground and was holed by rocks at Rio de Janeiro on the 26th April. She was being towed into Rio Harbour when she split in two, the bow portion sinking, while the stern portion—the most costly part of the ship, containing the propelling machinery and boilers, and most of the passenger cabins and public rooms—floated. At first it was hoped to be able to salvage the after part, and tow it to Britain for the addition of a new bow, but last month it was reported that Lloyds and British marine insurance companies had abandoned hope of doing so. The "Magdalena" was insured for £2-million Sterling.

## POLISH MERCHANT FLEET.

With the aim of carrying at least 55% of its foreign trade in Polish bottoms, the Polish Government plans to possess a fleet of 600,000 tons by the end of 1955, according to a report from

Warsaw quoted in the "New York Times." Poland now has a coastline thirty times as long as its pre-war ten-mile strip on the Baltic, and the new seaboard contains ten harbours which figure largely in the country's economic plans. With the task of rehabilitating the harbours—including Gdynia-Danzig, and Stettin—the Ministry of Navigation is turning towards shipbuilding. Poland's fleet now numbers 39 vessels of an aggregate tonnage of approximately 200,000 tons, and carrying some eight per cent. of the country's commerce. A six-year plan calls for the construction of at least 400,000 tons in Polish shipyards, and considerable expansion of the Danzig yards are planned. Construction of ore and coal carriers of 2,500 deadweight tons has already begun.

## THE "PORT BRISBANE."

The Port Line's new refrigerated cargo ship, "Port Brisbane," which arrived in Melbourne from Britain last month on her maiden voyage, is one of the most ex-

ensive cargo ships ever constructed, and is claimed to be the world's most modern, in equipment, fitting, and appearance. Of 12,500 tons, she is streamlined, has motor-driven lifeboats, every known and tried navigational aid, the most modern cargo refrigeration plant yet installed in a ship, and air conditioning throughout. Her accommodation for her ship's company is particularly luxurious. Ratings have two-berth cabins, and special dining saloons, and recreation rooms furnished with comfortable lounges, settees, and writing desks, and the bulkheads are lined with pictures by leading British artists. The deck and engineer officers are similarly provided for. Behind the Captain's seat in the dining saloon is a painted portrait of Queen Elizabeth, who launched the ship last year. The "Port Brisbane" has accommodation for 12 passengers.

## JAPANESE SHIPBUILDING.

With delivery set for May, 1952, and the cost at about £500,000 dollars, Japan is setting about her first big post-war shipbuilding job. Allied Headquarters having approved a contract under which the Kawasaki Heavy Industry Company of Kobe will build an 18,000-ton tanker for the Fernley Steamship Company of Norway.

## BRITAIN'S UNSINKABLE TANKER.

The claim to have designed an unsinkable ship has often been made, and has sometimes been disproved. The "Titanic" is a case in point, claimed to be unsinkable, but lost in collision with an iceberg on her maiden voyage. Now comes in a British-built tanker, the 15,000-ton "San Sylvestre" would appear, however, according to a report in the Melbourne "Argus" last month to offer justification for the claim. Invented by 58-year old William Nelson, the "San Sylvestre" is equipped with a compressed air device which will keep out the sea even if the vessel is holed

below the waterline. As to fire, a single lever will set all fire-fighting appliances going, and gas, automatically released, will make it impossible for a fire to spread.

## WORLD SHIPBUILDING.

After a progressive rise over the last three years, shipping being built in British yards for owners abroad has begun to fall, according to figures as at the 31st March given by Lloyd's Register. With construction in overseas yards increasing, shipbuilding in Britain is slightly declining, although it is still 47.7% of the world output.

## FOREIGN INCREASES.

In the shipbuilding figures as at the 31st March last given by Lloyds, the British figure is 2,075,910 tons gross on that date, as compared with the overseas total of 2,279,595 tons. The increase abroad includes, for the first time since the war, 144,182 tons building in Japan. But even without the Japanese figure, tonnage under construction abroad passes that of the United Kingdom, increases over the first quarter of this year being reported from the United States, France, Holland, and Sweden. German and Russian figures are not available.

## COMMONWEALTH SHIPPING LINE.

Applications for the position of Chairman of the Commonwealth Shipping Line closed on the 16th of last month, after being advertised in this country and overseas. The post carries the salary of £5,000 a year, with a tenure of five years. The Board over which the Chairman will preside will be a permanent body similarly to the National Airlines Commission, and is expected to have under its control at first about 40 ships, ranging from small vessels to 10,000-ton ships. No starting date of operations of the Line has yet been

fixed, but it is reported that it will be within the next few months, and before the Federal election late this year.

## JAPAN'S EXPANDING TRADE.

According to a report in the "New York Times," more liberal supplies and materials, and the conclusion of foreign exchange agreements with additional areas, have begun to expand Japan's export trade. Exports in 1948 aggregated only 255,000,000 dollars, but in January of this year validated contracts reached 82,000,000 dollars, and those of the first 15 days of February reached 45,000,000 dollars. If this increase is maintained, the total 1949 figure will almost quadruple that of last year.

## INSURANCE OF "THE QUEENS"

Complete figures on the cost and insurance values of the two British "Queens" was made available by English sources to America recently, when the question of the insurance of the proposed U.S. super North Atlantic liner was being debated. The "Queen Elizabeth" cost £6,000,000 Sterling when completed at the outbreak of war. She has been insured for £5,600,000, although now it would cost £12,000,000 to £15,000,000 to build her in the United Kingdom. An additional "total loss" insurance of about £500,000 has also been obtained. In each case the open market has underwritten about 58% of the total premium and the British Government holds the rest. The "Queen Mary" was insured for £4,800,000, of which the market took up £3,196,970 and the Government £1,603,030. An additional "total loss" policy of £450,000 was divided between the market and the Government in the same ratio. The "Queen Mary" cost £4,500,000 in the mid-Thirties, and a replacement would cost about the same as a new "Queen Elizabeth."

# News of the World's Navies

## FOUR-NAVY WAR GAMES

From the end of this month until the 8th. July, joint naval exercises will be held by the Western European Union Powers. Ships of the British, French, Dutch and Belgian Navies will participate in tactical manoeuvres. The British ships are conducting their own exercises at present, before meeting the other ships.

## RESIGNATION OF U.S. NAVY SECRETARY.

Late in April, Mr. John L. Sullivan, U.S. Secretary for the Navy, handed his resignation to President Truman. In letters exchanged between the President and Mr. Sullivan, which were made public by White House, it is made clear that the immediate cause of the resignation was the action of the Defence Secretary, Mr. Louis Johnson, in halting construction of the 65,000-ton aircraft carrier. Mr. Sullivan said that Mr. Johnson's action represented the first attempt ever made in the United States to prevent the development of a powerful weapon.

## H.M.S. "DECOY."

Larger than any destroyer now in His Majesty's service, H.M.S. "Decoy" was launched recently from the Scotstoun Yard of Messrs. Yarrow and Co. Ltd. Her length is 390 feet overall, and her beam 43 feet. She will mount six 4.5" guns, six other guns, and two torpedo tubes. Of all-welded construction, she is powered by geared steam turbines. Special arrangements are being made to ensure that habitability and layout of accommodation spaces are the best possible: with all-electric cooking in the galleys, a modern laundry, modern bathrooms with stainless steel basins, fluorescent lighting, and pastel colours in living spaces and

labour saving devices for cleaning ship. Her electrical installation will differ from previous practice in ships of the Royal Navy in that it will be an Alternating Current installation, operating at 440 volts, three-phase, 60 cycles.

## NAGASAKI FETE.

This month, Nagasaki—the second city to feel the blast of the atomic bomb—is celebrating the quadricentennial of St. Francis Xavier's arrival in Japan, in 1549, as the first Christian missionary. Seventy-four and a half million yen have been spent on a campaign of city beautification in preparation for the celebration.

## U.S. NAVY'S HELICOPTER.

According to a report published in the "New York Times," the U.S. Navy claims to have developed the world's fastest helicopter. Designed specifically for operational use with the fleet, the streamlined XHJP-1 transport helicopter will carry five passengers, or three litter patients, in addition to the pilot and co-pilot. It recently made a world-record trial speed run of 131 miles an hour, thus surpassing the present world record at 124.315 miles an hour for rotary wing aircraft, held by the British Fairey "Gyrodyne." It has also performed the first known loop by a helicopter. The XHJP-1 is an all-metal craft, built by the Piasecki Helicopter Corporation, at Morton, Pennsylvania.

## LARGE FLEET AT "THE ROCK."

The recent arrival at Gibraltar of the Mediterranean Fleet and units of the Home Fleet to carry out combined exercises known as "Operation Twostep," gave the people on "The Rock" sight of the greatest concentration of British warships since the assembly

for "Operation Torch" in November, 1942. The ships of the combined fleets were: Battle-ships, "Vanguard" and "Duke of York"; Cruisers, "Liverpool," "Newcastle," "Euryalus," "Superb," "Sirius," "Cleopatra," "Diadem"; Fleet Aircraft-carrier "Implacable"; Light Fleet Aircraft-carriers "Triumph" and "Theseus"; Destroyers: "Agincourt," "Alamein," "Aisne," "Barrosa," "Cheviot," "Chequers," "Childers," "Chieftain," "Chivalrous," "Corunna," "Jutland," "Solebay," "St. James," "Sluys," "Troubridge," "Venus," "Verulam," "Volage"; Submarines, "Andrew," "Tantivy," "Tabard," "Templar," and "Teredo."

## ATOMIC NAVAL WARFARE.

As a result of war games carried out in the Caribbean recently, the United States Navy reports that it definitely is learning how to defend itself against an atomic bomb, according to a report in the "New York Herald Tribune." Full details were not given because of security reasons, but the Commanding Officer of the invasion fleet in the Games—Rear Admiral Jerauld Wright—is quoted as saying: "Although a large-scale amphibious operation remains highly vulnerable to atomic weapon attack—we are making definite progress along the road to minimizing the effects of such attacks."

## THE R.N. RESERVES.

As Second Sea Lord and Chief of Naval Personnel, Vice-Admiral Sir Cecil H. J. Harcourt, K.C.B., C.B.E., has made an appeal—by personal letter—to 200,000 ex-Naval ratings and Royal Marines of World War II, to join a Naval or Marine Reserve. The letter points out that "This is no routine request, but a special one concerning the defence of our country, and to im-

press upon you its great importance I make this appeal by means of a personal letter. Today the Navy is in good heart but, should an emergency come again, and unfortunately that possibility cannot be ruled out, it would be necessary for us to expand the Royal Navy and find trained men far more quickly than we did in 1939. It is with this object that the Royal Naval and Royal Marine Emergency Reserves have been formed to supplement the other Reserves, which consist of Long Service Pensioners, the Royal Fleet Reserve, the Royal Naval Reserve, the Royal Naval Volunteer Reserve and the Royal Marine Forces Volunteer Reserve. If you are not a Long Service Pensioner or not already a member of one of these permanent Reserves, I am asking you, as a man who has been trained, to offer your services by forwarding your name as a candidate for one of the Royal Naval or Royal Marine Reserves."

## FIRST U.S. WAVE TO SEA.

The U.S. Navy set a precedent recently when the Wave Reservist, Lieut. Clarice Pierson, sailed on sea duty. Lieut. Pierson, who was formerly private secretary to Rear Admiral John R. Redman, when he was deputy commander of the Western Sea Frontier, sailed to Pearl Harbour as one of the ship's company of the U.S. transport "General H. W. Butler." Her training on board consisted of administrative duties.

## CANADIAN A/S SHIPS.

The Canadian Defence Minister, Mr. Claxton, has announced that Canada will begin this year to construct three anti-submarine vessels "of a new high-speed type not yet in production anywhere else." The vessels are a Canadian modification of British and United States designs.

## U.S. NAVY'S X-RAY.

What is claimed to be the world's most powerful X-Ray generator, capable of taking pictures

through 16 inches of steel, was formally dedicated at the Naval Ordnance Laboratory, White Oak, Maryland, recently. The large 10,000,000-electron volt machine was supplied by the General Electric Corporation. The photographs it takes reveal the internal structure of metal, and show up hidden defects or weaknesses. It is estimated that the machine could produce a photographic impression through sixteen inches of steel after thirty minutes to an hour of exposure.

## CARIBBEAN DEFENCE FORCE.

The formation of a naval local volunteer force for the defence of British territories in the Caribbean was discussed recently in Trinidad. Those present included Sir John Shaw, Governor of Trinidad; Brigadier Page, who commands the South Caribbean area; and Admiral Sir William Tennant, C-in-C. America and West Indies Squadron. The existence of such a defence force based on Trinidad would not affect the duties or zone of influence of the America and West Indies Squadron, which operates from Bermuda. It would act in a purely local capacity. The squadron, which has been brought up to strength, consists of two cruisers, four frigates, and auxiliary vessels.

## FIRST WOMAN A.D.C.

Miss Jocelyn May Woolcombe, Director of the W.R.N.S., has been appointed an Honorary Aide de Camp to the King. She is the first woman to receive this honour. Miss Woolcombe, who is 50 years of age, is a daughter of the late Rear-Admiral M. Woolcombe. She joined the W.R.N.S. in July, 1939, and became Chief Officer at Plymouth. From May, 1940, to January, 1943, she was Superintendent of Personnel at W.R.N.S. headquarters, and afterwards Deputy Director of Manning. She was made a C.B.E. in the 1944 Birthday Honours List.

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# WHAT THE NAVY IS DOING

**T**HIS month, applications close—on the 15th.—for entry into the Royal Australian Naval College. Boys born in the year 1936 are eligible to apply, and to sit for the qualifying education examination, which will be held in September next. Details of educational and medical standards required, conditions of service, rates of pay and pensions, prospects of promotion, etc., may be obtained on application to the Secretary, Department of the Navy, Navy Office, St. Kilda Road, Melbourne, S.C.1. This month, also, H.M.A.S. "Sydney" arrives at her name port, the principal naval base in Australia. The frigate, H.M.A.S. "Lachlan" has been made available on loan to the New Zealand Government, to carry out surveys in Dominion waters.

## FLEET DISPOSITIONS

### The Aircraft Carrier:

H.M.A.S. Sydney (Captain R. Dowling, D.S.O., R.A.N.) arrived in Australia at Fremantle on the 12th. of last month, departing from the West Australian port on the 13th., and arriving at Melbourne five days later. She remained at Melbourne until the 23rd. of May, when she sailed for Jervis Bay, where she arrived on the 25th. While at Jervis Bay her aircraft and members of her air group were disembarked for the Royal Australian Naval Air Station at Nowra, 22 miles to the north-west of Jervis Bay. The Sydney is due to leave Jervis Bay on the 2nd. of this month for Sydney. After the air group has undergone refresher training at Nowra, including dummy deck-landing practice, Sydney will join other units of the Royal Australian Fleet for fleet exercises.

### 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, departed Jervis Bay for West Australia on the 4th. of May, arriving at Fremantle on the 11th., and remaining there until the 23rd., when she sailed for Adelaide. She is at present in Adelaide, where she arrived on the 28th. May, and is due to leave there on the 6th. of this month for

Sydney, where she is due to arrive on the 10th. On arrival at Sydney, she will commence 50 days' availability for leave and 45 days for refit, sailing from Sydney on a cruise about the 5th. August.

### 10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Captain (D) D.O., Captain W. H. Harrington, D.S.O., R.A.N.) sailed from Jervis Bay on the 4th. May to accompany the Flagship to West Australia. She was at Bunbury from the 10th. to the 13th. May, Fremantle from the 13th. to the 23rd., and arrived at Adelaide on the 28th., whence she is due to sail on the 6th. of this month for Sydney, arriving on the 10th. She is expected to sail from Sydney on a cruise late in this month.

H.M.A.S. Arunta is in Sydney. H.M.A.S. Bataan (Commander F. N. Cook, D.S.C., R.A.N.) is in Japanese waters, where she relieved H.M.A.S. Shoalhaven for a period of duty with the Allied Naval Forces. She is to remain there until early September, when she will be relieved by H.M.A.S. Culgoa.

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

H.M.A.S. Quackmatch is in Sydney.

### 1st. Frigate Flotilla:

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-Cole, R.A.N.) is undergoing refit, having been granted 50 days' availabil-

ity for leave and urgent defects. When this period is completed, it is anticipated that she will depart from Sydney about the 10th. of August, to relieve H.M.A.S. Bataan in Japanese waters.

H.M.A.S. Condamine is undergoing refit, having been granted 50 days' availability for leave, and 45 for refit. It is anticipated that she will leave for New Guinea waters about the middle of next month.

H.M.A.S. Shoalhaven (Lieut. Commander Keith Tapp, R.A.N.) has returned to Australia from her period of duty with the Allied Naval Forces in Japan, having been relieved there by H.M.A.S. Bataan. She has been granted 50 days' availability for leave, and 45 for refit.

H.M.A.S. Murchison (Lieut. Commander W. F. Cook, R.A.N.) is in Sydney, and commences 45 days' refit on the 7th. of this month.

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

H.M.A.S. Tarakan (Lieut. Commander H. K. Dwyer, R.A.N.R.) was recently in Australia for leave and refit after being employed shipping stockpile of material and equipment for the construction of the Advanced 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 (Lieut. Commander G. M. Dixon, D.S.C., R.A.N.V.R.) has returned to Australia after carrying out her work at Heard and Macquarie Islands in connection with the Australian Antarctic Research Expedition.

### Australian Minesweepers:

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

H.M.A.S. Gladstone (Lieut. Commander R. A. H. Millar, R.A.N.).

H.M.A.S. Latrobe (Lieutenant R. J. Scrivenor, R.A.N.).

### Survey Ships:

H.M.A.S. Warrego (Commander G. D. Tancred, D.S.C., R.A.N.) is in Sydney, having completed the survey work on which she was engaged at the Eastern end of Bass Strait.

H.M.A.S. Barcoo (Lieut. Commander D'A. T. Gale, D.S.C., R.A.N.) having completed the survey work on which she was engaged in South Australian waters is in Sydney.

### GENERAL

#### H.M.A.S. "Sydney."

During her visits to Fremantle and Melbourne on passage to Sydney after her arrival in Australian waters last month, the public were able only to see the new aircraft carrier from the exterior, as it was not possible to arrange for the ship to be open for inspection. In explaining this, the Minister for the Navy (Mr. Riordan) said that H.M.A.S. "Sydney" was carrying a large amount of Aircraft Stores, including spare aircraft, and this precluded the normal facilities to the public being made available. It is, however, hoped that at a later date arrangements will be made to afford the public an opportunity to visit the ship.

#### H.M.N.Z.S. "Pukaki."

The New Zealand frigate H.M.N.Z.S. "Pukaki"—one of the six Loch Class frigates transferred to the Dominion Navy from the Royal Navy, and formerly H.M.S. "Loch Achanalt"—arrived in Melbourne last month on a very brief visit, reaching the Victorian capital on the 7th. May, and sailing again for New Zealand on the 9th. While in Melbourne, "Pukaki" disembarked two officers and 27 men of His Majesty's New Zealand Navy, who will form the advance party of the ship's company of H.M.A.S. "Lachlan," which has been lent to the New Zealand Government for three years, during which time she will

be engaged in carrying out survey work in Dominion waters.

#### H.M.A.S. "Lachlan."

The announcement of the approval of the Commonwealth Government of the loan of H.M.A.S. "Lachlan" to the Dominion Government was made by the Minister for the Navy last month. The Minister went on to say "that the ship would be placed at the disposal of the New Zealand Government for a period of three years, during which time she would be employed in the Dominion waters on Hydrographic Survey work and Oceanographic Research." Mr. Riordan explained that the "Lachlan" would be manned almost entirely by officers and men of the New Zealand Navy. An advance party of officers and men would take over the ship, and it is anticipated that the main body of the ship's complement would join her in August of this year.

#### Previous Activities.

H.M.A.S. "Lachlan" was built in Australia as one of the frigates in the Commonwealth's naval ship-building programme. She was commissioned in February, 1945, and until the end of the war was employed as a survey vessel in New Guinea, the Halmaheras, the Philippines and Borneo. The ship carried out surveys in dangerous waters on occasions, and the laying of buoys at Tarakan and Brunei Bay prior to the landing of Australians in May and June, 1945. After the Japanese had surrendered, the ship was engaged for a time transporting the Australian Army surveillance parties in the Moluccas for the apprehension of war criminals. Later, the frigate was employed in survey work in King Sound, on the west coast of Australia, 600 miles south-west of Darwin; and in the Spencer Gulf, South Australia. During these two surveys, the ship was commanded by Lieut. Commander G. C. Little, D.S.C., R.A.N., who is at present

engaged on survey work with the Pakistan Navy.

#### Air Observers.

With the acquisition by the Royal Australian Navy of an aircraft-carrier, the training of skilled and efficient naval air observers will become one of its important functions. The observers in "Sydney" are all officers of the Royal Navy who have been lent to the Royal Australian Navy until it can train and provide its own. Applications were recently invited to fill 12 appointments as Lieutenants to specialise in observer duties, a stipulation being that applicants must already have qualified as observers or navigators in one of the armed services. Selected applicants will train both in the United Kingdom and Australia pending the time when most of the training of observers will be done at the Royal Australian Naval Air Station at Nowra, N.S.W.

#### Duties—And Aircraft.

Observers in the Royal Australian Navy will fly in Firefly aircraft containing two seats, one for the pilot and one for the observer, who will also do the navigating. The observer's function is not only to navigate the aircraft for the pilot, but also in addition to keeping a look-out for enemy surface ships, to seek out submarines either below or on the water. All the time he is in contact by radio with the big air-defence room in the carrier, in which the location and movements of his own aircraft and all other aircraft belonging to the carrier are recorded, as well as the movements of all enemy ships which he reports, or which have been picked up by radar. The primary duty of the Firefly being anti-submarine work, the aircraft is able to strike heavy blows if required, and is equipped with four 20-millimetre cannon, and it can carry eight rockets, each with a 60lb. head, and several bombs of

Continued on page 39

# A History Of The ROYAL AUSTRALIAN NAVAL COLLEGE

(From its inception in 1913 to the end of World War II in 1945)

By

F. B. ELDRIDGE

Author of "The Background of Eastern Sea Power," and for many years Senior Master, R.A.N. College.

In this magnificent production limited to 750 copies, the author's purpose has been to place on record the main events in connection with the College during the first thirty-odd years of its existence, from its foundation at Geelong in temporary premises in 1913 to the end of World War II in 1945, and, in doing so, to do honour to those gallant officers of His Majesty's Australian Navy who fought so well during the cataclysmic struggle through which the British Commonwealth has just passed.

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## BOOK REVIEWS

By G.H.B.

"A HISTORY OF THE ROYAL AUSTRALIAN NAVAL COLLEGE—From its Inception in 1913 To The End Of World War II. In 1945." By F. B. Eldridge. Published for the Author by Georgian House, Melbourne, 1949.

IN writing this History of the Royal Australian Naval College, Mr. Frank Burgess Eldridge was inspired by the purpose "to place on record the main events in connection with the College during the first thirty-odd years of its existence, from its foundation at Geelong in temporary premises in 1913 to the end of World War II. in 1945, and in doing so to do honour to those gallant officers of His Majesty's Australian Navy who fought so well during the cataclysmic struggle through which the British Commonwealth has just passed."

This reviewer feels that he has succeeded admirably in that purpose and, in doing so, has performed a work of great service to the Royal Australian Navy, and to Australia generally.

As he further says in his Preface to this work, there may have been times in the past when the taxpayer has wondered whether the great expenditure involved in training Australian officers for the Navy was justified; and has felt that the number of serving officers produced was not at all in proportion to the number trained in the College. There is no question that the taxpayer has so wondered and has so felt. Any doubts he may have had regarding the value he got for his money, should have been dispelled by the work done by the Royal Australian Navy—largely led, and as to permanent Naval officers, officered, by graduates of the Royal Australian Naval College—during the recent war. But memories are short once a war and its changing fortunes from day to day are over, so that it is a

very good thing that this story of the College is put on permanent record.

As to the feeling that the number of serving officers produced was not at all in proportion to the number trained at the College, that was not the fault of the College, nor of the individuals who graduated but did not remain in the Service; but rather the outcome of the whittling down of the Navy so that a number of the graduates who had gone some considerable distance in their chosen profession found that profession denied to them. Even in their case the College schooling and its expense to the taxpayer was not wasted, for they "came back at the call of their Country's need and gave of their best. These shared with the Permanent Officers, and ably supplemented, the absolutely invaluable work of the Royal Australian Navy."

Then, although they had drifted off into other walks of life, their College training, and years as Midshipmen, Sub-Lieutenants and Lieutenants, paid dividends. For lessons so learned are never forgotten, and they were worth that much more to Australia when they returned to the Navy for war service.

There is probably no one as well equipped as is Mr. Eldridge to have written this History. In the first place he is, by training, an historian. In the second, he was on the professorial staff of the Royal Australian Naval College since 1914—when it was at Osborne House, Geelong—until his retirement last year. In the third place, his heart has been with the College throughout.

This book is a labour of love—and it reads as such.

As the author of an article in the Royal Australian Naval College Magazine wrote on the occasion of Mr. Eldridge's retirement: "If his first book, 'The Background of Eastern Sea-Power,' published in 1945, gives some idea of the extent of his knowledge of the naval side of history, his forthcoming work, 'A History Of The Royal Australian Naval College,' shortly to be published, not only reflects the mind of the trained historian, but also reveals the characteristic which touches us most closely here, his knowledge of, and interest in, the individual Cadet Midshipmen who have come under his charge." Now that the book has been published, the truth in that Magazine article is apparent.

Mr. Eldridge rightly takes us back to the early days of the naval defence of Australia in order to see the Naval College in its right setting, and in a brief and lucid review deals with the three phases which led up to its establishment; the first phase, that of the purely British period of naval defence; the second, the era of auxiliary squadrons and subsidies; and the third beginning with the decision to establish an Australian squadron which should be separate from, yet an integral part of, the Empire Navy.

The decision to establish and maintain such a squadron, manned as far as possible by Australians, naturally caused the question of training to be considered, and that of the future officers was a problem of the first importance. As the new squadron was, although separate from, to be an integral part of, the Empire Navy, it was essential that training should be on the same lines as that in Great Britain. The proposal that Australian boys should be sent to England to train in the Royal Naval College was considered, but, "after considerable reflection it was decided to adopt what was decided-

ly the more satisfactory course, though at the same time much the more expensive one, namely, the establishment of an Australian Naval College where, concurrently with the necessary naval training, an Australian spirit would be fostered and the traditions of an Australian Navy would be built up." This was a decision with which, in spite of the added expense, few Australians would quarrel.

Training at the College has throughout been modelled upon that of the Royal Navy. That it did not suffer by being administered in Australia, and that the local atmosphere was right, has been illustrated from time to time throughout the years of the life of the College by the way in which graduates, when taking various courses in the United Kingdom, have topped their classes in competition with officers of the Royal Navy and other Dominion Navies.

"In one respect," Mr. Eldridge reminds us, "the Commonwealth Government determined on a procedure which was a drastic departure from the Admiralty practice. It was decided that in Australia the basis of entry should be thoroughly democratic; that the country should be able to draw upon all ranks of society for the most suitable officers for its navy, and that no boy with the necessary qualifications should be hindered from entering the College because of the lack of either financial or social standing by his parents." In this particular Australia led Britain, which has only recently instituted a similar basis of entry into the Royal Naval College.

The earliest suggestion regarding the founding of an Australian Naval College seems to have been made in March, 1906, when the Council of the University of Melbourne sought information as to the best method of establishing a School of Naval Science in the University; but it was some three years later before the question of establishing a purely naval

college was raised in any detail, and another two years before Admiral Sir Richard Henderson's report advocating a Naval College with a form of training "as in the Mother Navy . . . This meant a four years' course beginning at the age of 12 or 13 at a College on shore followed by six months at sea in a specially selected vessel and three years and four months in the Fleet."

At this time, Captain B. M. Chambers arrived on loan from the Royal Navy to take up the post of Second Naval Member of the newly-constituted Naval Board, and he was directed to inspect certain sites which were considered as suitable or possible for a Naval College. These were varied, including sites at Barrenjoey, George's River, Port Hacking, Altona, on the Derwent River in Tasmania, and at Jervis Bay. Eventually, after much time and many conferences, the Jervis Bay site was decided upon, but not until the necessity of starting the College before the accommodation at Jervis Bay could be provided caused it to be established temporarily at Osborne House, Geelong, the Cadets of the First or 1913 Entry arriving at the College on the 13th. February, 1913—spending their first few days "in all the nakedness of mufti" because uniforms had not yet been received, "though when some lanyards were unearthed, these added 'some little touch of uniformity to otherwise heterogeneous incongruity'."

Mr. Eldridge gives us the picture of the selection of these First Entries. There were one hundred and thirty-eight applicants for the first examination, of whom thirty had qualified and been approved by the Selection Committee, a number in excess of the vacancies. On the 4th. December, 1912, the Naval Board met at its central office in Lonadale Street, Melbourne. A representative of the Melbourne "Argus" was invited by the Minister to be present "on the occa-

sion of the actual selection of the first batch of cadet-midshipmen among whom might reasonably be supposed to be a future Australian admiral. Captain Chambers explained something of the principles upon which the choice was made. The Selection Board had visited each capital city and had interviewed personally every boy nominated. No social prejudices were permitted to enter into the selection and the last thing that the Board took into consideration was the social status of the lads who were known to the members of the Board only by numbers, and in fact, the actual names would only be known when the final ballot was taken. Senator Pearce stated that for seven positions allotted to Victorians, sixteen had qualified; in New South Wales, seven had qualified for nine places, but two others had yet to be passed as medically fit. In Queensland one boy had qualified for three places; in South Australia, with two vacancies, one; in West Australia, with two vacancies, three had qualified, while in Tasmania, with one vacancy, two had qualified.

"It had been decided that where the number of approved candidates exceeded the number of vacancies the question of allotment would be determined by ballot, the deficiencies in other States being made up in the same way from the list of qualified candidates who remained. Having thus explained the procedure, the Minister then placed all the numbers in a hat and the 'Argus' representative was invited to do the drawing."

And so the members of the First Entry into the Royal Australian Naval College were chosen, "among whom might reasonably be supposed to be a future Australian admiral." That reasonable supposition has been justified. To date there are two Australian admirals who were among the First Entry Cadets then selected—Rear Admiral J. A. Collins, C.B., the present 1st

Naval Member; and Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., the Flag Officer Commanding, His Majesty's Royal Australian Naval Squadron.

For two years the College remained at Osborne House, Geelong; and Mr. Eldridge deals in some detail with its period there. Meanwhile, arrangements were going ahead for the establishment at Captain's Point, Jervis Bay. Two years later, at the commencement of the third year, the Cadets moved into their new home in New South Wales. "... the first Cadets to arrive at the College"—at Jervis Bay—"were not impressed by the view—they did not see it, for they came at night and a pouring wet one at that. It was February 10th., and at 10.30 p.m., in driving rain, the Third Entry of Cadet-Midshipmen arrived in the usual variety of rigs, cold and wet and quite ready to do justice to the hot cocoa and cold meat which was waiting for them."

Again our author gives us an excellent historical background to Jervis Bay, from the time Captain Cook christened what we now know as Point Perpendicular "Longnose Point" on account of its figure."

Space does not permit of detailing here the story of the College at Jervis Bay. You will have to go to the book itself for that, and there you will find the story told in excellent manner. One could quote at length, and is tempted so to do; but it must be left at that to whet your appetites.

In 1930, after many vicissitudes—feeling the icy blast of economic gales among other things—the College had its second change of venue, to its present home at Flinders Naval Depot. Mr. Eldridge tells of all the moves and counter moves that preceded the transfer. Of the proposal to combine the Naval and Military Colleges; of the suggestion to send the Cadet Midshipmen to England, to Dartmouth; of the proposed opening of the College to paying pupils on the lines of a

Public School. He gives us, also, a background history of Westernport, and writes fully of the life and progress of the College in its new setting.

The war of 1939-45 brought new problems to the College—including the possibility, which at one stage appeared to be something more than a probability—of yet another change of situation, owing to the fact that "it was felt that the whole of the Mornington Peninsula might possibly become a combatant area." Happily such an eventuality did not arise, but at the time there was considerable searching for an alternative site for the College.

But the College remained at the Depot, and "Life is very much the same as it was at Geelong or Jervis Bay and the routine has changed but slightly. ... The Cadet's day begins in summer at 7 o'clock. After a hot 'splash' followed by a cold shower they fall in on the quarter deck at 7.30 and in winter go for a smart double of about five hundred yards to warm up before breakfast. In summer the before-breakfast exercise takes the form of signals or drill." And the day goes on with sundry "chores" such as boot cleaning, etc., Divisions, Prayers, Studies; with Sport in the late afternoon, followed by a second "splash" and shower, and, after supper, evening classes to 8.30; the "turn-in" being sounded at 9 p.m.

And so Mr. Eldridge takes us on, with the College, to the day, at the end of the Second World War, when Commodore Farncomb took up the command of Flinders Naval Depot, which includes the Captaincy of the College, "and became the first R.A.N. Commodore Superintendent of Training. In this way the College which had been founded just before the 1914-18 War, had by the close of the 1939-45 War run, as it were, a complete cycle and a leading member of that first original Entry of 1913 had in 1945 as a

Commodore First Class, fresh from outstanding service to his country and Empire, taken over the command of the College which he himself had entered as a Cadet-Midshipman nearly thirty-three years before!"

The book is completed with fourteen Appendices giving statistical details concerning the College, the Staff, and the Cadets; and a most excellent Biographical Supplement containing a potted biography of each of those who have passed through the College.

"The History of the Royal Australian Naval College" is in every way a first class job, and this reviewer would like to offer his congratulations to its author. It is a workmanlike piece of work, and one on which no pains have been spared. It is a valuable contribution to Australian naval history, for which we should be grateful to Mr. Eldridge; for, had he not done this book now, the probability is that much that is now preserved in it would have been lost.

It is a book that should be acquired by all those who are interested in the Royal Australian Navy, and most certainly every naval officer who passed through the College will desire to possess one.

It is well illustrated by photographs—many of historic interest—and by most delightful and artistic drawings made for the author by Commander F. R. James, R.A.N., and Lieut. Commander G. C. Ingleton, R.A.N. (Retd.), the work of both these officers, by its authenticity and artistic quality, contributing largely in charm and interest. There are also two characteristic examples of the excellent humorous naval drawings by which Lieut. Commander N. M. Sherlock, R.A.N. (Retd.)—"Lock" of the Sydney "Bulletin"—has established a deserved reputation.

The book is well presented and produced.

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# EX-NAVAL MEN'S Association of Australia

Petres-le-Chiel



His Majesty The King

## Federal Council

In response to a recent request from the Ex-Naval Men's Association of Australia, the Federal Council has now been advised by the Prime Minister that the Government has declined to increase war pensions to a rate that would compensate for the lowered purchasing power of the Australian pound. Copies of correspondence to and from the Prime Minister have been promulgated to all State Councils and their respective Sub-Sections. Federal Councils of ex-Servicemen's and Women's organisations would welcome the creation of an all part Parliamentary Committee to investigate this oversight. Lack of engraving recipients' names on war medals, sent out by the Department of the Navy under registered cover, has caused many members to complain of the policy to the Association. The subject has been taken up by Federal Council with the Minister for the Navy.

Mr. F. F. Anderson (Federal President) is at present on a short business trip to the United Kingdom and Norway, and will represent Australia, as Commonwealth Director of Fisheries, at the first meeting of the International Whaling Committee in London. Whilst in England Mr. Anderson will endeavour to call on officials of ex-Naval bodies, and may have time to visit some of the Royal Naval Old Comrades' Associations' meetings. The Federal President is expected to return to Sydney about the end of June.

Mr. John K. Stafford, a former Chief Yeoman of Signals, whose last ship was H.M.A.S. "Hobart," has been nominated for election to the office of Hon.

Federal Assistant Secretary to the Federal Council, to fill the vacancy caused by the resignation of Mr. J. B. Warner.

Messrs. J. H. Jamison and R. D. Middleton of the A.C.T. Section and Western Australia respectively, have both been absent from recent meetings of Council owing to their lecture nights at the Sydney University clashing with those of the Federal body.

Miss Margaret C. McLeod, a Scotch lass who served in the W.R.N.S. in Egypt during World War II, has obtained a position in the Head Office of the Bank of N.S.W. Miss Doreen Orr, of Belfast, another ex-W.R.N.S., has undertaken to introduce Miss McLeod to Miss Ena Land, Hon. Secretary, and other members of the W.R.N.S. branch in N.S.W., at their next monthly meeting.

Miss Edna Park is now carrying out the office of Hon. Secretary of Queensland Section until the Annual elections which takes place in August. Miss Park can be contacted at the State Stores Department, William St., Brisbane. Applicants for membership are advised to attend the Brisbane meetings which are held in the Alice St. Naval Depot, on the first Monday each month.

Victoria State Council has received the nomination of Mr. Wm. J. Pearce for Life Membership of the Association; the recommendation will be dealt with at the second State Conference of Sub-Sections, which opens at Melbourne on Saturday, 23rd July. Sub-Sections in the Southern State have entered 197 new members for the first quarter of 1949; N.S.W. State Council has advised that 75 new applicants

have been accepted into the Association, and South Australian State Sub-Sections have joined up 76 new members for the same period. It is expected that many more applicants will join the Association through meeting our members and other old "shipmates" at various re-unions and Marches held in all Australian States on last Anzac Day.

Port Adelaide Sub-Section has now become an Incorporated body; this Sub-Section being the first to act since the last Federal Conference advised and recommended that Articles should be applied for to safeguard their own property.

Recent deaths of members reported to Federal Council are those of Messrs. D. Barr and R. Urry, of South Australia, and Messrs. P. Brooks and J. Willey, the last named being a foundation member of N.S.W. Section. Mr. G. W. Rayner, Life Member, who recently arrived back from a trip to England, attended the funeral of Mr. Willey, a former member of the Royal Marines.

The Director of the Commonwealth Employment Service wishes to advise members of the Association that the 30th June, 1949, is a significant date as far as serving members of the Forces are concerned, as Reinstatement rights may be exercised in accordance with the provisions of the Re-establishment and Employment Act, by those persons who are discharged on or before the 30th June, 1949, providing they enlisted previous to 30th June, 1947. Full particulars of Re-establishment Rights may be had on application to the Central Ex-Servicemen's office in each State.

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The Navy

## WHAT THE NAVY IS DOING

Continued from page 33

various sizes. All these weapons are controlled and fired by the pilot.

### Cadet-Midshipmen.

As was stated earlier in this column, the Royal Australian Navy has invited applications from boys whose 13th. birthday is in 1949—that is, those born in 1936—for entry into the Royal Australian Naval College, where they will commence their training as the future officers in the Navigation, Gunnery, Torpedo-Anti-submarine, Aviation, Communications, Engineering or Electrical Branches. A qualifying examination will be held in September of this year. Successful candidates will undergo a strict medical examination by Naval Medical Officers about November, and then, if passed medically fit, will be interviewed by an Interviewing Committee. Selected candidates will enter the Royal Australian Naval College at Flinders Naval Depot, Victoria, in the latter part of January next year. While at the College, every essential need of Cadet-Midshipman is provided by the Navy. They receive, entirely free of cost to their parents, an education which reaches Matriculation standard, text books, uniform and other clothing, food, quarters, pocket money, and medical and dental treatment. On passing out of the Naval College, a Cadet-Midshipman goes to England for training with the Royal Navy. He joins the training cruiser (H.M.S. "Devonshire") for two cruises, Cadet-Midshipman forming part of the crew and working the ship. On passing out from the training cruiser he is promoted to Midshipman and appointed to an Aircraft-carrier, Battleship, or Cruiser for about 16 months' Fleet Training. Subsequently he takes courses in the United Kingdom, success in which brings his confirmation as Sub-Lieutenant; and he returns to Australia at the age of 21 or 22 years for appointment to a ship of the Royal Australian Navy, well launched on his career as a Naval Officer.

## 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.

Commander Robert John Hilary Stephens is appointed on loan from the Royal Navy, with seniority in rank of 31st December, 1946, dated 16th December, 1948.

Lieutenant-Commander John Robert Lang is appointed on loan from the Royal Navy, with seniority in rank of 16th May, 1946, dated 16th December, 1948.

Lieutenant-Commander Basil Edward Boulding is appointed on loan from the Royal Navy, with seniority in rank of 1st August, 1945, dated 16th December, 1948.

Lieutenant Frank William Hunt, M.B.E., is appointed on loan from the Royal Navy (Exchange Officer), with seniority in rank of 16th August, 1942, dated 17th June, 1948.

Lieutenant John Francis Howard Wheeler is appointed on loan from the Royal Navy (Exchange Officer), with seniority in rank of 16th January, 1943, dated 17th January, 1949.

Lieutenant Ian Beresford Hartnell is appointed on loan from the Royal Navy, with seniority in rank of 1st December, 1944, dated 1st March, 1949.

Lieutenant-Commander (A) John Kelsey Cannon is appointed on loan from the Royal Navy, with seniority in rank of 12th December, 1946, dated 16th December, 1948.

Lieutenant (A) Arthur George Johnson is appointed on loan from the Royal Navy, with seniority in rank of 1st January, 1945, dated 16th December, 1948.

Lieutenant (A) Edward Amson Barnes is appointed on loan from the Royal Navy, with seniority in rank of 24th June, 1946, dated 20th December, 1948.

Commander (E) Charles William Gordon Ham is appointed on loan from the Royal Navy, with seniority in rank of 30th June, 1947, dated 16th December, 1948.

Lieutenant-Commander (L) Bryan James Castles is appointed on loan from the Royal Navy, with seniority in rank of 22nd July, 1947, dated 28th March, 1949.

Sidney Victor Collins, Commissioned Aircraft Officer, is appointed on loan from the Royal Navy, with seniority in rank of 1st October, 1946, dated 16th December, 1948.

Paul Andrew Ryan, Temporary Warrant Aircraft Officer (Ordnance), is appointed on loan from the Royal Navy, with seniority in rank of 4th March, 1946, dated 16th December, 1948.

Joseph Jago, Temporary Warrant Engineer, is appointed on loan from the Royal Navy, with seniority in rank of 23rd June, 1944, dated 16th December, 1948.

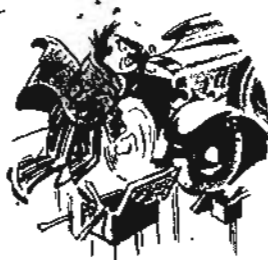
Douglas Royston Matthews, Temporary Warrant Engineer, is appointed on loan from the Royal Navy, with seniority in rank of 28th January, 1945, dated 16th December, 1948.

Charles Beresford Britton, Temporary Warrant Engineer, is appointed on loan from the Royal Navy, with seniority in rank of 13th March, 1946, dated 16th December, 1948.

Ian Fyfe Bathgate, Raymond Campbell Bearlin, Howard Paul Berger, Philip Graham Brook, James Brian Campbell, Robert Thomas Mitchell Chandler, John Barrington Collins, Harry Dean Cook, Anthony Russell Dowling, Michael Ernest Harold Earlam, Alan George Ferris, Haliburton

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Philip Graham Newman Kennedy and Donald Procter Weil are appointed Cadet Midshipmen (Special Entry), dated 1st January, 1949.

Ian McLean Crawford, Francis Houston Lang and John Charles Todd are appointed Cadet Midshipmen (S), dated 1st January, 1949.

### PROMOTIONS.

Lieutenant (E) John Frederick Bell is promoted to the rank of Lieutenant-Commander (E), dated 1st March, 1949.

Geoffrey Thomas Gafford, Chief Petty Officer, Official Number 19585, and Donald Moreton Holmes, Petty Officer, Official Number 23231, are promoted to the rank of Gunner (Acting), dated 5th March, 1949.

Conolly Peter William Bryant, Chief Shipwright, Official Number 24655, is promoted to the rank of Warrant Shipwright (Acting), dated 23rd February, 1949.

Kenneth Bain Armstrong, Chief Petty Officer Writer, Official Number 21561, is promoted to the rank of Warrant Writer Officer (Acting), dated 23rd February, 1949.

### CONFIRMATION IN RANK.

Acting Lieutenant Reginald Albert Wild, D.F.C., is confirmed in the rank of Lieutenant, with seniority in rank of 16th December, 1944, dated 14th February, 1949.

Acting Sub-Lieutenant John Alexander Matthew is confirmed in the rank of Sub-Lieutenant, with seniority in rank of 1st June,

1947, dated 24th October, 1948. (Amending Executive Minute No. 6 of 17th February, 1949.)  
**LOAN TO ROYAL NAVY FOR SERVICE AND TRAINING.**

Acting Lieutenants Kenneth Douglas Gray, D.F.C., Albert Leslie Oakley, D.F.C., Keith Frederick Wilson and Noel Stewart Ferris are loaned to the Royal Navy for service and training, dated 20th February, 1949.

**TRANSFERRED TO RETIRED LIST.**  
Charles Edmond Yarham, Acting Commissioned Writer Officer, is transferred to the Retired List, dated 10th February, 1949.

**EMERGENCY LIST.**  
**TRANSFERRED TO RETIRED LIST.**  
Shipwright Lieutenant-Commander William John Thomas White, M.B.E., is transferred to the Retired List and re-appointed for temporary service, dated 19th February, 1949.

**TERMINATION OF APPOINTMENT.**  
The appointment of Captain Ernest Clifford Rhodes for temporary service is terminated, dated 11th February, 1949.

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**ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).**  
**RETIRED LIST.**  
**RESIGNATION.**

The resignation of Thomas Hartley Smith of his appointment as Lieutenant is accepted, dated 25th January, 1949.

**ROYAL AUSTRALIAN NAVAL RESERVE.**  
**TRANSFER TO RETIRED LIST.**  
George Henry Valentine Smith, Commissioned Bandmaster, is transferred to the Retired List, dated 13th February, 1949.

**ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.**  
**APPOINTMENTS.**

Harold Frederick Irwin, Temporary Engineer Lieutenant-Commander, Royal Australian Naval Reserve (Sea-going), is appointed Engineer Lieutenant-Commander, with seniority in rank of 1st September, 1947, dated 9th January, 1949.

Jack Miscamble Shaw is appointed Lieutenant (Special Branch), with seniority in rank of 9th May, 1945, dated 11th May, 1946.—(Ex. Min. No. 15—Approved 4th May, 1949.)

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

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## THE U.S. MERCHANT FLEET

Continued from page 17

Under a Presidential ruling of April, 1948, the Maritime Commission must complete the sale of a new ship to the operating line before ordering construction. The law permits the operating line to make a 25 per cent. down payment on its part of the cost and to pay the remainder in 20 annual instalments. Should the United States Navy, which checks on emergency serviceability, require defence features, the cost of these is fully borne by the Government.

The wages paid to American seamen require the second type of subsidy, that for operation. While not higher than those paid to many American workmen, wages for American seamen are much higher than those paid to seamen of most other nations. Living conditions for American crews have to conform to standards set up by the Government. These are high. The "operating differential subsidy" is based upon the difference between costs of labour, repairs, upkeep and food on American vessels and on non-American vessels. It varies greatly with the routes traversed. In all instances the subsidy is measured so that the American shipbuilder and operator is put on an equal footing with the builders and operators of other nations without gaining an advantage. That is the limit set by law. Without subsidy, American lines would be at a forbidding competitive disadvantage.

Subsidies are bound to a set of conditions. Construction contracts go to the lowest bidder. Yards must report to the Maritime Commission on costs, profits, and salaries of yard officials. Earnings in excess of 10 per cent. on the contracted price go to the Government. Operating subsidies go only to liners on 31 essential world routes. The Commission sets the routes, the schedules, the numbers of sailings, the quality of service and other standards for private operators. If, over a per-

iod of 10 years, earnings exceed 10 per cent. a year, half the excess goes to the Government. Tramp ships, coastwise and inter-coastal (Atlantic to Pacific) vessels, and other ships not operating on foreign routes, are excluded from subsidy. Their construction and operation are left entirely to the private operator.

The present post-war building programme is the result of long-range studies by the United States Maritime Commission, begun before the war had ended. The Commission's recommendations were adopted by a committee of citizens, appointed by President Truman for a further study of Merchant Marine requirements. Findings were finally endorsed by a committee of Cabinet Members and by the National Military Establishment. About the work of the Commission and the committees, President Truman said in August, 1948: "This ship building programme . . . is developing as the result of co-operation in the Government and between the Government and industry." The programme is carried out by the Maritime Commission, which sets each year's production quota as Congressional appropriations become available and shipping companies can arrange for paying their part of the construction costs. It is designed to create and maintain an American Merchant Marine capable of living up to its commercial and defence functions in the post-war world, and to stimulate shipping generally.

With the first contracts let in August, 1948, the Maritime Commission attacked the most conspicuous shortcoming of the American post-war Merchant Fleet—the lack of passenger liners. One contract is for two passenger ships, costing more than 23,000,000 dollars each. The design calls for vessels of 20,500 gross tons each, with a length of 638 feet, a beam of 80 feet, and a speed of 23 knots. Each ship will carry 972 passengers in three

classes of accommodation. The keel of the first of these two vessels was laid on the 29th. March last at the Bethlehem Steel Company's shipyard at Quincy, Massachusetts. The second ship will be started next month.

The new liners will be fully air-conditioned, and will embody modern styling and stream-lining, with raked stems, masts, and funnels. Eight decks will be provided for passenger staterooms, public rooms, and recreational areas. The ships will have a speed of more than 25 knots, and a cruising range of about 22,000 miles. The two ships will also incorporate a number of important defence features which will permit their conversion, if necessary, into two of the fastest troop carriers at the country's call. Each will be capable of handling 5,000 troops. When they are completed—which is anticipated at the end of next year—they will be operated by American Export Lines, and will run in the Mediterranean service.

Three other liners contracted for in August are of the combination passenger-cargo type. Of 11,455 gross tons each, these will be 536 feet long and will have a beam of 73 feet, a speed of 19 knots, and accommodation for 228 passengers in one class. They are being built at a cost of 10,500,000 dollars each, and are scheduled for delivery in mid-1950. They will operate in the American President Line's around-the-world service.

The largest passenger vessel under the American flag is to be a new high-speed liner for the North Atlantic. It is intended that it shall be the most modern passenger ship afloat. Its chief designer, William Francis Gibbs, of Gibbs and Cox, Naval Architects and Marine Engineers, of New York City, is confident that the ship will be capable of maintaining schedules comparable to those of the fastest passenger liner in the North Atlantic.

The Maritime Commission, and

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the United States Lines, the prospective owner-operator, have agreed on the new liner, which will be of 48,000 tons, and is estimated to cost approximately 70,000,000 dollars; and the Newport News Shipbuilding and Drydock Company, of Virginia, has been notified to proceed with construction. The new ship will be 980 feet in length, will carry about 2,000 passengers, and have about 1,000 of a crew. Extreme secrecy surrounds the planning and cost analysis going on in Washington regarding the new ship, but the use of newly developed alloys capable of withstanding higher temperatures and pressures than in previous marine propulsion units is said to be the key to the plans.

The ship will be expected to surpass the 31-knot average made by the "Queen Mary" on her record passage, and to carry 12,000 troops as a transport if necessary. Delivery is expected in three years. The building contract with

the Newport News Shipbuilding and Drydock Company will be for 67,350,000 dollars, and the addition of costs for furnishings, plans, specifications and other items not normally included in a shipyard bid will bring the total to 70,373,000 dollars.

The completion of the ship will provide an entirely new underwriting problem for insurers, since the maximum insurance on any single hull at present is nowhere near the value of the new liner. The only comparable insurance situation by which the steamship company and the Government may be guided involves the Cunard liners "Queen Mary" and "Queen Elizabeth," the present premier ships of the world in cost, size, and earning power. Neither of these vessels is insured at anywhere near actual replacement value.

In his Budget Message early this year, President Truman recommended to Congress new allocations for shipbuilding in the

next fiscal year. During this period the Maritime Commission expects that 17 vessels will be built under the programme. Among these are three more combination passenger-cargo ships, and two prototype freighters. The prototype freighters will serve as models for ships to be built in quantity in case of national emergency. Their outstanding characteristic would be high speed and improved loading gear.

Also included in the Maritime Commission's construction schedule are 20 tankers. In the case of tankers, Government financing is limited to the cost of certain "Defence Features," sometimes required by the United States Navy. In most cases, the defence feature is added speed. Defence tankers will make 20 knots. Of 24,000 deadweight tons, they will be 623 feet long. They have a beam of 83 feet, a draft of 32 feet, and 20,000 shaft horse power.

### EX-NAVAL MEN'S ASSOCIATION OF AUSTRALIA

Continued from page 38

Vacancies still exist in the Naval Dockyard Police, and applications are invited from ex-Naval men and Naval Reservists. Minimum rates of pay are £8/6/3 per week, with higher commencing rates according to those with previous service. Full particulars can be obtained from all our State Secretaries.

The Association still requires vacant houses, flats or other accommodation for its members and prospective migrants. Information concerning housing facilities will be gladly welcomed by State and Sub-Section Hon. Secretaries.

Mr. Ken Coonan, Australian Official Observer with the Japanese whaling fleet, who was attached to the "Nissin Maru," and was taken off this ship after developing an eye infection, is still under hospital treatment which we trust will effect a permanent cure.

### Queensland

Members are reminded that nominations for office-bearers for the 1948-49 financial year close at the monthly general meeting on July 4. The election will take place at the annual meeting the following month.

Illness has compelled Mr. J. Nixon to temporarily relinquish the secretarial reins. Miss E. Park is carrying on during his absence.

A new social committee has been formed consisting of Messrs. C. G. Jessen (chairman), G. C. Brown, G. Arber, T. E. Power, B. Harris, P. J. Barnett, and Miss S. Hope.

Because of last year's fiasco, due to heavy expenditure for organising, catering and amusement tax, etc., the Annual Ball will not be held this year.

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## ANNIVERSARIES OF THE MONTH

Continued from page 20

vessels came together — were:  
"Don't give up the ship."

Coming up towards our own times, it was in June, on the 23rd. of the month in the year 1913, that the first appointment to command His Majesty's Australian Fleet was made, Rear-Admiral Sir George E. Patey hoisting his flag in the battle cruiser H.M.A.S. "Australia."

On the 3rd. June two years later the Royal Australian Naval Bridging Train embarked for service overseas in the 1914-18 War.

On to the Second World War, and in June, 1940, with Italy's entry, the R.A.N. began a very busy time. It was on the 12th. of the month that the converted Australian coastal passenger steamer "Manoora," as an armed Merchant Cruiser, intercepted the Italian liner "Romolo" near the Solomons, the Italian ship scuttling to avoid capture. It was in June also, that the first Italian surface warship was sunk, when H.M.A.S. "Sydney" sank the destroyer "Espero" by gunfire on the 28th. of the month.

In June of the following year, Australian naval units were operating in the Syrian campaign, and on the 30th. of the month Australia lost her first ship in action when "Waterhen" was bombed and sunk on the Tobruk Ferry run.

June, 1942, saw the Battle of Midway, the second defeat suffered by the Japanese in the Pacific War. That was during the period 3rd. to 6th. of June. On the 16th., H.M.A.S. "Nestor"—one of the H.M.A. "N" Class destroyers—was sunk by dive bombers in the Mediterranean; and on the 21st. Tobruk, for which the famous "Ferry Service" had worked so hard, was captured by the Germans.

In 1943, the month of June saw the Allied attacks well under way in the South-West Pacific, with landings at Nassau Bay in New Guinea, and at Rendova in the Solomons; and H.M.A.S. Ships "Australia," "Hobart," "Arunta," and "Warramunga" covering landings on the 30th at Woodlark, Kiriwina, and the Trobriand Islands. On the 10th. of that month, the corvette H.M.A.S. "Wallaroo" was sunk in collision off Western Australia; and on the 25th. the cruiser "Shropshire" was transferred from the Royal Navy to the Royal Australian Navy.

June, 1944, was a red-letter month for the R.A.N., for it was in that month that a graduate of the Royal Australian Naval College, John Augustine Collins, as Commodore J. A. Collins, C.B., assumed command of the Royal Australian Naval Squadron. There were happenings in many parts of the world. On the 6th. the Allies invaded Normandy. On the 8th. H.M.A. Ships "Australia," "Shropshire," "Arunta," and "Warramunga" were in an Allied force in a chasing action with Japanese destroyers. On the 14th. the Americans landed on Saipan in the Marianas.

The drive was gathering momentum and extending, so that 12 months later, in June, 1945, we find the Australian Ninth Division landing in North Borneo at Brunei Bay, with H.M.A. Ships "Hobart," "Arunta," "Manoora," "Westralia," "Kanimbla," "Lachlan," "Barcoo," "Hawkesbury," and "Glenelg" among those present.

And now we come to another June, that of the present year, 1949, and another "Sydney" arriving in her home port, H.M.A.S. "Sydney," the Royal Australian Navy's first aircraft carrier. It will be an anniversary to remember in the future, as marking yet another milestone in that Navy's career.

## Answers to Nautical Quiz

- (1) The difference is in the term, which is for the same thing, the pipe through which the chain cable passes between the fore-castle and the chain locker. In the Navy it is known as the naval pipe, in the Merchant Service as the spurling pipe.
- (2) "Standard displacement," which was brought into being at the Washington Naval Conference in 1922, is the displacement of a vessel complete, but without fuel and reserve feed water on board.
- (3) Westernport was discovered by George Bass on his whaleboat voyage from Sydney, from which port he sailed in December, 1797; entering Westernport on the 5th. January, 1798, he named it "from its relative situation to every known harbour on the coast, Western Port."
- (4) "To open 'A' arcs" means to bring the ship on a course on which all guns of the main armament will bear on the target.
- (5) The "Africa Shell" was sunk in the Indian Ocean in the Mozambique Channel in November, 1939, by German raider "Graf Spee."
- (6) The manoeuvre known as "Crossing the T" was that for concentrating fire on a part of the enemy's fleet which was developed when the naval battle consisted of the line ahead gun duel with ships given mobility by steam power. In the manoeuvre, one line crosses ahead of that of its opponent, the manoeuvre enabling the crossing fleet to bring all its guns to bear on an enemy whose leading ships could only fire with their forward turrets whilst the guns of the others were masked by the ships ahead

of them. It was carried out with success by Admiral Togo against the Russian fleet at the Battle of Tsushima in 1905, and by Admiral Jellicoe against the German fleet at the Battle of Jutland in 1916. In the 1939-45 War, it was most effective against the Japanese ships at the Battle of Surigao Strait in 1944, when the U.S. Admiral, Admiral Oldendorf, executed the manoeuvre.

- (7) Sloop first appeared in the Royal Navy in the reign of Charles II. They were then single masted vessels with a smack sail. The name was probably derived from the small, shallow draught Dutch "sloeps," or possibly from the French "chaloupe."
- (8) A.M.C.'s are Armed Merchant Cruisers. In the recent war, early attempts to counteract enemy bombers included the catapulting of fast fighter aircraft from special catapults fitted on the after end of merchant ships. Ships so fitted were "Camships" — C.A.M.'s — catapult armed merchantmen. These were followed by converted merchant escort carriers, which carried cargo in addition to aircraft which they could fly off and land on. These ships were known as "Macships" or M.A.C.'s — Merchant aircraft carriers.
- (9) H.M.A.S. "Australia" was built by John Brown & Co., of Clydebank, Glasgow.
- (10) The "Nairana." During the 1914-18 War, she was taken over by the Admiralty and fitted out as an aircraft carrier, and did good service in the North Sea with the Grand Fleet, which is why her name is now given to one of the present carriers of the Royal Navy.

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## TURTLE-BACK DESTROYER DAYS

Continued from page 23

whole length of the canal, were lined with German troops, about 10 paces apart.

As we opened Kiel Harbour, we lower decksites got the surprise of our lives to find the splendid ships of a German fleet anchored in review order, with the Kaiser's yacht "Hollenzollern" among them. We had thought we were the only Navy in the world. But alongside these ships we knew we looked drab and dirty after our crossing. But that was soon remedied after we anchored, spit and polish quickly bringing us up to the mark.

Our destroyers were signalled to moor at the torpedo boat haven, which we did. And what a sight! We found 26 German destroyers lined up abreast, stems, masts, funnels, all in line, and beautifully clean. We learned later they had

been six weeks preparing for us. They looked it!

The following day a signal from the Royal Yacht told us that the Germany Navy were entertaining us, and every available man from our ships was to rendezvous at a palatial hall.

Prior to landing, we were ordered to be on our best behaviour, and to salute all German officers, whom we should know by their uniforms.

Damn it all, they all looked like officers to us. So, to be on the safe side, we saluted everybody in uniform; and as it was usually acknowledged, we were O.K.

The hall was nicely decorated, and we had to admit that the German Navy did us well. What with Frankfurts, Sausages, and Lager Beer, we were soon down to Plimsoll Mark.

After a while, two German Navy Petty Officers approached me, and in perfect English wanted to know was it permissible for me to leave the hall. If so, they'd show me round.

Yes! we were on leave.  
Righto, then! Come on.

They hailed a carriage, drove me to all the showplaces (not Krupps), through a forest on the outskirts, and finally to a dance hall.

Did I dance? My oath, Miss Weston. They even knew that saying, and I was soon stepping out with a lovely Fraulein, but she had no English and I no German. We got on well enough, and after a few dances, and squeezes on my part, we ran into the Petty Officers again.

I said the girl was O.K. Yes, of course, they said. And after talking to her, they told me she would like to take me home.

What O! I'm on velvet!

Another carriage, and driving near the town we pulled up at a fine-looking mansion, and I thought "My word! They do things fine here."

After entering, my cap and monkey jacket were taken by a cove who turned out to be the butler, and I was ushered upstairs, and, entering a nice room, was introduced to Pader, who was a retired Admiral. And next came big Brudder, of the Navy. They wanted to load me up with cats and drinks, but I just could not take it. We had a good yarn about our respective Navies, and they drove me down to my 30-knotter, and that was the last I saw of my beautiful Fraulein.

After a week at Kiel we departed, with a good send-off by the Germans, some of whom we were to meet again 10 years later.

So back to our base, and a few days' leave in London, where the girl friend wanted to know what happened at Kiel. I told her everything—I don't think!

To conclude, I must say we were a happy crowd in those destroyers, and I'd like to have it all over again. But all good things come to an end.

CAPTAIN DAVID HUGH HARRIES  
Continued from page 22

to assume command of H.M.A.S. "Australia"—which had gone to the United Kingdom for repairs and refit after being damaged at Lingayen Gulf—and to bring her out to Australia, where she paid off.

From April, 1946, until December, 1947, Captain Harries was Commanding Officer H.M.A.S. "Hobart," during which time he had two spells as Senior Officer "Force T," the Allied Naval Forces in Japan.

In 1948, he again went to England, where he took the Imperial Defence College Course, returning to Australia this year to take up his present appointment as Commanding Officer, H.M.A.S. "Penguin," Balmoral.

Captain Harries married, in December, 1933, Margaret, daughter of the late Mr and Mrs. Edric Street, at Camden, N.S.W., and is the father of two sons.

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