



# THE NAVY

AUSTRALIA'S MARITIME JOURNAL

JULY, 1949

1/

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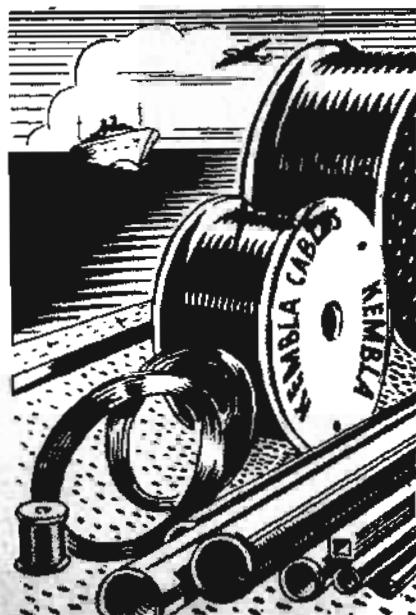
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Cover: Rear-Admiral J. A. Collins, C.B., First Naval Member of the Australian Commonwealth Naval Board, pays his first official visit to H.M.A.S. "Sydney." Behind him is the Second Naval Member, Commodore H. A. Showers, C.B.E., R.A.N. Greeting Admiral Collins is the ship's Commanding Officer, Captain R. R. Dowling, D.S.O., R.A.N.

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G. H. GILL

Associate Editors:

Captain

W. G. LAWRENCE, M.B.E.

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July, 1949

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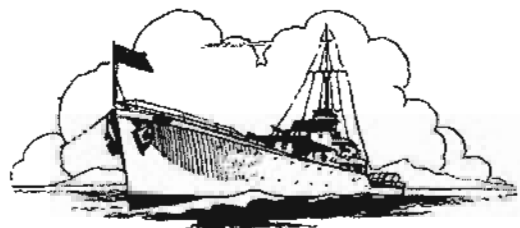
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## THE NAVY FOR NEXT MONTH

THERE is a variety of interesting and—we think—unusual articles in preparation for you in the August issue of "The Navy." In subject matter they range far and wide, from the United Kingdom to New Guinea, and the broad ocean spaces of the Pacific. Let us look at some of them—and their authors.

### THE OUTWARD BOUND SCHOOL

F. Spencer Chapman, D.S.O., has led a life of adventure. He was a member of expeditions to the Arctic and to the Himalayas, of the "Stay Behind Parties" in the Malayan jungle from 1942 to 1945, is the author of a number of books on travel and exploration, and is now Headmaster of the King Alfred School in the British Zone of Germany. He has written of "The Outward Bound School," which appears in our August issue. This school was formed by Messrs. Alfred Holt and Co., the Blue Funnel Line, in 1941, to discover and develop character in British youth. This article tells, in story and picture, how the school does its job.

### THE R.A.N. IN NEW GUINEA.

What of New Guinea and the R.A.N.? You read in "What the Navy is Doing" in "The Navy" of H.M.A. Ships being on duty in New Guinea waters. What goes on up there? From the Naval angle, Captain C. N. Brooks, R.A.N., until recently Naval Officer-in-Charge, New Guinea, is well equipped to tell. And he does so in an article he has written for "The Navy," which will appear in our forthcoming issue.

### NAVIGATION IN AUSTRALIA.

Captain Brett Hilder is previously known to readers of "The Navy" by his articles "The Waves Of The Sea" and "Full Cargo of Golden Grain." Captain Hilder, who is Master of an Australian Merchant Ship, writes lucidly and informatively, and is an accomplished draughtsman to illustrate his work. A Member of the Institute of Navigation (England) he writes in the August issue of "The Navy" on "Navigation in Australia," a subject gaining added interest from the formation in Sydney in April last of an Institute of Navigation, in which formation he played a leading part.

### GENERAL.

All the usual features, with John Clark's "Anniversaries of the Month," Nautical Quiz, "General Cargo," "What the Navy is Doing, and the news from the Ex-Naval Men's Association and the Navy League. Order your August copy of "The Navy" NOW.

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## LETTERS TO THE EDITORS

### NAVY YEAR BOOK AND DIARY.

Sir,  
With reference to the book "The Navy Year Book and Diary, 1949" reviewed in the April issue of "The Navy," I have made a number of enquiries at shops but have so far been unable to obtain a copy, and I am wondering if it is obtainable in Australia, and if so if you could advise me where I may obtain a copy. Would it be possible for you to obtain a photograph for me of the "Weapon" class of destroyer, a photograph of H.M.S. "Crossbow" was published in the July issue of "The Navy" last year. Wishing your magazine every success in the future.

Yours, etc.,  
R. A. Sherlock,  
Hobart Road,  
Murrumbidgee,  
Vic.

Thank you for your letter and for your good wishes. It is understood that the publishers of "The Navy Year Book and Diary, 1949," Hutchinson and Co. (Publishers), Corner of Collins Place and Flinders Lane, Melbourne, C.I., have one or two copies of this publication, and would no doubt let you have one if they have not gone. The price is 8/6d. Regarding the photograph of "Crossbow," an effort is being made to get you a copy, and you will be communicated with regarding this.

Ed., "The Navy."

### NOTE: PHOTOGRAPHS.

In "The Navy," issue of May, 1949, it was stated in reply to a letter from a reader, that the Department of the Navy had been asked to forward him a copy of a photograph of H.M.A.S. "Tobruk." We have now been informed by the Public Relations Branch of the Department of the Navy that photographs of "To-

bruk" are not at present available, and that none will be available until the ship—now completing building—is completed. We are further advised by the Public Relations Branch of the Navy that it has been found necessary to increase the price of photographic prints supplied by the Department. Prints, 10" by 8", previously 1/6d. each, are now 3/.

Ed., "The Navy."

### NAVY LEAGUE SEA CADETS.

In the May issue of "The Navy" we published a letter from Captain W. W. Beale, O.B.E., Secretary of the Navy League, New South Wales Branch, correcting an error in an article on the Sea Cadets published in our March issue. We have since received further correspondence on this matter, including the following letter which is published as it contains additional information to that of Captain Beale.

Sir,  
In your March issue I noticed a serious error regarding the Navy League Sea Cadet Corps. The first organised Corps was at Balmain, raised and commanded by the late W. L. Hammer. This would be in 1920. I was a member of the above Corps (a signalman and Leading Signalman) during the year 1921, and I was the first Australian Sea Cadet to join the R.A.N. The Navy League Journal had quite an article concerning myself, written by Captain W. W. Beale, O.B.E. This would be about 1923 or 1924. Incidentally, the Drummoyne Corps started up much earlier than 1928, and to my knowledge was commanded by a Mr. Mellor during the year 1922, possibly 1921. The Corps were, of course, recognised by the Navy League, but the uniform we wore was not that worn today. We wore the same type

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## LETTERS TO THE EDITORS

of uniform as is now worn by the Sea Scouts. A corps was organised at Richmond, N.S.W., about 1923 or thereabouts, and this particular branch sent a very large number of recruits to the peace-time R.A.N. Somewhere in the vicinity of 75. I trust that this information may be of some use to you.

Yours, etc.,  
C. H. Nicholls,  
Senior Commissioned  
Communications Officer,  
R.A.N.

Thank you for your letter, which is most informative and which will, I am sure, be of considerable interest to our readers.  
Ed., "The Navy."

### DESTROYER "PARRAMATTA."

Sir,  
Whilst proceeding up the Hawkesbury River recently, we noticed the hull of a destroyer lying about a mile above the Peats Ferry Bridge. We later went aboard and found that it was the hull of H.M.A.S. "Parramatta," and I should be pleased if you would advise me of the career of this ship and how she came to be in such an unusual place. I have subscribed to your excellent magazine since I first saw a copy in 1947, and I should like to congratulate you upon its consistently high standard.

Yours, etc.,  
E. Bryden-Brown,  
4 Biniga Road,  
Bellevue Hill,  
Sydney.

Thank you for your letter, and for your kind remarks regarding "The Navy." Regarding H.M.A.T.B.D. "Parramatta," she was one of the six "River" Class Destroyers of the first Australian Fleet. "Parramatta" was built in the United Kingdom, being laid down by the London and Glasgow Engineering Company,

launched in February, 1910, and completed in August of that year. Her dimensions were: Displacement 700 tons, length 246 feet, beam 24½ feet, draught 8 feet. Guns: one 4-inch, three 12-pounders. Torpedo tubes: three 18-inch. She had a speed of 26 to 28 knots, and a complement of 69. "Parramatta" arrived in Australia in December, 1910. With the outbreak of war in 1914, she was one of the ships employed in the capture of Rabaul. She was on patrol with the submarine A.E.1 when that vessel was lost off the Duke of York Islands. In 1915 "Parramatta" returned to the Australian coast, and in the following year proceeded to the Java area, patrolling the Gulf of Siam and as far north as the Philippines. In May, 1917, when the German submarine menace was at its worst, the Admiralty requested Australian destroyers in the Mediterranean, and all six destroyers were despatched with the minimum delay. On 16th August of that year "Parramatta" sighted a submarine in the Mediterranean, and as the result of a depth charge attack reported a very heavy explosion, a sudden vision of a submarine's hull, and an upward stream of oil and bubbles lasting 15 minutes. Working as a flotilla, the Australian destroyers were later based on Brindisi with the task of protecting the mouth of the Adriatic. In April, 1918, Australian destroyers became part of the British 5th Destroyer Flotilla formed to combat the menace of the Austrian Fleet in the Adriatic. During this period "Parramatta" was fitted with an anti-submarine observation balloon. In October, 1918, she, with the other R.A.N. destroyers, operated with the British Fleet off Constantinople, and in November 1918, assisted in taking over a squadron of Russian warships on behalf of the anti-Bolshevik forces at Sebastopol. In December of that year the R.A.N. destroyers proceeded to England,

"Parramatta" suffering damage in a gale off Finisterre. In March, 1919, the destroyers left England for Australia, "Parramatta" reaching Sydney, where she was paid off the following July. She remained in reserve until October, 1924, when she was again commissioned, being finally paid off in April, 1928, and broken up at Cockatoo Island in 1930. Information as to how the hull comes to be in the Hawkesbury River is being sought. A photograph of "Parramatta" is obtainable

from the Australian War Memorial, Canberra, No. J 3199, price 1/6d.

Ed., "The Navy."

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**The Navy**

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NAVY AND MERCHANT  
MARINE

In this issue of "The Navy" is published a short account of the measures the Admiralty is taking to maintain the present close and friendly relationship between the Royal Navy and the Merchant Service, which good feeling was greatly strengthened during the Second World War. Such measures as are being taken were made necessary since, the war being over, the danger exists, as the account points out, of close liaison deteriorating: a state of affairs which is "exercising the minds of all concerned both inside and outside the Admiralty. The need for more contact between officers of both Services in the practical sphere is admitted."

There is no question that such a need does exist. Both Navy and Merchant Service suffer, in their relationship with each other, from the trite fact that one half of the world does not know how the other half lives. Actual experience of the other man's job is necessary for an appreciation of his problems. Basically, those problems—in the case of Navy and Merchant Service—are the same, and the basic methods of tackling them are similar. To the Merchant Service officer having his first experience on the compass platform of a cruiser entering or leaving port, or proceeding on a coastwise passage, the points of similarity in the job and in the way of doing it—perhaps rather surprisingly to him—are more obvious than those of difference in respect of what he is himself familiar with on the bridge of a Merchant Ship.

The differences lie in details. On his own bridge he lacks many of the mechanical and automatic aids that he finds on the compass platform of a warship. He has, also, to perform for himself many of the jobs which the Naval officer has done for him. He is, for instance, in the majority of cases his own signalman; his own telephonist; he works his own engine room telegraphs, and performs many other functions which in the Navy are delegated to trained ratings. In short, he suffers from a shortage of manpower which does not exist in a naval ship. His relationship with his ratings is different from that of a Naval officer with his, partly on account of

the difference in numbers, partly on account of the difference in discipline—and in discipline the Naval officer, as well as the Naval rating, is more constrained than are their opposite numbers in the Merchant Service.

Without the knowledge of each other's job, these differences tend to a lack of appreciation. The Merchant Service officer, conscious of his ability to "do it himself," and seeing from the outside only the formalities of the life of his Naval brother—the salutes, the drills, the large bodies of ratings to do jobs which in his own ship are done by the handful of men of the watch—is apt to develop a professional superiority complex. The Naval officer, on the other hand, not necessarily aware of the handicaps under which the Merchant Service man works, can easily judge by those shortcomings which are apparent in the absence of the formalities and discipline to which he is himself accustomed. Whereas actually the ground on which they could meet is a common one, on which the qualities of each quickly become apparent.

The Admiralty's aim, therefore, to detach Royal Naval Officers to Merchant ships for short periods in order to give them experience of mercantile conditions would appear to have much to commend it, and it could be said of this that what is sauce for the goose is also sauce for the gander, and the Merchant Service officer would also benefit by some first-hand experience of life at sea in a warship under normal peace time conditions.

Not unnaturally, the thought occurs that it would be a good thing if something could be done in this direction in regard to the Royal Australian Navy and the Australian Merchant Service.

## COASTAL FREIGHT RISE

The fact that the prices of various consumer commodities are likely to rise—or, by the time this article appears may have risen—as a result of the increase in coastal shipping freights, underlines once more the dependence of the Australian peacetime economy, as well as its wartime economy on seaborne trade.

Apart from the processed goods which are exchanged between States of the Commonwealth—breakfast foods, and other manufactured goods—our basic materials depend upon coastal sea transport for delivery to their Australian markets or industrial centres. Iron ore from South Australia and limestone from Tasmania to the steel-works of New South Wales; gas and industrial coal from New South Wales to the other States;

sugar from Queensland to the fruit processing and jam factories of Victoria, and to Australian housewives generally; other bulk cargoes such as timber, grains, lead, copper, zinc—all have to be transported by sea.

If the increases in the cost of these, resulting from the increased freights, bring that fact of dependence upon sea-borne supplies home to the Australian consumers who foot the added freight bill, there will be some virtue in it. The fees at the School of Experience are, we are told, high. But knowledge—if accompanied by appreciation—so gained in this case will be very cheap at the price.

FLINDERS NAVAL DEPOT  
MEMORIAL CHAPEL

The aim to erect at Flinders Naval Depot a Protestant Chapel as a Memorial to those officers and men of the Royal Australian Navy who lost their lives in the two World Wars is one that should have the support of the whole community.

As is pointed out by those responsible for organising the appeal for funds—of which some £30,000 are needed to enable the Memorial Chapel to be erected and to make a start free of debt—the graves of those Australian sailors who fell in battle are not marked by memorials at the spot. They lie in the seas of the world, unknown and uncharted; with only the wind and the waves to tend them.

Certainly they are not forgotten. But they lack an enduring memorial. And the proposed Chapel fills that lack. It will, also, in the Alma Mater of the Australian naval sailor, be the commissioned officer who began his sea life at the Naval College, or the rating whose first acquaintance with the Navy was also at Flinders Naval Depot, be a permanent spiritual home, a place of peace, of communion, of meditation, which cannot but be an inspiration in after life.

It is remarked that Flinders Naval Depot, the main training ground of the Royal Australian Navy, is probably the only major Naval Depot in the British Commonwealth that lacks a Protestant Chapel, Protestant Church Services having to be held in makeshift quarters in the Drill Hall, and no present provision being made for the spiritual privacy of those at the Depot. All of these requirements the proposed Chapel will meet. And it should be a challenge to Australians to see that financial provision for the Chapel is made by the hoped-for date this year.

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# THE PASSING OF A CONVOY

OF THAT FIRST GREAT A.I.F. CONVOY OF 1914, WHEN "SYDNEY" SANK THE "EMDEN", ONLY ONE SHIP STILL REMAINS AFLOAT. IN THIS ARTICLE, THE AUTHOR TELLS OF THE CONVOY, AND SOMETHING OF THE SHIPS AND SEAMEN WHO MADE IT.

**S**AIL HOT. No fluttering flags, no roll of drums, no boom of cannon from the dark, sombre land. Only the smoke signals of natives, the flying spray of the Southern Ocean rollers flecking rocks and sandy beaches, greeted that illustrious navigator, Captain George Vancouver, R.N., as he coned H.M.S. "Discovery" to an anchorage in the West Australian Sound, which he named for King George of England.

Little less than a hundred years later, on the 3rd. March, 1885, part of a contingent of 750 officers and men with 200 horses sailed in the Aberdeen liner "Australasian." Of 3630 tons, built by Napier in 1881, the "Australasian" was commanded by Captain "Sandy" Simpson, who later had the "Pencils" when she went ashore off the Leeuwin in 1910. The contingent of troops—the balance of which was in the P. & O. "Iberia," was bound for the Sudan. Australia was setting a precedent for rallying to the side of the Mother Country when there was trouble.

The Navy was in it also. In the same campaign, the East Indies Squadron, Rear-Admiral Sir William Hewitt, V.C., K.C.B., K.C.S.I., flying his flag in "Euryalus," was joined at Suakin by the Victorian gunboats "Victoria," Captain A. Brodrick Thomas, R.N.; "Albert," Lieut. R. M. Collins, of the Victorian Navy; and the T.B.D. "Childers," Lieut. T. H. M. Jerram, R.N., these three vessels being en route to Australia. But the services of the Victorian Navy were not required on this occasion, the Ministry of Mr Gladstone abandoning the Sudan to the Mahdi and his Black Flag followers after the gallant but unsuccessful attempt, by Sir Garnet Wolseley, to relieve General Charles Gordon, who was killed at Khartoum on the 26th. January, 1885.

On the 10th. October, 1889, the Boers declared war, and we heard of "A gentleman in Khaki Ordered South":

"There's a little red-faced man  
Which is Bobs,

Rides the tallest horse 'e can,  
Our Bobs;  
If it bucks or kicks or rears  
'E can sit for twenty years  
With a smile round both 'is ears,  
Can't yer, Bobs?"

The N.S.W. Lancers, the Mounted Rifles, the Victorian Imperial Bushmen, the Queensland, South Australian, Tasmanian and Western contingents of Mounted Bushmen marched to war to the collocking strains of brass bands playing "Soldiers of the Queen," and "Say Au Revoir, But Not Good-bye."

Among the transports carrying the troops were the Aberdeen Line's "Australasian" and the "Aberdeen"—3684 tons, built by Napier in 1881, the first ocean-going steamship with triple-expansion engines; the "Atlantion," 9355 tons, built in 1899 for the West Indian and Pacific S.S. Co.; the "Britannic," 5004 tons, built at Belfast in 1874 for the Liverpool White Star; the "Kent," 5464 tons, built at Hebburn-on-Tyne in 1899 for the Federal Steam Navigation Co., of London; and the "Langton Grange," 5803 tons, built at Belfast in 1896 for the Houlder Line, of London.

There were also the White Star's "Medic," the "Maplemore," 7177 tons, built at Whiteinch in 1899 for the now defunct Steamship Maplemore Ltd., of Liverpool, the Lund liner "Warragul," 4887 tons, built at Sunderland in 1893; and the Orient Line's "Orient," 5800 tons, built in 1880. There were many others also employed between Australia and South Africa between the years 1899 and 1902.

There came the Black Week of December, 1899; four General Buller before Ladysmith; the bit-



Prelude to the "Sydney"- "Emden" fight, 9th November, 1914.  
Left to right: "Medic," "Wiltshire," "Iburi," H.M.A.S. "Melbourne."

ter reverses. But the Empire was electrified by the relief of Kimberley on the 15th. February, 1900, the capture of Cronje at Paardeberg on the 27th., the relief of Ladysmith on the 28th., and the terrific outburst of Imperial patriotism on the relief of Mafeking on the 17th. of May following.

The following year the minute guns at the forts on Mount Adelaide boomed out across King George's Sound for the death of the last of the House of Hanover, when Queen Victoria died at Osborne on the 23rd. January, 1901, after reigning for 60 years. It was May the following year before the Boer War ended.

In 1900 Their Royal Highnesses the Duke and Duchess of York visited Australia to inaugurate the first Commonwealth Parliament. The following year, on the 21st. July, there were stirring scenes at Albany when the troopship "Britannic" entered Princess Royal Harbour, bringing home troops from South Africa. She was greeted by H.M.S. "Ophir," Captain A. R. Winsloe, R.N., carrying the Duke and Duchess; the Royal escorts, H.M. Ships "Royal Arthur," Captain G. G. Dicken, R.N., wearing the flag of Rear-Admiral Hugo L. Pearson, C-in-C. Australian Station; "Juno," Captain G. H. Cherry, R.N.; and "St. George," Captain E. S. Poe, R.N. On board the "Ophir"—built at Govan in 1891 for the Orient Line, of 6910 tons, and

taken over by the Admiralty for the Royal visit—the Royal Band played the "Britannic" to anchor with "Soldiers of the Queen" and "Rule Britannia," while the Sailor Duke—later to be the Sailor King—stood on the quarter deck with raised cap, and the Duchess—now the Dowager Queen Mary—waved her handkerchief, and the ships were black with cheering tars.

The Naval Commanding Officers all eventually achieved Flag Rank: Captain Winsloe—acting Commodore for the Royal tour—was promoted Rear-Admiral, 1901, and retired as Admiral, K.C.B., C.V.O., C.M.G., on 20th. September, 1912; Captain Dicken was promoted Admiral in 1913 and retired; Captain Poe retired in 1910 as Admiral, G.C.V.O., K.C.B.; and Captain Cherry in 1911 as

Vice-Admiral. Rear-Admiral Hugo Pearson retired on the 20th. October, 1914, as Admiral, K.C.B.

It was in 1900 when the Boxer Rebellion, or Opium War, broke out. Again Australia was there. South Australia's amazingly armed cruiser "Protector," of 9600 tons and mounting one eight-inch, five six-inch, and four machine guns, proceeded to China under the command of Captain W. R. Creswell. The lovely clipper-bowed "Salamis," of the Aberdeen Line, commanded by Captain A. H. H. G. Douglas, carried the Naval Brigades to China, 200 Victorians under Captain Tickell, R.N., and 260 New South Welshmen under Captain Hixon, R.N. Captain Tickell retired from the R.A.N. with the rank of Captain, C.M.G., in 1901.

One hundred and twenty-three years after Vancouver's visit, flags fluttered from Breaksea Island lighthouse and the forts on Mount Adelaide as smoke was sighted on the horizon; and the lighthouse keepers, and officers and men of the Royal Australian Garrison Artillery, watched the approach of H.M.S. "Minotaur" and H.M.A. Ships "Sydney" and "Melbourne" escorting 28 troop ships carrying the Diggers who named "Anzac." The convoy assembled at Albany on the 28th. October, 1914. H.M.S. "Minotaur," Captain E. B. Kiddle, R.N. "Phulomet," Captain P. H. Hall Thompson, R.N.,

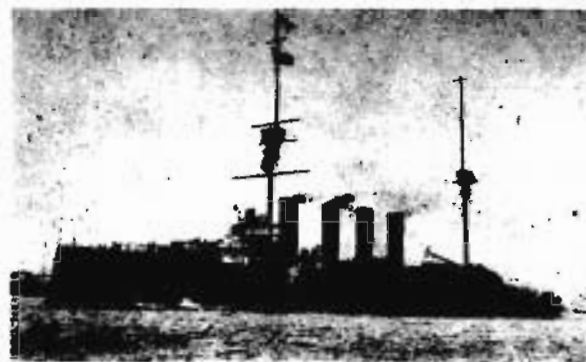


Portion of the Convoy at Port Said, 2nd December, 1914.  
Left to right: "Pera," "Ajona," "Shropshire," and foredeck of "Medic."



The first Victorian and Tasmanian Contingents for the Boer War disembarking at Albany, West Australia, en route for South Africa, 1901.





The armoured cruiser H.M.S. "Minotaur."

and "Psyche," Captain H. J. T. Marshall, R.N., with the Japanese cruiser "Ibuki," escorting the ten New Zealand troopships, not included in this article. The "Ibuki" proceeded to Fremantle to pick up the troopships "Medic" and "Ascanius."

The ships anchored in three divisions in the Sound. No shore leave. It was the last Australian port of call; for many, alas, their last glimpse of the sea-kissed beaches, the rolling hills, the valleys of gums, tea trees, pepper mints and black boys which they loved, from Tassy to the Torrid North.

Captain P. H. Hall Thompson was to have close associations with the Royal Australian Navy. Entering the Royal Navy in 1887, he was promoted Captain in 1913; Naval Adviser to the Government of New Zealand, 1919-21; First Naval Member of the Australian Commonwealth Naval Board, 1923-26 as Rear-Admiral; Vice-Admiral, 1927. He retired as Vice-Admiral, C.B., C.M.G., and recently revisited Australia.

Coming events cast their shadows before—the Sudan, the Boxer Rebellion, the Boer War—and now the greatest convoy of transports that ever left Australian shores. The year 1914. The same patriotism, the cheering crowds, the bands, "For King and Country," and may God defend the Right.

Ten thousand miles to the east-

ward, on the day the convoy sailed from Albany, the gallant Rear-Admiral Sir Christopher Cradock, K.C.V.O., C.M.G., led his squadron into action, his final message to the old lumbering battleship "Canopus," 300 miles astern, read: "I am now going to attack the enemy."

It was a wild November eve off the Chilean coast reaching down towards the Forties. Flying storm clouds and a howling gale, as Cradock in the "Good Hope," Captain P. Franklyn, M.V.O., R.N.; with "Monmouth," Captain F. Brandt, R.N.; "Glasgow," Captain J. Luce, R.N.; and the A.M.C. "Otranto," Captain J. R. Scragave, R.N., engaged Von Spee's greatly superior German Asiatic Squadron. No story in the annals of the Royal Navy is more poignant. At the Battle of Coronel "Good Hope" and "Monmouth" were lost with all hands. "Glasgow" and "Otranto" escaped in the storm-swept darkness. The loss was avenged by Lord Fisher's brilliant strategy leading up to Admiral Sturdee's annihilation of the German force at the Battle of the Falkland Islands on the 8th. December, 1914.

Rear-Admiral Cradock was born in 1882, and took part in the Sudan Expedition of 1891, and the Boer and China Wars. He was honoured with the Knight Commander of the Victorian Order, and the B.O.T. Silver Medal in

1912, for gallantry in saving life in the wreck of the P. & O. "Delhi." Captain John Luce, born in 1870, commanded "Glasgow" at Coronel, the Falkland Islands, and the destruction of "Dresden" at Juan Fernandez. He retired in 1925 as Vice-Admiral, C.B. The "Otranto's" four-ringer, J. R. Scragave, was born 1871 and entered the Royal Navy in 1885, being promoted Captain in 1911. He commanded "Otranto" at Coronel, and was present at the destruction of "Dresden" in March, 1915. He served in the old "Philomel" at the Somali Expedition in 1908-9, and retired in 1922, Rear-Admiral, C.B., Vice-Admiral in 1927.

Until the German squadron had been definitely located, the sailing of the A.I.F. convoy was delayed. When it sailed, only the fast German cruisers "Emden" and "Konigsberg" menaced the Indian Ocean routes. On the 1st. November, 1914, at 6.45 a.m., the convoy sailed from Albany. Slowly and majestically, without strains of music, the cheers of crowds, the smiles and tears of farewelling women, the ships moved out between the sunlit hills to the open sea, the first division led by "Orvieto," followed half an hour later by the second headed by "Wiltshire," then the third in the wake of "Euripides" and, finally the two divisions of New Zealanders.

Two days later, "Ibuki," with "Medic" and "Ascanius" from Fremantle, joined the convoy. H.M.S. "Minotaur" led five miles in the van. One of three cruisers of her class, all of which played a leading part at Jutland—the others were "Defence" and "Shannon"—she was a magnificent ship, an excellent seaboat, and heavily gunned, mounting four 9.2-inch and ten 7.5-inch guns. Built in 1908, the ships were of 14,600 tons displacement, with a speed of 23 knots. "Defence," Flagship of Rear-Admiral Sir Robert Arbuthnot, was totally destroyed by the German battleships under Hipper, with the loss of 800 officers and men.

Captain E. B. Kiddle, R.N., Senior Naval Officer of the escort in "Minotaur," was born in 1866, son of a Naval Captain, and entered the Navy in 1879, being promoted Captain in 1907. He served in "Achilles" in the Egyptian War of 1882, and was in China in the Boxer Rising in "Barfleur." He was Commanding Officer of "Revenge" at Jutland, retiring as Vice-Admiral in 1924, K.B.E., C.B., and was promoted Admiral in 1928.

Four miles to starboard of the convoy steamed the Japanese "Ibuki," the dense black funnels of smoke from her three funnels being visible 40 miles away. Four miles to port was H.M.A.S. "Sydney," Captain J. T. C. Glossop, R.N., and far astern of the convoy was stationed H.M.A.S. "Melbourne," Captain M.L.E. Silver, R.N.

Not since the days of the Napoleonic wars had Britain been forced to adopt the convoy system. It was contrary to all Merchant Service training, to Owners' orders, to Board of Trade Regulations and "Rule of the Road." The Masters all objected to the unknown perils of station keeping, the burning of oil sightlights, shaded stern lights, and the difficulties of watch-keeping with inexperienced junior officers.

As Flagship of the Convoy, the "Orvieto" (A3), Captain P. N. Layton, led the first division, having on board Major-General W. T. Bridges, C.M.G., and the Headquarters staff of the First A.I.F. Division. She set the course and speed of the convoy, and her signal yards were constantly busy. Built for the Orient Line in 1917 by Workman Clark & Co., of Belfast, of 12,130 tons and a speed of 15 knots, she carried 1034 officers and men and 22 horses.

A popular mail boat, "Orvieto," was one of five sisters, surviving the war with two of them, "Osterley," built in 1909 by the London and Glasgow Co. Ltd., and "Orsova," built by John Brown & Co. in the same year. Of the other two, "Otranto," built by Work-

man Clark in 1909, was converted into an A.M.C., and collided with the "Kashmir" in the Irish Sea during the war, sinking with the loss of 340 American soldiers and 85 of her crew; while "Orway," built in 1909 by Fairfield's, of Glasgow, was also converted to an A.M.C. and was torpedoed in the North Sea on the 22nd. July, 1917, with the loss of ten lives.

Four cables astern of "Orvieto" the poor old "Southern" (A27), Captain R. J. Jalland, battled along at barely 10 knots. She was built by J. L. Thompson & Son, of Sunderland, in 1912, for the Century Shipping Co., of London. Of 4769 tons, and 10½ knots, she carried mostly ambulance staff of 152 officers and men with 328 horses. She cost the Commonwealth a pretty penny on account of her slowness, as she kept the whole convoy tied down to her speed.

Then followed "Pera" (A4), Captain S. Finch, built in 1903 by Workman Clark for the P. & O. Company. Of 7635 tons, with a speed of 11 knots, she carried 110 officers and men and 446 horses. She was a war loss, being torpedoed and sunk 105 miles east of Mersa Suda on the 17th. October, 1917.

Astern of her, the "Armada" (A26), Captain A. Hunter, built by C. Connell & Co., of Glasgow, in 1909 for the Australind Steamship Co., of London, carried 284 officers and men and 386 horses. She was of 6153 tons, with a speed of 12 knots. Another war casualty, she was attacked by a submarine in the North Atlantic on the 26th. June, 1917, with gunfire. Several hours later, a torpedo missed her. She was finally torpedoed and sunk 160 miles N.W. of Tory Island at 1 a.m. on the 27th. June, 1917.

In the Convoy she was followed by "Saldanha" (A12), Captain A. McClelland, of the old Ellerman, Bucknall Line, built by Swan Hunter and Wigham Richardson of Newcastle-on-Tyne in 1911. Of 4594 tons, with a

speed of 11 knots, she carried 90 officers and men, and 300 horses. Another U-Boat victim, she was torpedoed and sunk 95 miles north of Algiers on the 18th. March, 1918.

In her wake came another Bucknall ship, the "Katuna" (A13), Captain H. R. Jackson, built in 1907 by Armstrong, Whitworth Ltd., of Newcastle-on-Tyne. Of 4641 tons, and with a speed of 11 knots, she carried 101 officers and men, and 528 horses. She was chased by a submarine in the Mediterranean on the 18th. September, 1916, but escaped by her rapid gunfire.

Then came "Hymettus" (A1), Captain A. J. Evans, of the British India Steam Navigation Company, with 1150 officers and men, and 752 horses. She was of 4606 tons and 11½ knots.

Ploughing along astern of her came the "Suffolk" (A23), Captain F. Davies. Built in 1902 by John Brown's, of 7573 tons and 12 knots, she was owned by Potter, Trinder and Gwyn of London. She carried 1036 officers and men, and 12 horses. Her war career was a chequered one. On the 26th. December, 1916, she was mined in the Channel, but managed to steam into Pompey for repairs. The following year, on the 16th. June, she was in collision with the Blue Funnel "Ulysses" at Durban.

Last of the centre line of the convoy was the "Anglo Egyptian" (A25), Captain P. J. Greenhill, built in 1912 for the Nitrate Producers Steamship Co., Lawther, Latta and Co. of London, by Short Brothers of Sunderland: 7379 tons, 12 knots. The founder of Nitrate Producers was John Thomas North, who as Colonel of the Tower Hamlets Volunteers, was always known as Colonel North. Born in 1811 in the slum area of Leeds, he emigrated to Chile as a boy and amassed a fortune in nitrate. He became the "Nitrate King," a bluff Yorkshireman, friend of Jem Mace the famous pug-

patron of greyhound racing and horse racing. His racing colours—light blue with primrose five-pointed star—became the funnel marking of the Nitrate Producers ships. He died in 1896.

The second division of the Convoy, the port column, was led by the Federal Steamship Company's "Wiltshire," (A18), Captain W. L. Prentice. Built by John Brown and Company, she was a fine, new fast trader to Australia, of 10,390 tons with a turn of speed of 14 knots. She carried 756 officers and men, 505 horses.

The dear old "Medic" followed her, (A7), Captain J. Roberts. These lovely old ships of the Liverpool White Star, four-masters with one funnel and long, low hulls, were most popular. Built by Harland and Wolff, 12,032 tons and 13 knots, she carried 1107 officers and men, and 283 horses.

Next in line was Alfred Holt's Blue Funneler "Ascanius," (A11), Captain F. Chrimes. Built by Workman, Clark in 1911, of 10,048 tons and a speed of 13 knots, she carried 1820 officers and men, and 12 horses. She collided with "Shropshire" on this run, between Colombo and Aden.

"Star of England," (A15), Captain P. W. Wyatt, was her next astern. She was built at Belfast in 1914 for the Star Line, which was later absorbed by the Commonwealth and Dominion in 1916, the "Star of England" being renamed "Port Sydney." Of 5129 tons and 12½ knots, she carried 528 officers and men, and 476 horses.

In her wake came the P. & O. "Creelong," (A2) Captain R. Bidwell. Of 7951 tons and 12 knots, she was built by Barclay Curle, and in the convoy carried 1601 officers and men. She sank on the 1st January, 1916, after colliding with the "Bonvilston" while travelling without lights on a pitch black night some 96 miles north of Alexandria.

After her came "Port Lincoln".

(A17), Captain T. G. Hutchinson, built by Hawthorn Leslie and Co. of Newcastle-on-Tyne in 1912 for the Commonwealth and Dominion Line. Her tonnage was 7243, and speed 12 knots, and she carried 395 officers and men, and 376 horses.

The Ellerman Bucknall "Karoo," (A10) Captain E. R. Large, was next. Of 6127 tons and 12 knots, she carried 407 officers and men and 458 horses. "Karoo" had a hectic time in 1917, being attacked by U-boats on the 22nd April West of the Scillies, again on the 21st May, and a third time on the 6th July.

She was followed by the "Maree" (A21), Captain P. P. E. Mills. Of 6443 tons and 12½ knots, she had been built in 1902 by Workman Clark for the Commonwealth and Dominion Line, who had bought out the old Tysler Line that year. She had 110 officers and men, and 475 horses. The "Maree" met her end on the 18th June, 1916, when she was sunk by a submarine's gunfire 236 miles from Malta.

Last of the port column was "Clan Macquodale," (A6), Captain J. Goodwin. Built in 1914 at Glasgow, she was 5121 tons, and had a speed of 12½ knots; carrying 136 officers and men and 500 horses. She also was a war casualty, being sunk by a submarine on the 17th November, 1917, 165 miles North West of Alexandria.

Largest ship of the convoy at 15,050 tons, the Aberdeen Line's "Euripides," (A14), Captain A. H. H. G. Douglas, led the starboard column. She was another Harland and Wolff ship, built in 1914, with a speed of 15 knots, and carrying 2204 officers and men and 20 horses. Captain Douglas, the son of a Master Mariner of Aberdeen, was one of the most popular Masters trading to Australia. He had been Master of the "Salamis" when she took the Naval Brigades to the Boxer Rising. Retiring in 1918, he died the following year.

But his convoy command, the

"Euripides," is still afloat as the "Akaroa"—the sole survivor of that great 1914 convoy.

Next in line came "Argyllshire," (A8) Captain W. Chick. Of 10,392 tons, and with a speed of 14 knots, she carried 1100 officers and men and 397 horses. John Brown had built her in 1911 for Turnbull, Martin and Co., the Scottish Shire Lines. On the 27th May, 1917, she was attacked by submarines in the Channel off Le Havre; and again, on the 5th February, 1917, off Start Point, this time being torpedoed, but managing to reach Plymouth.

Astern of her came "Shropshire," (A9), Captain B. G. Mayward, of the Federal Steam Navigation Co. Another John Brown ship, she was built in 1911, of 11,911 tons and 14 knots. She carried 935 officers and men, and 461 horses. On the 21st November, 1914, when the convoy was in the Indian Ocean, she was rammed by "Ascanius." The troops, with fine discipline, tumbled up on deck to their lifeboat stations. Fortunately, all damage was above the waterline.

"Afric," (A19), Captain W. Marshall, another Harland and Wolff White Star ship, was next in line with 1349 officers and men, and 12 horses. Built in 1899, she was of 11,199 tons, 13 knots. She was eventually torpedoed and sunk 12 miles South West of the Eddystone on the 12th February, 1917, with the loss of 22 lives.

She was followed by the P. & O. 11,118 ton "Benalla," (A24), Captain W. C. Symonds, carrying 1250 officers and men, 12 horses. Built at Greenock in 1913, her speed was 14 knots, which was useful to her when she was attacked by a submarine in the Mediterranean on the 3rd December, 1915, driving it off by gunfire.

After her, Shaw Savill's "Rangitira" (A22) Captain R. D. Lowden, carried 460 officers and men and 490 horses. A Work-

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H.M.A.S. "Sydney," Australia's new aircraft carrier, arrives in her home waters.

## LET US LOOK OVER "SYDNEY"

THE R.A.N.'s NEW CARRIER WILL BECOME TO AUSTRALIANS THE MOST FAMILIAR SYMBOL OF THEIR NAVY'S STRENGTH.

by Reuben Rains

TODAY we are most of us familiar with the sight of an aircraft carrier. If we have not actually seen one, we have seen plenty of photographs. The silhouette—a fairly recent newcomer, on the face of the waters—would no longer fill us with wonder, and make us ask "What is it?" High bulk of hull; flat top of the flight deck; the "island" on the starboard side, a compact group of bridge structure, tripod mast, and funnel.

A fairly recent newcomer, but in this air age a most important one: the floating, mobile aerodrome from which the Carrier Air Group of the ship takes off to deliver blows against an enemy, to which it returns to refuel, to bomb up, to take off again.

H.M.A.S. "Sydney," looming up, silver-grey out of the morning mist on her first arrival at an Australian port recently, left then no doubts as to her identity. Let us take a closer look at her. She looks her size—as carriers do with their bulking hull giving the largest possible area of flight deck on top. "Sydney's" displacement—which is to say her actual weight—is 14,000 tons when light, with another 4,000 added for full load. She is 695 feet in length, with a

beam of 80 feet and a maximum draught of 25. Her armament, mounted in sponsons projecting beyond and below the flight deck, consists of 24 anti-aircraft guns. Her speed is 25 knots. In peace-time she has a complement of 1,100 officers and men, and carries 25 aircraft, though she is capable of carrying and operating considerably more than that number if necessary.

Let us go on board.

The quarterdeck differs considerably from that of a battleship or cruiser. There is none of that open expanse, bounded only by the rails. The "Sydney's" quarterdeck is a small space under the after end of the flight deck, with a deckhead extending above, and wide openings between the angle irons supporting the flight deck giving a circumscribed view of the sea beyond. Alleyways opening from the forward bulkhead lead along the main deck to the large wardroom, living quarters, offices; the many sub-divisions inaking up this floating city.

The flight deck, extending over the whole area of the ship above, appears a vast space. "But," we suggest to our guide, himself a fighter pilot of the Air Group,

"it probably looks small enough when you're coming in to land on?"

He agrees. It certainly does—especially as you have to touch down at about sixty-miles-an-hour relative speed. The air speed at which an aircraft comes in is considerably in excess of that, but the carrier herself is speeding forward on the water, and, if there is any wind, into a head wind, so that the relative speed of the aircraft to its landing ground is reduced.

Even so, it has to slow down very quickly to a stop once it has touched down. That is what the arresters wires, stretched across the flight deck, are for. A hook under the tail of the aircraft engages an arrester wire, and pulls the aircraft up. The hook appears to hang very little below the bottom line of the fuselage of the aircraft, and we comment on this to our pilot.

"Yes! You have to come in flat, not to glide down at an angle as a land plane does when landing on a shore aerodrome. The technique is to practically drop down on to the flight deck. With a heavy scud of sea, and the flight deck pitching so that the rise and fall of the after end



Aircraft handlers fold the wings of a Firefly preparatory to "striking down," lowering the aircraft by lift to the hangar.

the aircraft in the hangar, are folded, but when extended their span is 38 feet 5 inches. The Sea Fury's length is 34 feet seven inches.

Our guide pats the fuselage. "She's a wonderful job," he tells us. "And simply wizard to fly, responding immediately to the controls. I doubt if there's a more efficient naval fighter obtainable today."

He tells us something of the squadrons carried by the "Sydney." Two or more squadrons make up a Carrier Air Group; and there are usually twelve aircraft in a squadron. "Sydney" has an Air Group of two squadrons, one of Sea Fury fighters, and one of Fairey Firefly strike aircraft. The Fairey Firefly is a single-motored, two-seater monoplane, a modern anti-submarine, strike, reconnaissance aircraft which can, if necessary, be used as a two-seater fighter, though its speed—at some 400 miles-an-hour maximum—is some 50 miles-an-hour less than that of the Sea Fury. It is armed with four cannon in the wings, and can carry a bomb load of 2,000 lb., or rocket projectiles, under the wings. The Firefly was designed,

and built, by the Fairey Aviation Company.

"The Carrier Air Group," our guide tells us, "is the spearhead of Naval Aviation, wherein is centred all the effort, all the skill and planning, all the support of all else concerned with Naval Aviation. The Carrier Air Group is a self-contained entity; and it moves between ship and ship, and between ships and naval air station ashore, as such. It is made up of the aircraft and their crews, and of the supporting ground- or ship-team, which includes Aircraft Artificers; Skilled Air Mechanics; Electrical and Radio Electrical ratings; Naval Airmen—Ordnancemen, Aircraft Handlers, Aircraft Mechanics, Safety Equipment Workers, Photographers; Cooks, Stores Assistants, Stewards—in short, all that is necessary for the day-to-day running of the unit."

"The aircraft carrier and the naval air station are in support of the Carrier Air Group. The naval air station is the aerodrome at which the Group trains, and learns to work as a team. The aircraft carrier is the aerodrome from which the Group fights. Both carrier and naval air stations, each in its varying degree of facility, carries out the overhauls and repairs that are beyond the capacity of the Air Group itself."

He points out to us an aircraft in the hangar which differs from the Sea Furies and Fireflies. A larger, less graceful machine, with a boat-like fuselage. It is, he tells us, a Sea Otter Amphibian, an aircraft used for search and rescue operations, as it can land on water, flight deck, or aerodrome. The "Sydney" is equipped with two of these.

We go up above again, to the flight deck, and on to the bridge. The view from the compass platform is a strange one, and we can believe our guide when he tells us that it takes some little time to get oneself orientated to being right on the starboard side. One is apt to forget that right ahead is still right ahead from

the carrier's bridge, and to run an imaginary line from the bridge of the flight deck and imagine to the centre of the forward edge that THAT is right ahead.

We are struck with something lacking when we look forward. Of course! There is no cable, or cable gear, in sight. We ask where it is, and our guide takes us down below again, to beneath the forward end of the flight deck. In an enclosed space there, the hawse pipes, naval pipes, and cables are right up in the bows. Projecting forward under the forward overhang of the flight deck there is an opening through the stem, with a small projecting platform where the First Lieutenant can step out to see the anchors and the way the cable grows when the anchor is on the bottom. Instead of the usual naval captains, the cable is worked by a Merchant Ship type windlass.

"One thing," we observe. "The bridge can't see the forecastle, and brown the First Lieutenant and cable party off."

"There's always the telephone," our guide suggests.

We wander along aft again on the cable flat, through mess decks which are the latest thing in naval accommodation. Bulkheads and deckheads are painted in soft blue-green pastel shades. Personnel do not sleep in the mess decks, there being separate sleeping spaces and dining rooms. Meals are supplied from a cafeteria, the ratings collecting and carrying their trays to a distributing counter to load up, and thence to the dining hall. To cook for so large a ship's complement, there is naturally a large area of galley space, with up-to-date cooking equipment. From the bakery comes the appetising smell of new bread, and stacks of crusty loaves.

Although other ships of the Royal Australian Navy have been equipped with a laundry—"Australia," for example, has one—"Sydney" is the first ship of the Fleet to be built with a laundry as part of her equip-

ment. Here members of the Ship's Company are able to get their clothes washed and pressed for a very small charge.

Mess decks are fitted—also a new departure, which is only just coming in in the Royal Navy—with upholstered seats. There are cinema projectors on board, and "talkie" shows are given in the hangar or, in the summer or tropical weather, in the cool of the flight deck. The canteen has a soda fountain, and also an ice cream machine; and there are cold water drinking fountains throughout the ship.

Various thoughts come to one's mind going through this latest addition to the Royal Australian Navy; and looking around, one does not wonder where the three millions or so that she cost have gone. The electrical equipment, for instance. How many miles of electric cable are there in the ship?

Down below in the engine room the blazing oil fuel is a dazzling white glare seen through the sighting holes in the furnace doors. Steam pipes, from the heavily-lagged monsters of the main system down to smaller brothers of mysterious function, are painted in different light shades so that the leads can easily be followed; or they reflect the light in glittering, burnished copper. "Sydney" is powered by geared turbines driving twin shafts, and the engine room is suggestive of the great energy there imprisoned to speed her through the water at twenty-five knots.

Today we are most of us familiar with the sight of an aircraft carrier. Now the Royal Australian Navy has the first of the two which will be the main striking force of the Fleet if the delivery of blows against an enemy is again needed. And the carrier's silhouette, replacing that of the battle cruiser "Australia," and that of the three-funnelled second "Australia" and "Canberra," will become to Australians the most familiar symbol of their Navy's strength.



Seafarers of H.M.A.S. "Sydney" are struck down the forward lift on the flight deck, en route to the hangar below.

# WATCHDOG OF PORT ARTHUR

IN THIS ARTICLE THE AUTHOR TELLS THE STORY OF THE "NOVIK" WHICH, IN THE RUSSIAN DISASTERS OF 1904-1905, SET AN EXAMPLE OF DEVOTION TO DUTY.

by K. F. Caldwell

SINCE men first began to build ships and carry their battles to the face of the oceans, many hundreds of warships of widely differing types have parted the waters, but of these it has been given to a few score to pass into naval immortality, their names an inspiration to their countrymen of later generations, and periodically reappearing in their respective Navy lists. In this honoured company, to which belong such ships as our "Revenge," "Exeter" and "Broke," Germany's "Scharnhorst" and "Gneisenau," the Chilean "Esmeralda," and the American "Constitution," men of the Russian Navy would seek a place for a little ship that was launched in the Schichau yards at Danzig in 1900—the light cruiser "Novik." It was a sombre glory, at best, that she and her crew won, but in the midst of the Russian disasters of 1904 and 1905, it was a much-needed indication that good leadership could awaken the best qualities of the Russian Navy.

Intended as a scout and "destroyer destroyer," "Novik" was

of 3080 tons, with a main armament of six 4.7's, and a speed of 25 knots. Her only armour was a 2in. protective deck. In May, 1903, she was on her way to join the Russian Pacific Squadron at Port Arthur, at which base most of Russia's modern ships were being stationed, so that by February of 1904 the base harboured seven battleships, six cruisers and numerous smaller craft. The diplomatic tension with Japan was fast reaching its peak, but the actual outbreak of war was announced at Port Arthur—much as it was, on a later occasion, at Pearl Harbour—by an attack launched by 10 destroyers on the Pacific Squadron which was lying at anchor outside the harbour, quite unwarmed.

"Novik" raised steam with all haste and pursued the hostile craft without, however, locating them, and the dawn revealed the Russians' two best battleships and a protected cruiser were aground near the harbour mouth. The effect on Russian morale can well be imagined, but measures were speedily put in hand to refloat and

repair the casualties, and the heavy guns of the coastal forts were made ready for action. Fortunately for the Russians, Admiral Togo, with the main Japanese fleet, did not follow up his advantage with an early daylight attack, but appeared off the harbour about midday, and carried out a cautious bombardment which caused no important damage to the Pacific Squadron which weighed, but fought under the protection of the fixed defences.

All that is, except "Novik," whose captain, Essen, boldly charged down to within 3500 yards of her powerful enemies, firing all guns that would bear, and also a torpedo (which missed). She was hit several times, an 8in. shell from the armoured cruiser "Yakumo" causing considerable damage, and as she was still quite alone and outmatched, "Novik" steamed back through the entrance with band playing the Russian Anthem, not without cheers from the gunners of the forts close by. She was immediately docked and repairs commenced.

The fumbling command of Admiral Stark ceased one month later, when Vice-Admiral Makaroff arrived to put some of his own "offensive spirit" into those at Port Arthur. A typical Makaroff action, the day after his arrival, showed the fleet that they now had a leader. Russian and Japanese destroyers had clashed off the port, and "Novik" and the larger "Askold" were ordered out to support their torpedo craft, Makaroff hoisting his flag in "Novik," small as she was, because she was first with steam up.

Though he was eventually forced back to port by heavier enemy cruisers, the incident heartened his squadron. During

his command the Admiral frequently exercised his battleships outside the harbour, against the day when his damaged ships would be fit to rejoin the line. However on April 13, his impetuous bravery caused him to sail forth in his flagship "Petrovavlovsk" to rescue the crew of a sunken destroyer, after rescue efforts by the cruisers had been thwarted by the Japanese—although he had reason to believe that mines had been laid off the port during the poor visibility of the preceding day. Striking a pair of moored mines, the none-too-modern "Petrovavlovsk" was shattered by a terrifying explosion, and among the 632 killed and missing was Vice-Admiral Stephen Makaroff.

The heavy ships now relapsed into their inactivity, and persistent claims by the Army for the loan of ship's guns and their gunners began to be heard, as the Japanese armies drew closer to the fortress, but for "Novik" and her smaller consorts, the gunboats and destroyers, there was always work. As the only small fast cruiser, "Boyarin" having been mined in the first days of the war, "Novik" was busy driving off hostile destroyers, protecting minesweepers and minelayers on their missions, and assisting gunboats in "strafing" the left wing of the advancing Japanese forces.

Rear-Admiral Vitgeft had taken command of the squadron with a heavy heart: he not only knew he was no leader of men, but admitted it to his subordinate officers in an address which could not have improved their already low morale. However, by August 7, shells from the besiegers' long 4.7's were falling in the harbour, and on the 9th the Viceroy of Russia's Far Eastern possessions, ordered Vitgeft, in the *Czar's* name, to proceed to Vladivostok.

Once the decision was out of his hands, the Admiral made every effort to implement it: the fleet duly put to sea on August 10, and gave a not discreditable

performance in a running fight which lasted until 6.37 p.m., when two 12in. shells struck the bridge of the flagship "Czarevitch," blowing Vitgeft to fragments, stunning or wounding all in the steering position, and jamming the helm so that the ship sheered suddenly to port, throwing the Russian line into confusion. The result was that the battleships, less "Czarevitch," were led back to Port Arthur by the second-in-command, while "Novik" followed the cruiser flagship "Askold" in a dash through the rear Japanese squadrons, which not only ensured their own escape but diverted some fire from the confused huddle of heavy ships.

It is interesting to note that not one ship of any importance was lost by either side in this battle, in spite of the tremendous advantage conferred on Togo by the events on the Russian flagship and the delay in informing the second-in-command of Vitgeft's death. Even "Czarevitch" got away unharmed in vital respects, steamed at low speed to Kiaochau and internment, and survived to fight Germans in the Great War.

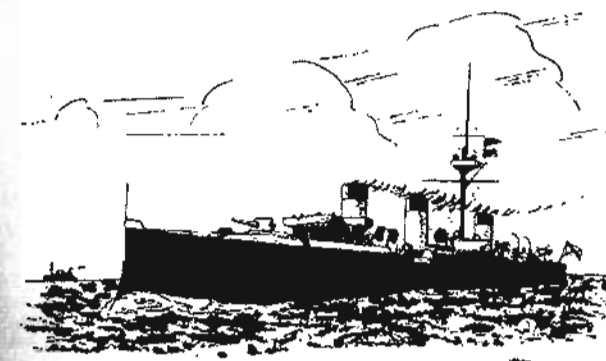
From this point on, the torment of "Novik's" engine-room staff mounted to a climax, and condenser trouble forced her to halt and lose touch with "Askold," but she reached Kiaochau, and the crew worked through the night coaling ship. Captain Schulz, who had replaced Essen when the latter was transferred to the battleship "Sevastopol," decided to attempt to reach Vladivostok via the east coast of Japan, and leaving port at daybreak, "Novik" presently encountered the larger cruiser "Diana" proceeding southward to internment. It is reported that "Diana" ignored signals made by "Novik," and it must have seemed ironical to Schulz to see larger ships like "Askold" and "Diana" making for safety while he and his men were to run the gauntlet in an effort to obey their original orders.

During the next ten days the engineers fought a constant battle with machinery which was in urgent need of overhaul or replacement, for "Novik's" duties at Port Arthur had permitted little attention to engines and boilers, and all the defects long held at bay were now asserting themselves in a ship to which speed was life. Her coal consumption was excessive, and it was necessary, in many places, to hug the coast in order to shorten the voyage. She was sighted by merchant ships and lightkeepers, but succeeded in reaching Korsakovsk in the south of Sakhalin, and in this Russian port the crew at once set to work coaling ship, which task was almost complete when Japanese wireless signals were overheard—these apparently were passing between the cruisers "Tsushima" and "Chitose," both close at hand.

"Novik" weighed anchor without delay on this afternoon of August 20, and, steaming down the bay, soon sighted "Tsushima," a light cruiser with a broadside fire of four 6 in. guns (weight of shell 400 lb.) as against "Novik's" broadside of four 4.7 in. (180 lb.). The Russian ship came out to fight and fire was opened at 6000 yards. Hits were soon scored on both sides, but the Russians early lost the use of two boilers through mechanical causes, and speed fell. Casualties were heavy among the exposed gun-crews, and others were called from their stations to replace them: more boilers were shut off, and speed failed further; and the heavier shells of "Tsushima's" guns began to tell on the unprotected waterline. The larger ship had not, however, been untouched by "Novik's" fire, and a serious list followed waterline hits on a coal bunker and elsewhere, causing her to retreat.

"Novik," however, was in worse case, down by the stern and with steering engine compartment flooded, and limped back into harbour, where, having

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The Watchdog of Port Arthur, the Russian cruiser "Novik," from a drawing by the author.



# ANNIVERSARIES OF THE MONTH

IT WAS IN JULY THAT THE BRITISH EMPIRE MADE IMPORTANT ADDITIONS—GIBRALTAR FOR EXAMPLE, AND THE CAPE. AND NELSON LOST HIS ARM AT TENERIFFE.

by John Clark

EIGHT hundred and forty-nine years ago this month there was, in England, a death in circumstances the mystery of which has never been solved. In July, 1100, the King, William Rufus, was killed by an arrow in the New Forest, his body being found by charcoal burners.

William is generally accounted a bad King, but he does appear to have had an appreciation of sea power, and made good use of his Navy. Among other things, he fostered the Cinque Ports, granting them certain privileges in return for their undertaking to place fifty-seven ships at the service of the Crown for fifteen days free of all costs, at the end of which the King continued the charter at ordinary rates.

One digs up odd bits of information in compiling a feature of this kind. For instance, I read that William Rufus left one noble memorial, Westminster Hall, 290 feet long, 68 feet wide, 110 feet high, one of the largest rooms in Europe. "As an indication of its great size, it may be mentioned that the weight of air inside it at any time is about 75 tons."

On the 12th, July, 1554, Philip of Spain sailed from Corunna to marry Mary of England. He landed at Southampton a week later. His reception in the Channel was not a good one. Lord Howard of Effingham was sent out with twenty-eight sail to meet him, and when the Spaniards did not salute, the English greeted them with shorted guns as a reminder that England insisted on honour being paid to her flag in the Narrow Seas. The Spanish colours were immediately struck, and topsails lowered.

It was on Friday, the 19th, July, thirty-four years later, that Captain Fleming, of the pinnace

"Golden Hind," burst suddenly in upon a party playing bowls on Plymouth Hoe with the news that the Armada was off the Lizard. Drake, they say, was stooping with his wood in his hand and his eyes on the jacks. He said: "We have time enough to finish the game and beat the Spaniards afterwards."

It was on the 31st, July, 1667, that the Peace of Breda was signed, ending the Second Dutch War, the most lasting result of which, says Mahan, was the transfer of New York and New Jersey to England, thus joining her northern and southern colonies in North America.

In July, 1672, during the Third Dutch War, William of Orange—later to become William III of England—was made stadtholder and head of the Dutch Army and Navy, the resistance his appointment encouraging, saving Holland, with whom England made peace two years later.

England and Holland were allies eighteen years later when, in July, 1690, a combined English and Dutch fleet under the Earl of Torrington fought the Battle of Beachy Head against the French who were staging an invasion. This was an occasion when use was made of a strong tide, the Dutch ships, cut off and between two fires, anchored simultaneously on Torrington's orders, and the attacking French ships were swept past them.

On the 24th, July, 1704, Admiral Sir George Rooke captured Gibraltar, and here also an Anglo-Dutch force was engaged. The fleet bombarded, while a force of English and Dutch marines under the Prince of Hesse landed on the neck between the Rock and the mainland of Spain and cut communications. Then an attack was made with the boats of the fleet,

and the fortress fell. Gibraltar was ceded to England by the Peace of Utrecht which, signed on 11th, April, 1713, ended the War of the Spanish Succession.

It was in July, 1778, that Warren Hastings in India, learning of the outbreak of war with France, sent orders to the Governor of Madras to attack Pondicherry, and the foundations of the Indian Empire were begun. That same month, in the seas nearer home, was fought an action against a superior war, when Admiral Keppel encountered the French Fleet under D'Ouvilliers in the Battle of Ushant. It was an indecisive action in which no ship was taken or sunk, and both fleets returned to their ports.

The Honourable Augustus Keppel had been with Anson round the world, and was a seaman of repute and spirit. The story is told of him that as a young man he was sent to interview the Bey of Algiers, who sneered at the "beardless boy." Keppel's dander was raised, and he observed that had King George known that the Bey measured wisdom by length of beard he would have sent a billy-goat to interview him.

France's entry into the war brought the war into the West Indies, and in July of the following year—1779—Admiral Byron fought the first fleet action of the French fleet under D'Estaing off Grenada, which island the French were attacking. In the battle, the French had the advantage, but D'Estaing did not follow it up, considering that his first duty lay in ensuring success of the operation against Grenada.

By the end of the Eighteenth Century Britain was again at war with Holland, and in July, 1795, an expedition consisting of five ships of the line and two sloops,

under Vice-Admiral Sir George Keith Elphinstone, with a small Simons Bay, South Africa. Simons-military detachment, reached town was seized, and the retiring Dutch followed towards Cape Town, and within a short space of time the whole colony was surrendered to the British, and thus South Africa came into the British picture.

Two years later, on the 24th, July, 1797, we find the unusual circumstances of Nelson suffering a defeat. That was at Teneriffe, where the attempts to take Santa Cruz was repulsed. Here he lost his right arm, and Southey tells how, in a letter to Lord St. Vincent—the first he wrote with his left hand—he said: "I am become a burden to my friends and useless to my country. . . . When I leave your command I become dead to the world; I go hence and am seen no more."

History tells a different story. July, 1805, approaching the eve of Eight years later, on the 17th, Trafalgar, Nelson made his landfall at Cape St. Vincent after his chase of Villeneuve across the Atlantic and back again, a pursuit that was to end on the 21st, October of that year.

Meanwhile, in that same July, 1805, a British fleet under Sir Robert Calder, met Villeneuve on the 22nd. Calder captured two Spanish ships, but did not prevent Villeneuve from getting into Vigo, and he was later recalled to England for trial as a result of this action, being severely reprimanded.

A colourful figure appears in the July calendar, that of Sir Charles Napier, who as Captain Charles Napier, C.B., commanded the naval forces which Dom Pedro, Emperor of Brazil, raised in his attempt to secure the throne of Portugal for his daughter. On the 5th, July, 1833, Napier met the superior forces of Dom Miguel, King of Portugal, off Cape St. Vincent, and captured the whole fleet, this victory leading to the collapse of Dom Miguel, who made formal abdication by the

Convention of Evora Monte, the following year.

It was in July, 1846, that the U.S. Ships "Columbus" and "Vincennes," under Captain James Biddle, called at isolationist Japan, but had to sail again without breaking down that isolation. It was again in July, 1853, that Captain Matthew Galbraith Perry, with the "Mississippi," "Plymouth," "Saratoga," "Supply" and "Susquehanna," arrived off Urago and finally managed to unlock the door of Japan to the world.

On to more recent years, and in July, 1916, we find H.M.A.S. "Torrens"—one of Australia's early River Class Destroyers—commissioned.

The following year, on 6th, July, 1917, Australia had her first taste of enemy action in her own waters, when the British steamer "Cumberland" was lost off Gabo Island as a result of striking a mine laid by the German raider "Wolf."

On the 15th, July, twelve months later again, the Australian transport "Barunga"—formerly the German "Sumatra"—was torpedoed and sunk the second day out from Plymouth bound for Australia with 855 troops on board.

In July, 1940, on the 11th. of the month, Australian ships suffered their first casualty in the war of 1939-45, when "Vampire" was straddled by bombs in the Mediterranean and Mr. J. A. Endicott, Gunner (T) R.N., was badly wounded by splinters and later died. It was in the same month, on the 19th, that "Sydney," in company with the R.N. destroyers "Havock," "Hyperion," "Hasty," "Hero" and "Ilex" fought her successful action against the "Bartolomeo Colleoni" and "Giovanni Delle Bande Nere," the first named being destroyed.

In July, 1941, the Allied forces occupied Syria, R.A.N. ships taking part in the naval operations there.

In July of the following year the threat to Australia was very real. In that month the Japanese occupied Buna and Gona, New Guinea, in force, and landed on islands in the Arafura Sea. They raided Port Hedland by air; extended their occupation of the Solomons, and landed on the Maldiv Islands. Australian military forces garrisoned Milne Bay. H.M.A.S. "Quiberon" was added to the R.A.N.

Twelve months later, and the Allies were getting into their stride all over the world. In July, 1943, they landed in Sicily—"Cairns," "Cessnock," "Gawler," "Geraldton," "Ipswich," "Lismore," "Maryborough" and "Wollongong" were Australian corvettes among those present. U.S. forces—on this side of the world—landed in New Georgia, and it was the month of the first and second battles of Kula Gulf.

Another twelve months past, and in July, 1944, "Australia," "Arunta" and "Warramunga" are in the preliminary bombardment force for the U.S. landings at Noemfo Islands. U.S. forces land on Guam, and "Shropshire" and "Arunta" assist in the Allied landings at Sansapor.

Much happens in the succeeding twelve months, and in July, 1945, Australian troops land on Balikpapan, Borneo, assisted by "Shropshire," "Hobart," "Arunta," "Manoora," "Westralia," "Kanimbla," "Gascoyne," "Warrego," in the naval forces. This month also the Japanese Imperial Islands were bombed by the U.S. Third Fleet and the British Pacific Fleet. Australian ships took part in the overall operation, being "Quiberon," "Quickmatch," "Napier," "Nizam," "Norman" and "Nipal." And on the 26th. of the month, President Truman, Mr. Churchill, and General Chiang Kai-Shek issued the ultimatum to Japan.

The sands were running out—fast.



From our Correspondents in LONDON and NEW YORK

#### MOOLTAN R.S.L. MIGRANT SHIP.

The P. & O. liner "Mooltan" will sail from London on the 24th. of next month as the first ship to sail from Britain with migrants nominated by the Returned Soldiers' League. Three representatives of the League left for England in June to assist in arrangements. Every sub-branch of the League in Victoria had been asked to find accommodation and employment for at least one British ex-serviceman in its area, and when Queensland and New South Wales followed Victoria's lead, it was decided that a special ship would be provided for the transport of the League's nominees.

#### AUSTRALIAN FREIGHT RISE.

As from the 14th. of last month, Australian interstate shipping freight rates rose by 15/- a ton for general cargo. This increase, the second since the war ended, applies to all vessels, in-

cluding those controlled by the Australian Shipping Board. In all some 86 vessels will be effected—26 of which are operated by the Shipping Board, and 60 owned and operated by private companies. Factors causing the necessity to raise freights were, said the deputy chairman of the Australian Steamship Owners' Federation (Mr. R. A. Coutts) labour disputes, the forty-hour week, continual rises in wages and running costs, and the slow turn-around of ships.

#### THE RATES.

Australian interstate freights were previously increased in November, 1948, when rates for general cargo went up 10/- a ton. This increase brought the rates existing until the recent rise to: 67/- a ton between Melbourne and Sydney and Melbourne and Adelaide; 75/- between Melbourne and Brisbane; 81/6 between Melbourne and Fremantle; and 59/6 between Melbourne and Hobart; all for general

cargo. The recent increase is at a flat rate on those previously obtaining. At the same time, Tasmanian coastal shipping freights have now been increased by 10/- a ton for general cargo, that rate also applying to ships trading between Tasmania and King and Flinders Islands; the 15/- rate applying to vessels trading between Tasmania and the mainland.

#### BULK FREIGHT RISES ALSO.

The increased freight rates affected bulk cargoes also, including coal, sugar, steel, timber, and many essential materials for housing; these are shipped by contract at special bulk rates. Increases in bulk rates include: sugar, to Melbourne and Sydney, 15/- a ton; to Adelaide and Fremantle, 10/- a ton; industrial coal, 4/- a ton; gas coal, 1/- a ton; steel, barley, lead, copper, and zinc, 15/- a ton. Reason for the small increase in the freight on gas coal is the speedy handling

by mechanical equipment. The difference between the sugar increases between Queensland-Melbourne and Sydney, and Queensland-Adelaide and Fremantle, lies in the longer voyage from Queensland to these two last-named ports being more profitable than the shorter voyage to Melbourne and Sydney, there being less of the ship's total time lost in port.

#### "OUTWARD BOUND SCHOOL" TRAINING SHIP.

"The Outward Bound Sea School," which was formed in England in 1941 by Messrs. Alfred Holt and Company (The Blue Funnel Line), to help to develop what might be called "the pioneer spirit" in British youth, has recently had the 1000-ton ketch "Warspite" chartered to it free of charge by the Marine Society. The "Warspite" took the first batch of 12 boys from the school at the end of last month on a deep sea cruise, to give them sea training.

#### ALAN VILLIERS IN COMMAND.

The Australian seaman-author, Alan Villiers, D.S.O., who once sailed the square-rigged ship "Joseph Conrad," and during the war commanded a tank landing craft, is in command of the "Warspite," and has a permanent crew of three master mariners. The objective of this first voyage is Madeira. Speaking of the Outward Bound Sea School, and the training vessel, Alan Villiers said: "This is an excellent type of training for boys, and I will do my utmost to help the scheme. I would like to see it established in Australia. I wish the 'Warspite' was a square-rigger, but none is available."

#### SHANGHAI SHIPPING RESTRICTIONS.

When the Butterfield and Swire Chinese coastal steamer "Shengking"—first British ship to enter

Shanghai subsequent to the occupation of the port by the Chinese Communist Army—arrived at Shanghai last month with 21 foreign passengers from Hong Kong on board, the shipping firm was informed that if it brought any more foreign passengers to Shanghai without prior approval of the Communists it would be heavily punished. Following negotiations with the Communists, 14 women dependants of Shanghai foreigners were allowed to land, but seven others were returned to Hong Kong in the "Shengking."

#### CANARY UNDER BOND.

Before the P. & O. Liner "Ranchi" left London on her latest voyage to Australia, her Second Officer, Mr. T. B. Healey, bought two canaries in Petticoat Lane. On the voyage out, the lady laid five eggs, of which two hatched. One of the babies died, but the other was still among those present when the ship reached Fremantle, and Mr. Healey had to enter into a bond of £50 on each bird, guaranteeing that when he left the country the three would go with him. Then, one day out of Fremantle on the Coast, the second baby bird died. The corpse had to be kept—in an empty caraway seed tin—in the ship's refrigerator for production to the Customs at Fremantle as "Ranchi" returned to England. Otherwise, the £50 bond on that bird would have been forfeited.

#### DOENITZ'S OLD YACHT.

This month, the United States Navy will enter the yawl "East Wind"—once owned by Grand Admiral Karl Doenitz, Hitler's Naval Commander-in-Chief and later his successor as Fuehrer—in the annual 2,200-mile race from Los Angeles to Honolulu. The "East Wind" was built in Bremen in 1939 and was seized as a prize of war in 1945. A 61-foot yawl with an over-all length of 86 feet, of 17-feet beam

and with 2670 square feet of sail area, the "East Wind" was towed from the Navy Yard at Norfolk—where she refitted—through the Panama Canal to San Pedro, California, and will be raced with a crew of 18 under the command of Captain John Holbrook.

#### JAGUAR LOOSE ON SHIP.

Crew and passengers of the Belgian steamer "Christian Sheid," carrying a cargo of wild animals for the Brussels zoo, and on passage from Brazil to Antwerp, had an exciting and anxious time when a jaguar broke out of its cage and ran wild around the ship. Most of the passengers and crew sheltered below decks and in cabins, while in the meantime the Captain sent out an S.O.S. to Las Palmas, the next port of call, requesting that armed police should be ready on the ship's arrival to shoot the jaguar.

## THE CARLTON HOTEL

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## THE CARLTON HOTEL



# News of the World's Navies

## R.N.'s MANPOWER PROBLEMS.

According to a report in the Melbourne "Herald," the Royal Navy's increasing manpower problems may result in some ships being placed in reserve during the next month or so. The two main reasons for the position are: the falling-off in the number of experienced senior naval ratings re-engaging for a further period of service to complete their time for a pension; and the dearth of trained men of the technical branches capable of going on active service.

## FEW SIGN FOR SECOND ENGAGEMENT.

As an example of the Royal Navy's manpower problem, of 4,000 men who completed their first engagement of 12 years in the last financial year, only 800 signed on for a second period of 10 years. Of those who served for a lesser period, more than 1,600 applied for discharge, 1,000 of whom were actually released.

## U.S. NAVY'S RECRUITING PLAN.

Beginning with this month, the U.S. Navy will need close to 8,000 recruits monthly, and its recruiting campaign has discarded the "see-the-world" slogan for inducements to join the Navy and learn a trade and become technically qualified. To implement the recruiting programme, and to ensure the right man for the right job, the Navy has issued an occupational handbook detailing sixty-two vocational fields and their related civilian jobs.

## PERSONNEL SURVEY.

A survey carried out by the U.S. Navy shows the typical recruit as 17 to 18 years of age with less than three years of high school education. He does

not have a permanent job or trade, does not know how long he will stay in the Navy, and wants to learn a trade, travel, get good pay and security. Rear Admiral T. L. Sprague, chief of naval personnel, says: "The Navy, with its new techniques and weapons, is one of the world's largest employers of technically trained personnel. The Navy occupational opportunities, however, must stand squarely on their own economic legs. They must face fair competition with civilian pay, job security and promotion."

## U.S. GIFT TO BRITAIN.

The Board of Trustees of the McGregor Fund, University of Michigan, Ann Harbour, Michigan, U.S.A., have presented to the Royal Greenwich Observatory for use in the Isaac Newton Telescope, a 98-inch diameter pyrex glass disk, a 26½-inch blank for secondary mirror and the pyrex plug from the centre hole of the large disk. The Fund originally purchased the disk for a proposed large reflector for the University of Michigan, but the project was not proceeded with. It is hard to assess the present value of the disk, but it is doubtful whether a similar one could be purchased for less than £20,000. The thanks and appreciation of the Lords Commissioners or the Admiralty for this generous gift have been communicated to Judge Henry S. Hulbert, President of the Board of Trustees of the McGregor Fund.

## H.M.S. "HOOD" MEMORIAL.

A Memorial to Vice-Admiral L. E. Holland and the 1,416 officers and men of H.M.S. "Hood" killed in action against the "Bismarck" on Empire Day, 1941, was dedicated during a service on

22nd. May at St. John's Church, Boldre, near Lymington, Hampshire, by the Rev. John Moore, R.N. (ret.). The memorial consists of an oak desk, containing a Book of Remembrance, in the church, and, in the porch, two oak benches with the crest of H.M.S. "Hood" carved on each; a small stained glass window depicting St. Nicholas, the patron saint of sailors, blessing the waters, and two bronze lanterns representing those of a vice-admiral in earlier days.

## U.S. NAVY PACIFIC EMPORIUM.

In January last year a U.S. Navy directive instructed the Island Trading Company—which the Navy operates—to provide a purchasing and marketing agency as an "interim arrangement until such time as the inhabitants of the various localities are in a position to carry on these functions on their own account." The "various localities" are the islands comprising the Marshalls, the Carolines and the Marianas, and, in the words of an account in "The New York Herald Tribune," the United States Navy is wearing the face of a benevolent merchant to sixty thousand customers there. During the first six months of 1948 the company imported more than 383,000 dollars' worth of goods into the islands, and exported island produce worth 575,000 dollars. A large percentage of the traffic was carried free of charge in naval vessels, but the Trust Territory administration is trying to encourage private shipping in the area.

## R.N. FRIGATE FOR PORTUGAL.

Recently the Commander-in-Chief, Plymouth, Admiral Sir Robert L. Burnett, K.C.B.,

K.B.E., D.S.O., LL.D., handed over at Devonport the frigate "Avon" to Portugal. Dr. Caldeira Queiroz, who represented Portugal as her Charge d'Affaires, renamed the "Avon" the "Nuno Tristao." The ceremony, he said, symbolized the close friendship between Portugal and Britain.

## PROBISHER'S LAST VOYAGE.

The cruiser "Probisheer," which until relieved by the "Devonshire" in 1947, had for some years been the naval cadets' training cruiser, recently left Devonport on her last voyage, proceeding to Newport, Monmouthshire, to be broken up. From the time of the laying of her keel, "Probisheer" was over thirty years old, having been laid down in 1916, although she was not completed until eight years later.

## U.S. TRAINING PLANE.

The U.S. Navy training aircraft, the low-wing single-engine monoplane known as XNQ, embodies in its design every scientific principle for reducing pilot error to an absolute minimum. The cockpit design—original models of which benefited by critical analysis and numerous suggestions from both the United States Air Force and the Royal Air Force—shows the greatest major advance in such design since the birth of military aviation. Each instrument in the cockpit looks like the part of the aircraft it actuates. The landing gear lever, for example, is shaped like a wheel, and the pilot knows that when the little cockpit lever is down the big wheels below his plane are down.

## COMMANDANT-GENERAL ROYAL MARINES.

Victoria's Governor designate, General Sir Dallas Brooks, K.C.B., C.M.G., D.S.O., whose appointment was announced on the 30th. April, was previously Commandant-General, Royal Ma-

lines. He was succeeded in that appointment by Lieutenant-General Sir Leslie Hollis, K.B.E., C.B., who recently visited the Mediterranean. At Malta he saw Royal Marine Detachments of the Fleet and No. 40 Commando, Royal Marines. In Tripoli he visited No. 42 Commando under training, and at Akaba No. 43 Commando.

## MERCHANT CLUB AT MALTA.

The foundation stone of a club and hostel for Merchant Seamen has been laid in Malta by the Governor. It is a memorial to men of the Merchant Navy who died in breaking the Malta siege in the war.

## MANUS NAVAL BASE.

Over 1,200 men, including Japanese war criminals, are working on the reconstruction of the naval and air base at Manus Island, Admiralty Islands.

## ROYAL VISIT TO CHANNEL ISLANDS.

Rear-Admiral E. W. Anstice, during 1947-48 was the Fourth Naval Member of the Australian Commonwealth Naval Board, as Commodore in charge of Naval Aviation. Now he is Flag Officer Training Squadron, flying his flag in H.M.S. "Anson," (Captain D. M. Orr-Ewing, D.S.O., R.N.). Last month "Anson" carried Their Royal Highnesses Princess Elizabeth and the Duke of Edinburgh on a visit to the Channel Islands. "Anson" was escorted by the destroyers "Wizard" and "Roebuck."

## BRITISH COMBINED CADET FORCE.

In the United Kingdom, the Combined Cadet Force has replaced the Sea Cadet Corps, the Junior Training Corps, and the Air Training Corps in most schools in which education is continued to the age of 17 years

or above. His Majesty the King has consented to assume the leadership of the Force, with the title of Captain-General.

## INCREASED NAVAL COSTS.

Speaking on the subject of the re-equipment of the Services at "Exercise Trident" at Greenwich recently, the First Sea Lord, Admiral of the Fleet Lord Fraser, G.C.B., K.B.E., explained something of the slow progress that is seemingly being made in that task, so vital to security. Besides the rapid developments that are now in progress, which dictate care not to expend resources on new equipment that would be obsolete by the time it is provided, there is the heavy increase in all manufacturing costs, which equally dictate a husbanding of resources. The armament of a destroyer of today, for instance, costs 10 times that of her predecessor of 1938; the electrical installation of a modern cruiser is five times as elaborate as that of her predecessor of the same date, and correspondingly more costly.

## NEW ZEALAND FRIGATE.

The fifth frigate to be handed over to the Royal New Zealand Navy by the Royal Navy is the "Tutira," which was formerly the "Loch Morlich." The ship was renamed at Chatham by Lady Moore, wife of Admiral Sir Henry Moore, G.C.B., C.V.O., D.S.O., Commander-in-Chief, the Nore, who handed the ship over.

## MARRIED QUARTERS ABOARD.

The Admiralty has begun a policy for married quarters abroad, and the foundation stone of the first block of flats constituting such quarters was recently laid at Gibraltar by Mr. Walter Edwards, M.P., Civil Lord of the Admiralty. The block will contain 72 flats, with 2-3 bedrooms each, and the quarters will be allotted to naval ratings and Admiralty industrial employees.

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## GENERAL CARGO

"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 300 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 short" story that will interest your fellow readers—and we shall be pleased to publish it if suitable.

"Light The Binnacle, Boy."

Many years ago, when I was serving my time as an apprentice in an overseas steamship company, there were six of us boys in a halfdeck on the starboard side of the forecabin under the break of the forecabin head, our door, opening on to the fore well deck, being just alongside the opening of the sailors' alleyway.

We had two electric lights in the halfdeck, set in cages in the deckhead, and using low-candle-power globes. Among our galaxy of talent was an amateur electrician who undertook to improve matters for us. He started off by pinching more powerful globes to improve our existing lighting, and then became ambitious, acquired more similarly powerful globes and some fathoms of flex, and rigged each of us a reading lamp in his bunk.

The effect, when all lights were switched on, was brilliant. We were usually careful to see that the door was closed before our full blaze of glory was brought into operation, but one evening, in the first dog watch of wintry darkness, we slipped.

I was senior apprentice at the time, and was sitting reading in my bunk. All the lights were on. One of the other boys slipped in to the halfdeck for a minute, and then went out again without my taking any notice. But the opening of the door and the blaze of light attracted notice on the bridge. The next thing I knew was the door opening again, and hearing the voice of our old Scottish Mate saying that the place

was like a sanguinary gin palace. He followed this first observation up with a few terse remarks, and then sent for the Chief Engineer to come and have a look.

That gentleman, also a Scot, having got over his first excitement, faced me with the poser: "Who's the b—— Chief Engineer of this b—— ship, me or you?"

I had to admit that he was.

He expressed pleased surprise at the news, and explained—in colourful detail—the natural doubts that had assailed him on seeing the excellent additions that had been made by some master hand to the ship's lighting system.

The upshot of it all was that the additions were removed, plus the two original deck head lights, and we were given a smoky kerosene lamp with which to lighten our darkness for a week or so.

As the Mate said: "I'll learn you young so-and-so's."

Only he didn't say "so-and-so's."

**Master Of All Trades.**

Some years back it was my privilege to know a charming woman—then over seventy years of age—whose father, born in 1808, was a ship master, and one of the last of the Captains of the East India Company. I often heard her say that he had told the story of how, when he was first appointed in command of one of the "John Company's" passenger ships, he had to go to a chef's school in London to learn to carve, as it was one of his duties as Captain to carve at

the table in the ship's dining saloon.

"Revenge."

E.A.P., Brisbane.—I was on one occasion visiting a friend of mine who had a timber concession, and was getting his timber out with bullock teams.

"A bit behind the times, aren't you, Tom?" I asked. "I thought bullock teams went out with Henry Lawson."

"I admit that it looks it," Tom replied. "But the timber we get is in scattered clumps, and it wouldn't pay to get it out if there weren't such a demand for it for fancy radios and suchlike. Most of the timber in this scrub is valueless. There are no roads, so we pull it downhill to the creek and tow it out. I can't afford a tractor and shifting a winch is too much work. So we use the bullocks. They walk from one job to another."

We stood in a clearing beside the stream, the scrub rising sheer around us. In the gloom of the shadows, bare trunks with flanged butts rose to the dark roof of leaves, while vines made a delicate tracery in the dimness. A track led away from us, directly up the slope, and a few logs were laid from the bank into the water. Downstream of them lay the small launch which had brought us to the spot, and which would tow down the log which was on its way to us. At a distance we heard a whip crack.

"I hope the bullocky is bearded," I said. "Tradition should be maintained."

"He is," Tom replied. "But he was bearded before he was a bullocky."

The whip cracked nearer and soon we heard a brushing, swishing sound, then hooves on soft ground and the clink of a chain. The team came in sight, the bullocks pulling easily as the log followed them downhill until the flat was reached.

Then the driver strode out beside them and his tattooed arms tensed on the whip handle. Re-

Continued on page 47

## 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.

A.J.A. (Tweed Heads) asks the number of the German submarine that Pastor Martin Niemöller, soon to visit Australia, commanded during the 1914-18 war.

Oberleutnant Martin Niemöller took over the command of the submarine UC67, from Oberleutnant Neumann late in 1917, and commanded her until after the Armistice, when his ship was surrendered at Harwich. The submarine UC67 operated mainly in the Mediterranean and most of the ships Niemöller sank, were French. When Turkey, Bulgaria and Austria collapsed, the German Mediterranean flotilla found itself without bases and had to make the hazardous passage through the Straits of Gibraltar round the north of Scotland back to Kiel.

He carried out the onerous duties of a submarine commander with humanity, and after the War, decided to take up church work in the hope of aiding peace of his country. Incidentally, UC67, under Neumann, was responsible for the sinking of the British hospital ship "Dover Castle," 8,271 tons, on 26th. May, 1917. The "Dover Castle," with the hospital ship "Karapara," with the destroyers "Cameleon" and "Nemesis" as escorts, was bound from Malta to Gibraltar, with 700 patients and staff, as well as a crew of 141, when at 7 p.m. she was hit by a torpedo, when 50 miles north of Bona. Six of her stokers were killed outright, but the rest of her wounded and crew were safely transferred to the "Cameleon," and at 8 p.m. "Cameleon" with 990 persons aboard, left for

Bona, following in the wakes of "Karapara" and "Nemesis."

The master of the "Dover Castle" and 16 of his crew had remained in the "Dover Castle" in the hope of getting her to port, but three minutes after "Cameleon" had steamed away, "Dover Castle" suddenly sank, the seventeen men being picked up some hours later. Neumann was tried by court martial in Germany in 1921, but was acquitted on the grounds of having carried out orders.

T.K. (Bunbury) asks the name of the steamer which was sent to pick up the passengers of the steamer "Pericles."

The "Pericles," 10,925 tons, was built for the Aberdeen White Star Line in 1908, and in March, 1910, left Sydney bound for London, by way of Hobart, Melbourne and Fremantle. At 3.30 p.m. on 31st. March, when in sight of Cape Leeuwin Light-house, she struck an uncharted rock, and began to settle down. An effort was made to beach, but it was soon apparent that she would not reach the shore. Passengers and crew abandoned her in the lifeboats and headed for the shore. The light keepers had seen that the ship was in trouble and knowing that parts of the coast were treacherous, lit fires to guide the boats to the safest landing places.

The steamer "Monaro," 2,631 tons, of the Melbourne Steamship Co., arrived, and the passengers and crew of the "Pericles" were embarked for passage to Fremantle. The "Monaro" had only limited passenger accommodation, but the newcomers were

made as comfortable as possible. For many years, the "Monaro" was in the interstate trade, her passenger accommodation being removed when the "Dimboola" and "Kapunda" took up the passenger services. As a collier, the "Monaro" was well known in various ports until there came a time when her owners decided to replace her with a new ship. She was sold to the Japanese and renamed "Zaosan Maru."

Her end came on 19th. June, 1945, when she was torpedoed and sunk by the United States submarine "Cabezon" in position 50.39 North, 154.38 East.

I.D.S. (Hobart) saw a Blue Funnel liner at Singapore just before the surrender. She had been badly bombed and he believes her name was "Tantalus."

This ship was the "Talthybius," 10,254 gross tons, built in 1912 by Scott's Shipbuilding Co., for Alfred Holt's Blue Funnel Line. The "Talthybius" arrived at Singapore from Bombay on 21th. January, 1942, and commenced discharging military equipment. There were many air raids and the work was badly hampered by them. Finally, on 3rd. February, 1942, she was hit by a number of bombs. There were also many near misses, some of the bombs bursting along the wharf-side causing large fires to break out. More near misses along the starboard side penetrated the hull from No. 1 to No. 6 hold, but after strenuous efforts on the part of the European members of the crew and the shore fire brigade, the fires were brought under control.

On 7th. February with the aid of tugs, she was moved into the Empire dock, where efforts were made to clear her holds of the water. However, the rapid approach of the Japanese made it impossible to repair her sufficiently to get away, and the Naval Control Officer ordered her to be abandoned. She was badly damaged above decks, but sitting on an even keel on the bottom of

the dock. The Japanese immediately got busy on her, and shortly she was refloated and taken into drydock. After reconditioning, she was renamed "Taruyasu Maru," serving her new owners as a transport and supply ship until 30th. June, 1945, when she was sunk by a United States Army mine, laid by aircraft in position 37.07 North, 137.04 East in Maizuru Bay. She has recently been refloated again and repaired, being renamed "Empire Evenloode." She has arrived in Britain, but is not being returned to the Blue Funnel Line, which now have a new "Talthybius," having purchased the steamer "Samarkand," 7,317 tons, which now carries the old ship's name.

Regarding the "Tantalus." She was lying in Hong Kong when the Japanese attacked and an effort was made to get her to Singapore. With her machinery out of action, she set out in tow of the large salvage tug, "Henry Keswick," which was under the command of Captain Hugh H. Williams, who had been well known on the inter Colonial trade of the Union S.S. Co. for many years. During the towing, radio messages indicated that things were going badly at Singapore, so a change of course was made for Manila. On 26th. January, 1942, when off Manila, "Tantalus" was hit by a stick of bombs from Japanese aircraft, and sank soon after. The "Henry Keswick" reached Corregidor, but was herself sunk on 29th. January, the cause of her loss being unknown. The steamer "Samcleve," 7,219 tons, was purchased by the Blue Funnel Line and renamed "Tantalus," in 1946.

"Anshun" (Balmoral) asks for some information of the ship "Anshun," sunk in northern waters during the late war.

"Anshun" was a single screw motor vessel of 3188 tons, built in 1930 by Scott's S. B. Co., of Greenock, for the China Navigation Co. Ltd., of London, her di-

mensions being 138.4 feet long by 30.2 feet beam by 21.7 feet deep. She was used in the services of her owners round the islands and mainland of China and on 10th. December, 1941, was lying in Manila harbour where she was damaged by a bomb from a Japanese aircraft. Escaping from there, she came down into Australian waters and was used as a military troopship and store ship.

While lying in Milne Bay, discharging stores, she was attacked by a Japanese cruiser on the night of 6th. September, 1942, and sank. She turned on her side and was just submerged; as she was carrying anti aircraft guns, strenuous efforts were made to recover them and these were successful. After the end of hostilities the "Anshun" was refloated and towed to Sydney. She has been thoroughly refitted and, under the name "Culcairn," is trading on the coast under the house-flag of James Patrick and Co.

A.S.B. (Port Adelaide). The migrant ship "Fairsea," recently in Australian waters, was building as a merchant ship named "Rio de la Plata" in 1940 by the Seattle Tacoma S.B. Co., when she was taken over for conversion to an escort aircraft carrier. Of 12,000 tons, 492 feet long by 69½ feet beam by 25.2 feet deep, single screw diesel, with a speed of 16 knots, she was fitted with a flight deck 450 feet, and the dangers of landing on to such a short deck can be well imagined. She was transferred to the Royal Navy under the name of "Charger" and operated in the North Atlantic until 1945, when she was returned to the United States Navy.

After being in reserve for a considerable period, she was sold for conversion to a merchant ship, being renamed "Fairsea." Under charter to the International Refugee Organisation, she carries some 1800 passengers at a time, and brought that number of displaced persons to Australia.

H.G.S. (Warrnambool). H.M. S. "York," a cruiser of 8210 tons, six 8-inch guns, was disabled by a limpet mine attached to her side by an Italian skiff on 25th. March, 1941, while lying in Suda Bay, Crete. Temporary repairs to enable her to move to Alexandria were undertaken, but during the attack on Crete, she was sunk in action by German bombers on 25th. May, 1941, becoming a total loss.

W.D.C. (McKinnon, Vic.) asks what became of the "Sovereign of the Seas." This would be the ship of 1226 tons, constructed of wood in 1856 for the Black Ball Line of Liverpool. She was in the Australian trade until September, 1861, when she took fire at Campbell's Wharf, Sydney. After the fire was extinguished, she was reconstructed as a steamer under the name of "T. S. Morse." She was wrecked on the New Zealand coast on 7th. July, 1863.

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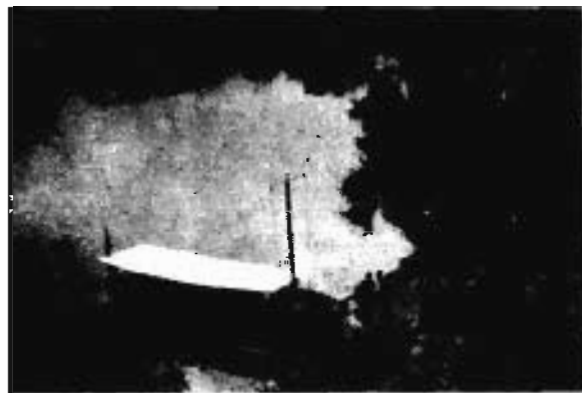
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## Operation Hawkesbury River

By L. E. Forsythe.

**Fifteen T.S. "Sydney" Sea Cadets Explore 15 Miles Of Coast And 100 Miles Of The Hawkesbury River In A 30-foot Motor Cutter During Easter, 1949.**

This is a story to show that the sea still calls to youth to come and savour of its salt spray and adventure, and it is a story to show that the Sea Cadet Corps helps Australian youth to answer this call. Compared to the epic open boat sea voyages of such persons as Bligh and Flinders our Easter cruise might not be very great, but in this day and age when our lives are so well organised as to deprive us of adventure, I feel that it is worthy of note.

The story starts some two years ago when the R.A.N. made available to the Cadets of the "Sydney" Training Depot, Snapper Island, a motor cutter which had lain derelict in Darwin harbour for some time previous. The Engineer Warrant Officer and his crew set to work and week-end by week-end the boat was restored and the motor brought back to working order. The culmination of this work arrived on Good Friday morning at 4 a.m., when, commanded by Commander Forsyth and with 14 Cadets, the cutter cast off from alongside Snapper

Island to commence her 250-mile voyage. She was well laden with all necessary supplies for the ensuing four days and the motor, under the care of W/O Thomson, was started, and although it is anticipated the story, it did not falter once on the journey.

The trip down the harbour seemed quite strange at this early hour, for there were no trains rumbling over the bridge and no ferries were there to ask for right of way. By 5.30 a.m. we had cleared the Heads and were out on the rolling deep, sharing the ocean highway with colliers and liners, tramps and trawlers. With sunrise a good breeze came up from the south-east, so we hoisted a Fore, a Main and a Spinnaker, not exactly the service rig, but for our trip the most ideal. It helped the motor and steadied the boat considerably. By now it was becoming clear that some of us were sailors and some of us were not, but however squeamish we might be, pride would not let us admit it. The sun was obscured by rain clouds almost as it rose, and this

bleakness was not helping the seafolk to feel better; but once round Barrenjoey and into the smooth waters of Broken Bay the three hours of tossing on the sea were forgotten and all hands had a hearty breakfast.

Pittwater, or Broken Bay, is the mouth of the Hawkesbury and, with Windsor, at the head of navigable waters our goal, still 100 miles off, we had soon to be under way again. For the river stage we stowed the sails away and rigged a full length awning, the radio was coupled up and tuned in, and everyone settled down to enjoy the scenery. By noon we had passed under the new Hawkesbury River rail bridge and Peats Ferry road bridge, both of which are engineering masterpieces to which our amateur photographers did full justice. Until this stage the river is very wide and rather resembles a bay more than a river, but from here onwards it becomes narrower and the banks rise in high bluffs on both sides. Milson and Rabbit Island were soon passed to port, and once round Bar Point we were into the usual coastal river scenery with great belts of mangroves on each bank, the cliffs rising sheer behind them. These mangroves grow in more perfect hedges than any suburban gardener can conjure forth in years of toil.

The Shell Oil Company Motor Boat Guide was our chart, and it was found to be ideal for river piloting. We logged points shown on it as we passed. We stopped for a half-hour break during the afternoon for lunch and then on again. The river scenery is very awe inspiring and each point and bend has something different and noticeable. We made Wiseman's Ferry by sunset, but felt that it was necessary to press on as far as possible, yet we had to find somewhere convenient to moor the cutter and make camp overnight. We chose Lower Portland, 12 miles farther on as a good probable spot, but in this twelve miles are some of the most difficult passages on the river. With two

hands for and with the Aldis lamp showing the north bank, the senior coxswain at the tiller, the Commander piloting, and another hand at the compass and chart, we proceeded through the horse-shoe bends of Lower Half Moon Reach, Leeds Vale, Berry Head, Upper Half Moon Reach, and then passed the Skeleton Reef. The darkness was complete and the job of piloting was very well done. We had secured to the ferryman's wharf at Portland by eight when the boys were ready for tea and the bed—six slept aboard the cutter and eight under the stars, or, rather, clouds, ashore.

From here on there are river flats with small orchards and dairy farms all along and the scenery becomes more such as an artist would choose as representative of rivers. We had pushed off by about 7.30 and were going along smoothly with Windsor in sight a mile or so distant at 11.30, when the rudder started to lift. After taking some soundings it was decided that, with the tide running out, we would be unable to go on, so turning back to a convenient sandpit we had a picnic lunch. Now on the homeward journey we knew which points we could cut off close and those to stand away from and we raced along merrily past happy groups of rod fishermen and picnic parties in small boats and occasional large motor cruisers.

Just before five we passed our previous night's camp and came into the bends we had traversed in the dark on the night before. On some of these reaches are large guest houses of the country club type which are popular with holiday makers. It seemed to be no time before we were back at Wiseman's Ferry, where we spent Saturday night. "Wiseman's" is but a shade of what it was when it was on the main Sydney-Newcastle highway.

No "Guard and Steerage" on Sunday morning, of course, on trips like this, so we were away again by 6.30 and having breakfast as we glided along through

the early morning fog. For this final leg of the river trip we had the tide with us; these river tides had proven rather difficult to prophesy and we had seemed to be bucking them all the way up the river. As we approached Milson Island we crossed over by the north bank to have a look at the hulk of the first H.M.A.S. "Parramatta," which has lain there now for many years, but still shows no sign of rusting, for the metal of her side is specially galvanised. As was noticed, destroyer design has altered considerably since her day of outboard rudder post, no hawse-pipe, and a deck-stepped mast.

Lunch time found us back at Broken Bay, where a party spent the afternoon climbing Barrenjoey

and inspecting the old lighthouse monument and keepers' cottages. We slept there the night and slipped at 6.30 Easter Monday morning and were soon rolling southward with the N.E. swell helping us by a few knots. We made good time down the coast in clear sunshine and now that everyone had come accustomed to the vibration and petrol smell, our casualty list was much smaller. We made our final "landfall," Snapper Island, at 11 a.m., by when our boat's engine, a D.B.2 Thornycroft, had been propelling us at six knots for 34 hours and for a petrol consumption of 18 gallons, a performance which was quite remarkable and added the final pleasure to our Easter exploring.

## NAUTICAL QUIZ

- (1) What was the relationship between these British Admirals? Samuel, Viscount Hood; Alexander, Viscount Bridport; Sir Samuel Hood.
- (2) In the afternoon of the 7th November, 1910, the only five-masted sailing ship square-rigged on all five masts ever built, ran ashore off Dover after being in collision in the Channel, and became a total loss. What do you know of her?
- (3) A Portuguese-owned clipper ship named "Ferreira," had earlier given fame to a Scottish name. Do you know it?
- (4) Australia's new aircraft carrier, H.M.A.S. "Sydney," was built as H.M.S. "Terrible." Do you know the original name of her predecessor "Sydney"?
- (5) What is the claim to fame of Captain Fleming of the pinnace "Golden Hind"?
- (6) Which are the (a) Spice Islands, (b) Fortunate Isles, (c) the Orcaes?
- (7) (a) "See how that noble fellow—carries his ship into action." (b) "Rotherham, what would—give to be here." By what two men were these remarks made, and upon what occasion?
- (8) What was the first Allied merchant ship sunk in the Pacific by enemy action in the 1939-45 War?
- (9) The following is a seasonal weather guide. Do you know to what it refers:  
June—too soon  
July—staid by  
August—you must  
September—remember!  
October—all over.

- (10) We hear of the Signs of the Zodiac. What is the Zodiac?

(Answers on page 48)



# BOOK REVIEWS

By G.M.S.

"HITLER AND HIS ADMIRALS," by Anthony Martiensen (Editor of "Fuehrer Conferences on Naval Affairs"). Secker and Warburg, London.

Mr. Anthony Martiensen was well qualified to have produced this book, as the job he has made of it shows. Of Danish and English extraction, he was born in Johannesburg 31 years ago, and was an undergraduate at Cambridge when the war broke out. In 1940 he was commissioned in the Royal Naval Volunteer Reserve, and had a varied naval war experience.

First serving on convoy duty in the North Atlantic, he became a Staff Officer in Liverpool before becoming a Fighter Director Officer in the Mediterranean, where he took part in the Salerno and Anzio landings. He later served in the aircraft carrier H.M.S. "Victorious" in the Arctic and the Pacific. After the war he became Press Officer at the Admiralty, where he collated and edited the captured German naval documents. He is now on the editorial staff of "The Economist."

In preparing "Hitler and his Admirals" he has drawn on the "Fuehrer Conferences on Naval Affairs"; Documentary evidence produced at the Nuremberg Trials, including the evidence of Raeder and Doenitz; Statements of German admirals—Weichold on "War in the Mediterranean" and Assmann on "Aspects of the War at Sea"; Documents relating to the resignation of Grand-Admiral Raeder; Documents relating to war in the Air; and files of the "Frankfurter Zeitung" as his principal documentary sources.

Owing to the extraordinary confusion existing in Germany at the end of the war, it was possible to secure a most valuable collection of historical documents, some 60,000 files of the German naval archives, together with the

historians guarding them. "Practically all the signals, ships' logs, diaries, memoranda, etc., relating to the German Navy from 1868 until the date of their capture—April, 1945."

They included four sets of papers concerning the 1939-45 war which stood out in importance, giving "a most revealing side of Nazi Germany." Mr. Martiensen calls his book an experiment in historical writing. He points out that it is unusual to be able to attempt a history based on State documents within only three years of the events described, and that it is only because all the important facts about Nazi Germany are virtually complete that such a history as this can be written now. But, as he also says, "Impartiality is an attitude of mind, and the only advantage the historian gains from being remote is the possible extension of his knowledge by the discovery of new facts."

Three personalities stand out in the book. Hitler, Raeder, Doenitz.

Hitler, of whom Mr. Martiensen says: "Few things demonstrate his character and power more clearly than his control over the German Navy. He once told Raeder: 'On land I am a hero, but at sea I am a coward.' And yet, instead of arousing Raeder's contempt, this remark evoked his respect. It was a subtle respect, compounded partly of admiration for a strong man admitting to a solitary weakness, and partly of the realization that it increased his (Raeder's) own power. It was also a respect which was deliberately engendered. Raeder was essential to Hitler, and Hitler was prepared to pander to him.

It was through Raeder that Hitler obtained control of the Navy, and from the start he had set out to win him to loyalty and obedience."

Grand-Admiral Erich Raeder was a naval officer of the old school. He carried the stamp of Prussian traditions. As Commander-in-Chief he was unique in that, although he had had much sea experience, he had never commanded a ship at sea. His main weakness was a mistaken conviction that he had a flair for domestic politics. He had a good grasp of naval strategy, and in foreign affairs his judgment was sure and matter of fact, and he appreciated and developed the principle of wedding foreign policy to naval strength. He was a good organiser and planner, believed in the old traditions of strict obedience, and kept a tight control over every branch of the Navy.

He combined a stern and forbidding manner with a genuine feeling of friendliness for his fellow officers, winning their respect but not their warm human regard. His attitude towards the Nazi Party was one of aloof caution, and he enforced an order that naval personnel were to take no part in politics. Hitler promoted him to Grand-Admiral on 1 April, 1939, and from then on until his resignation at the end of January, 1943, he was second only to Goering—whom he hated—as Hitler's principal adviser for the prosecution of the war.

Admiral Karl Doenitz was of a different character, the key to which "is contained in the motif of a paper he once wrote on mid-gut submarines: 'Cunning is the strength of the weak', and throughout his career he obtained his ends by subtlety rather than by the open, direct methods of his senior. His later close bond with Hitler was fundamentally due to this characteristic." A U-Boat officer in the first war, he was promoted to Flag rank and appointed Commodore of Submarines in 1935. He was not a party mem-

ber, but was an ardent follower of the Nazis and a fanatical believer in Hitler. His relations with Raeder were poor, but with the Nazi leaders cordial; and he won the firm regard of Goering.

Hitler, as Supreme Commander of the Armed Forces after the dismissal of von Blomberg in 1938, designed the organisation in which these men played their parts. "The Fuehrer Conferences" were the nearest approach to a Council of War in Nazi Germany... but they never attained the status of a genuine council as the three Commanders-in-Chief were seldom allowed to report together. The conferences were essentially reports by the Commander-in-Chief concerned to Hitler." In general, Hitler, himself, was the source of the plans and stratagems of the Supreme Command—"and the architect of this tragedy, the 'Gale of the World', which uprooted whole nations and murdered twelve million people."

Mr. Martiensen traces the development of the Nazi navy. Raeder was enthusiastic at Hitler's suggestion to approach Britain on the question of the Anglo-German Naval Treaty of 1935. The proposed expansion of the German navy—to one-third that of Britain—"was very desirable and it was calculated that with her limited shipbuilding capacity Germany could undertake the construction of about a third of the number of ships in the British Fleet." The Treaty was signed in London on 18 June, 1935. It tacitly freed Germany from some of the restrictions of Versailles. It was "in fact the first act of appeasement from which Hitler rose to attempt the domination of the world."

In 1935 Raeder understood from Hitler that it was his intention to maintain peace with Britain, and Raeder designed a balanced fleet of all types of warships. But by 1937 British hostility to Nazi Germany was growing, and on the 4th. No-

vember of that year Hitler for the first time named England as a "hateful enemy." War with England had become a near-certainty, though Hitler promised that there would be no war with her before 1944 or 1945. But by 1938 Raeder, impressed by the hardening British attitude, foresaw war earlier than those years, and he altered his plans of a balanced fleet. There was not time. He would build a number of independent units, battleships and U-Boats predominating, to carry on a guerre de course against Britain.

By 1939—when the speed of rearmament of the democracies had forced Hitler's hand—Raeder had a powerful weapon of two battleships completed, two nearing completion, three pocket battleships, three heavy cruisers, five light cruisers, 57 U-boats, and a number of destroyers and auxiliaries.

On 31 August, 1939, Hitler issued his first order for war. He was contemptuous of England and France. "We need not be afraid of a blockade," he had said a few days earlier. "I am only afraid that at the last minute some Schweinhund will make a proposal for mediation."

There followed the opening of the war at sea with the sinking of the "Athenia" starting the long-drawn Battle of the Atlantic; the commencement of the cruiser warfare with the "Graf Spee" war on commerce.

Raeder was in favour of the German occupation of Norway, which he believed could be carried out, with surprise, although "the operation is contrary to all principles in the theory of naval warfare. According to this theory, it could be carried out by us only if we had naval supremacy. We do not have this; on the contrary, we are carrying out the operation in face of the vastly superior British Fleet."

The security of the iron-ore traffic made the operation necessary. It was successful, largely

through the treachery of Quisling, and German air power. German naval losses were severe, but were approximately what Raeder had expected, "and were a small price to pay for the conquest of Norway."

Raeder was not in favour of an attempted invasion of Britain. It should "be used only as a last resort to force Britain to sue for peace. I am convinced that Britain can be made to ask for peace simply by cutting off her import trade by means of submarine warfare, air attack on convoys, and heavy air attacks on her main centres. Liverpool, for instance. I cannot, for my part therefore, advocate an invasion of Britain as I did in the case of Norway. The prerequisites are complete air superiority and the creation of a mine-free area for transports and disembarkation."

The prerequisites were not forthcoming, and operation "Sea Lion"—as the projected invasion was termed—did not eventuate. On 19 September, 1940, it was postponed indefinitely. By the following spring, Hitler and his staff were deeply involved in preparations for invading Russia. In January, 1942, "Sea Lion" was finally cancelled.

All Hitler's Commanders-in-Chief were from the start opposed to the Russian venture—"Barbarossa" was the code name. But Hitler felt himself forced to undertake it. He had realised that "if he could conquer Britain and the British Empire first, the power and resources resulting from such a victory would have left him secure from any threat of Russian expansion. He had therefore been prepared to try the invasion of England before considering the conquest of Russia, but when operation "Sea Lion" virtually failed, operation "Barbarossa" became an urgent necessity."

The Chiefs of Staff opposed the idea of a war on two fronts, and wanted to defeat Britain first. But Hitler was adamant. So, united for once, Raeder and

Goering proposed a "great" plan which involved the conquest of Gibraltar, the clearing of the British from the Mediterranean, and the extension of German power to Africa, Egypt, and Persia.

Hitler was interested. He was already preparing the way politically in the Balkans. And then Mussolini upset the plan by his invasion of Greece.

Two weeks after the attack on Greece, Raeder presented Hitler with a memorandum pointing out "how the Italian offensives in Libya and Greece were being paralysed by British sea power and how, if Italian naval and air forces were not reinforced, the British Fleet would play havoc with their military operations. They had already damaged a large part of the Italian Fleet at Taranto." But Hitler was unconvinced, and decided to leave control of the Mediterranean in Italian hands.

It was the beginning of Raeder's struggle to impress upon Hitler the importance of the Mediterranean; and of the effects upon Germany of Hitler's inability to grasp the implications of sea power, and its influence upon the war generally. Raeder, in December, 1940, urged that priority should be given to the defeat of Britain. Hitler agreed, so far as the Navy was concerned, only to increase U-Boat production. "Our position is so firmly established in Europe," he said, "that the outcome cannot possibly be to our disadvantage. . . . The British can hope to win the war only by beating us on the Continent. I am convinced that this is impossible."

Meanwhile the Battle of the Atlantic continued. In May, 1941, Germany suffered a loss there that had far reaching results when the "Bismarck" was sunk. "Her destruction was a major victory for Britain. It was a blow, too, to German naval morale; and, more important still, it induced in Hitler so stubborn a caution in committing the major German

ships that they were never again the formidable threat to the Allies which under Raeder's bold leadership they had become."

Germany invaded Russia in June, 1941. The attack at first proceeded at "blitz" speed. But before long it had bogged down, and Hitler's hopes of an early end to the campaign were doomed.

Raeder emphasized the strategic significance of keeping a firm hold on Africa. Hitler believed that if any danger threatened, it would be in Norway. These divergent views were to continue, and Hitler's obsession with a possible British attack through Norway was to grow. To him Norway became the "zone of destiny" in the war, the first sign of "nerves" on his part. Because of this obsession he insisted on the Brest Group, "Scharnhorst," "Gneisenau" and "Prinz Eugen", making their dash up Channel to defend Norway, against the advice of Raeder, who wanted them in Brest because of their influence in the Battle of the Atlantic.

By now Japan had entered the war. In February, 1942, Raeder suggested the "Great Plan" to Hitler. To gain control of the Mediterranean, Egypt, Persia—and link up with Japan. The key to the plan was a central base from which to start—Malta; which as an operational base in the hands of the British was able to strangle supplies to the Axis forces in North Africa. Two operations were therefore planned, "Hercules," the conquest of Malta; "Aida," the direct offensive against Egypt.

Once the Afrika Korps had driven the British beyond Tobruk, Rommel was to halt his advance until Malta was captured and his supplies were assured. Then he would be able to throw the whole weight of his forces against Egypt. But when the time came to attempt the invasion of Malta, Hitler was loath to take the risk. The final assault would have to be made by sea, and "On land I am a hero,

but at sea I am a coward." And Rommel's swift advance in Cyrenaica in May, 1942, convinced him that the capture of Malta was not necessary, a conviction backed up by Rommel himself, who argued "the stupidity of such old-fashioned ideas as guarding his supply lines when Egypt and the stores of the Eighth Army lay before him ready for looting."

The Axis had been endeavouring to keep Malta down by incessant air attack. But from 10 to 15 August, a convoy fought its way through to the island, five out of fifteen merchant ships getting through with supplies. Said the German Admiral Weichold: "To the continental observer the British losses seemed to represent a big victory for the Axis, but in reality the facts were quite different, since it had not been possible to prevent a British force, among which were five merchant vessels, from reaching Valetta. . . . from this point of view the British operation, in spite of all the losses, was not a defeat, but a strategic failure of the first order by the Axis, the repercussions of which will one day be felt."

They were felt soon. British submarines returned to Malta, and a bare two weeks after the delivery of the supplies to the island, 38,000 tons of Axis shipping had been sunk out of a total of 114,000 tons on the supply routes from Italy to Africa.

"The recovery of Malta and the gallant stand of the 8th. Army at El Alamein made nonsense of Rommel's vain boasting and fully justified the fears of Raeder and Kesselring. By mid-September nothing was left of the 'Great Plan' but the paper on which it had been written."

It was the beginning of the end for German hopes of winning the war, leading up to the eventual invasion of Europe in June, 1944, and Rundstedt's answer to Keitel's appeal for advice on that occasion: "What shall we do? Make peace, you fools. What else can you do?"

Hitler had never grasped the implications of sea power, or the effect it could have upon his plans. In January, 1943, following an outburst by Hitler over the defeat of "Luettow" and "Hipper" in an attack on an Arctic convoy, Raeder's resignation was forced, and Doenitz became Commander-in-Chief of the Navy, lacking Raeder's strategic soundness, and from then on the Navy—and Germany—fought a losing battle of increasing intensity.

Mr. Martienssen unfolds the developing story in his book. Germany's defeat in the Battle of the Atlantic; the first invasion of Europe via the "soft underbelly"; the growing difficulties of supply in Germany; the second invasion in Normandy; the

**"CRY HAVOC." The Story of H.M.A.S. "Kanimbla," by Lieutenant-Commander (S) Owen B. Griffiths, R.A.N.V.R. (Printed in Australia by Bloxham and Chambers Pty. Ltd., Sydney.)**

This is a small book—it is of only 16 pages—but it constitutes a useful brief record of the services during the war and since, as an Armed Merchant Cruiser, a Landing Ship Infantry, and a Trooper, of an Australian coastal passenger liner with fine work to her credit.

In the early months of the war she was employed on patrols in the Western Pacific, off the Japanese Islands and the Chinese coast, and was for a time based on Singapore. For twelve months from August, 1940, she was employed on convoy escort and patrol duties in the Indian Ocean and Persian Gulf. She took a leading part in "Operation Bishop", seizing the Iranian port of Bandar Shahpur and Axis merchant shipping lying there.

She was in Malaya when the

attempt on Hitler's life in July, 1944; on to the last fantastic scene in the bunker beneath the Reichs Chancellery, and the assumption of power by Doenitz on the death of Hitler.

He has done the job excellently. It is a valuable, and extremely interesting book to read and to have. It is a revealing picture of a group of men headed by one of whom, as Mr. Martienssen says, it could be said with Nicolo Machiavelli: "Yet it cannot be called talent to slay fellow-citizens, to deceive friends, to be without faith, without mercy, without religion. . . . His barbarous cruelty and inhumanity with infinite wickednesses do not permit him to be celebrated among the most excellent men. What he achieved cannot be attributed either to fortune or to genius."

Japanese attacked there in December, 1941. There followed a period of patrol and convoy work in Australian and Western Pacific waters, until in April, 1943, she arrived in Sydney for conversion for use as an Assault Landing Ship. Thereafter she took part in many of the assault landings in the rising tide of Allied attacks on Japanese positions in the Western Pacific. Following the war, she carried out troop voyaging to Japan, and to England.

The book is well-printed on art paper, with a number of excellent reproductions of photographs; and Lieutenant-Commander Griffiths is to be congratulated on the job he has done. It is a good service, to ex-"Kanimblas" especially, who will certainly want a copy.

**"The ROYAL CANADIAN SEA CADET LOG," published by the Navy League of Canada.**

Two copies of this excellent monthly publication—those for January and March of this year—were kindly made available to "The Navy" by a member of

the Navy League, Victorian Branch, to whom they were sent from Canada.

Well-produced and illustrated, the "Log" contains much inter-

esting information regarding the Canadian Sea Cadets—of which there are 90-odd Corps in Canada. From the pictures published in the "Log," the Sea Cadets are a very live body in our sister Dominion, and have been so for many years, one photograph showing "Camping grounds of the Alberta Boys Naval Brigade at Sylvan Lake" in 1919; the Naval Brigades of those days being the Royal Canadian Sea Cadet Corps of today.

The Corps is proud to count among its members Admiral of the Fleet Lord Fraser of North Cape, G.C.B., K.B.E., who, in a recent letter to Mr. D. H. Gibson, C.B.E., Dominion President of the Navy League of Canada, expressed his pleasure at accepting the invitation to become an Honorary Sea Cadet of the Royal Canadian Sea Cadet Corps, and the hope "that at some future date I may perhaps visit Canada and take my place among my fellow Sea Cadets."

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# WHAT THE NAVY IS DOING

THERE have been few changes in appointment, or in Fleet Dispositions so far as the Royal Australian Navy is concerned since the previous issue of "The Navy." The Naval Board has suffered a loss in the death of the Finance Member—Mr. R. Anthony—on the eve of his retirement. There has been a change in the appointment of the Inspector of Naval Recruits and Chief Rehabilitation Officer at Navy Office, Melbourne, to which position Commander A. C. Mather, R.A.N., has been appointed. There has been a change, also, in command in H.M.A.S. "Labuan," Lieutenant-Commander F. D. Shaw, R.A.N., having been appointed in command there vice Lieutenant-Commander C. M. Dixon, D.S.C., R.A.N.V.R.

## FLEET DISPOSITIONS

### The Aircraft Carrier:

H.M.A.S. Sydney (Captain R. R. Dowling, D.S.O., R.A.N.) arrived in Sydney on the 2nd of last month. After her Carrier Air Group has undergone refresher training at Nowra, Sydney will join other units of the 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 Royal Australian Fleet, is in Sydney, where she arrived on the 10th. of last month. She is at present at availability for leave and refit, and will sail from Sydney on a cruise about the 5th. August.

### 10th. Destroyer Flotilla:

H.M.A.S. Warramunga (D) 10, Captain W. H. Harrington, D.S.O., R.A.N.) arrived in Sydney on the 10th. of last month, and was due to sail on a cruise late in June or early July.

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 on her period of duty with the Allied Naval Forces. She remains there until early September, when she will be relieved by H.M.A.S. Culgoa. H.M.A.S. Quibron is in Sydney.

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

### 1st. Frigate Flotilla:

H.M.A.S. Culgoa, Senior Officer (Commander J. Plunkett-Cole, R.A.N.) is undergoing refit and granting leave, preparatory to departing about the 10th. of next month for Japanese waters to relieve H.M.A.S. Bataan.

H.M.A.S. Condamine is undergoing refit and granting leave. It is anticipated that she will sail for New Guinea waters about the middle of this month.

H.M.A.S. Shoalhaven (Lieutenant-Commander Keith Tapp, R.A.N.) has been undergoing refit and granting leave subsequent to her period of duty with the Allied Naval Forces in Japan.

H.M.A.S. Murchison (Lieutenant-Commander W. F. Cook, R.A.N.) is in Sydney undergoing refit.

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

H.M.A.S. Tarakan (Lieutenant-Commander H. K. Dwyer, R.A.N.R.) has been employed in the shipment of stockpile of equipment and material for the construction of the Advanced Naval Base at Manus, Admiralty Islands.

H.M.A.S. Labuan (Lieutenant-Commander F. D. Shaw, R.A.N.) has been undergoing refit and granting leave subsequent to her return from her work 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 (Lieutenant-Commander R. A. N. Miller, 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.

H.M.A.S. Barcoo (Lieutenant-Commander D. A. T. Gale, D.S.C., R.A.N.) is in Sydney.

## THE ROYAL NAVY.

Since the movements of H.M. Ships of the Royal Navy in an extensive summer programme will doubtless be of interest to readers of "The Navy," we give here the latest advice received from Admiralty by courtesy of the Chief of Naval Information.

Cadet Training Cruiser H.M.S. Devonshire (Captain St. John Cronyn, D.S.O., R.N.), with approximately 260 Cadets on board, including representatives from the Royal Australian Navy among Dominion and Foreign Navies, is carrying out a two months' cruise to British and Continental ports. Sailing from Scapa Flow in May, during that month and June she visited Rosyth, Arendal (Norway), Laholms Bukten (Sweden), Copenhagen (Denmark), the Kiel Canal (Germany), and Amsterdam (Holland). This month she will be at Portsmouth from the 8th. to the 15th., at Torquay from the 15th. to the 22nd., and at Glengartiff (Republic of Ireland), from the 23rd. July to the 1st. August.

Ships of the Home Fleet are carrying out an extensive programme of visits to British ports and seaside resorts, and giving the people a good opportunity of seeing something of the Royal Navy. During this month, the following ships will be at the ports and resorts named:

### Aircraft Carrier:

H.M.S. Theseus (Captain J. P.

Wright, D.S.O., R.N.) from the 8th. to the 13th. at Bournemouth, from the 15th. to the 20th. at Guernsey (Channel Islands).

### Cruisers:

H.M.S. Superb (Captain A. K. Scott-Moncrieff, D.S.O., R.N.) from the 8th. to the 12th. at Torquay; from the 13th. to the 18th. at Eastbourne.

H.M.S. Diadem (Captain S. V. Jephson, R.N.) from the 8th. to the 14th. at Jersey (Channel Islands); from the 14th. to the 20th. at Swanage.

H.M.S. Cleopatra (Captain D. C. Hill, D.S.O., R.N.) from the 14th. to the 20th. at Hastings.

### Destroyers:

H.M.S. Jutland (Lieutenant-Commander B. J. Anderson, R.N.) from the 9th. to the 20th. at Shoehurven.

H.M.S. Solebay (Captain R. A. Currie, D.S.C., R.N.) from the 15th. to the 20th. at Southwold.

H.M.S. St. James (Commander C. W. Mahns, D.S.O., D.S.C., R.N.) from the 8th. to the 13th. at Bournemouth; from the 15th. to the 20th. at Guernsey.

H.M.S. Battleaxe (Captain Sir Charles E. Madden, Bart., R.N.) from July 16th. to 20th. at Teignmouth.

H.M.S. Scorpion (Commander A. R. Hazlet, D.S.O., D.S.C., R.N.) from the 16th. to the 20th., at Lyme Regis.

H.M.S. Crossbow (Lieutenant-Commander G. J. Kirkby, D.S.C., R.N.) from the 16th. to the 20th. at Ramsgate.

## BRITISH PACIFIC FORCES

The Royal Naval Forces in the Pacific have been strengthened by the addition of the destroyer Comet (Lieutenant-Commander H. J. Lee, D.S.C., R.N.), and the frigates Morecambe Bay (Commander C. C. B. Mackenzie, R.N.) and Mounts Bay (Captain J. H. Unwin, D.S.C., R.N.).

## JUTLAND COMMEMORATION.

A congregation of 3000 at Rochester Cathedral (Kent) on Sunday, the 5th. June, heard Admiral Sir Henry Moore, Commander-in-Chief, the Nore, strike eight bells on the ship's bell of the former cruiser "Kent." The bell was given to the Cathedral when the ship was broken up, and the Admiral struck eight bells to begin the annual service to commemorate the Battle of Jutland. The service is arranged by the Royal Naval Old Comrades' Association.

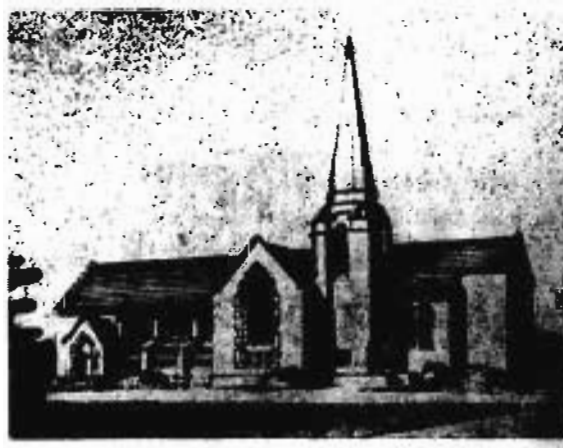
## ROYAL AUSTRALIAN NAVAL MEMORIAL CHAPEL.

An appeal is being made to the public of Australia to provide funds for the erection of a Chapel at Flinders Naval Depot as a Memorial to those members of the Royal Australian Navy who lost their lives in the two World Wars. That such a fitting Naval Memorial is deserved is beyond

question. The oft repeated promise that "We shall remember them" should be carried out in a manner worthy of the best traditions of the Navy.

## FLINDERS THE RIGHT SETTING.

Flinders Naval Depot is the right setting for this Memorial. It is the main Naval Establishment in the Commonwealth. It belongs to Australia and plays a most important part in Australia's contribution to Empire defence. Every recruit who joins the Royal Australian Navy receives his initial Naval training at Flinders Naval Depot. The great majority of these recruits are young men of less than twenty years of age. Also at Flinders Naval Depot is the Royal Australian Naval College, where Cadets between the ages of thirteen and eighteen years receive their early training. For these young men the Memorial Chapel will be a place from which they will derive inspiration, a place around which hallowed asso-



Architect's sketch of the proposed Protestant Commemoration Chapel at Flinders Naval Depot.

ciations will grow to influence their later lives. It will be a place of peace for them, of quiet and personal communication.

#### WILL FILL A LACK.

Such a Chapel will fill a long-felt want. It is hardly an exaggeration to say that Flinders Naval Depot is the only premier Naval Establishment within the Empire that lacks a Protestant Chapel. Since the establishment of the Depot in 1920, Church Services have been held in the Drill Hall, which is used also as a gymnasium, boxing stadium, dance hall, and cinema theatre. A temporary makeshift Sanctuary houses the Navy's memorials of the 1914-18 War, but there is no room for any memorial of those who were lost in the recent war. Each Sunday the hall has to be rigged for Church, and unrigged afterwards. There is no atmosphere for devotion. There is no place where those other than followers of the Roman Catholic faith can go apart for quiet meditation during the week. The Roman Catholics were in similar straits until last year, using the same Drill Hall and Sanctuary, under the same disadvantages as those of the other denominations. But they have now erected a very beautiful Chapel as their Memorial, a Chapel of which Flinders Naval Depot and every Roman Catholic in Australia may well be proud. It was opened, free of debt, in October last.

#### A LIVING SHRINE.

The Royal Australian Navy lost twenty-one ships during the War of 1939-45. From three of those ships there was not one survivor; in many of the others the losses were heavy indeed. Notomstone marks the graves of hundreds of Royal Australian Navy Officers and ratings who went down with their ships. No War Graves Commission tends their last resting place. Apart from the very few sailors who died ashore, the great majority of our Naval dead

rest in unknown graves in the seas all the world over. This Chapel will be their Shrine.

#### £30,000 REQUIRED.

The Chapel, to seat 600, will cost £60,000. Approximately half of that amount is already in hand, including a magnificent bequest of £10,000 from the late Mrs. Tracey, widow of the late Paymaster Captain Tracey, to erect a memorial in his memory. The past and present officers of the Royal Australian Navy have already contributed very liberally. The Royal Navy have subscribed £610. The Anglican Church has responded with appreciable donations, and the Methodist and Presbyterian Churches have promised support. It is hoped that—with the help of all those who are interested in the Royal Australian Navy, and who are conscious of what the people of Australia owe to their Navy, and especially to those who lost their lives in its service—the balance of the sum of money required will be in hand by November of this year, so that the Chapel may be erected and start off free of debt.

#### VICTORIAN COMMITTEE.

In Victoria, the following Committee has been appointed to organise the appeal in that State: Councillor the Right Honourable J. S. Disney, Lord Mayor of Melbourne, Chairman; the Honourable Sir William Angliss, M.L.C.; Sir Errol Knox; Most Reverend J. S. Booth, His Grace the Archbishop of Melbourne; Reverend J. S. Houston; E. A. Hurren, Esq.; L. J. Moore, Esq.; Rear-Admiral J. A. Collins, C.B.; Commodore H. A. Showers, C.B.E., R.A.N.; Commodore W. A. Dallmeyer, D.S.O., R.N.; Commander J. B. S. Barwood, R.A.N.; W. J. Byrne, Esq.; C. P. Timms, Esq.; J. Kelly, Esq.; W. H. Sullivan, Esq.; E. K. Sinclair, Esq.; E. J. Kennon, Esq.; M. Curphy, Esq.; Stewart Legge, Esq.; R. G. Upson, Esq.; Chaplain W. H. Henderson, O.B.E., R.A.N., Honorary Treasurer; H.

C. Ferguson, Esq., Honorary Secretary; R. G. Sheriff, Esq., Organising Secretary.

All donations are subject to Income Tax concessions.

Donations should be sent to the Senior Chaplain W. H. Henderson, H.M.A.S. "Lonsdale," Port Melbourne.

Cheques should be made payable to the Royal Australian Naval Memorial Chapel Fund.

#### PERSONAL.

Commander A. C. Mather, R.A.N., has been appointed Inspector of Naval Recruits and Chief Rehabilitation Officer, Navy Office, Melbourne. Alan Clive Mather entered the Royal Australian Naval College in 1917, and became a Midshipman in 1921, Sub-Lieutenant in 1923, Lieutenant in 1925, Lieutenant-Commander in 1933, and Acting Commander in 1942. At the outbreak of war he was Staff Officer, Intelligence, Sydney, and in October, 1939, was appointed Staff Officer, Intelligence, on the Staff of the Commodore Commanding the Royal Australian Naval Squadron until April, 1942, when he went to Balmoral Depot, being later appointed to Melville in command, and then to H.M.A.S. Stuart in command, which appointment he held at the cessation of hostilities in 1945.

The Reverend H. W. Nunn, Precentor of St. Paul's Cathedral, Melbourne, has been appointed a Chaplain of the Royal Australian Navy. Mr. Nunn was a Chaplain with the A.I.F. in New Guinea and the Solomons. A presentation was made to him by the choir and congregation of the Cathedral in the Chapter House after Evensong on Sunday, the 26th. June.

Mrs. H. A. Showers, the wife of Commodore Showers, is organising the Navy Week Ball, to be held at Earl's Court, Melbourne, on the 27th. October in aid of the appeal for funds for the Memorial Chapel at Flinders Naval Depot. Commander A. E. J. White, R.A.N. (Retd.) has been appointed treasurer. Mrs.

Norman Spry, Mrs. Grace Darling, and Mrs. Tony Shepherd will be ticket secretaries.

Commander A. S. Storey, D.S.C., R.A.N., has assumed his recent appointment as Director of Joint Intelligence Bureau in Melbourne. From the end of the war until May of last year, Commander Storey was Director of Naval Intelligence at Navy Office. Subsequently, until his present appointment he was Commanding Officer, H.M.A.S. Bataan.

Lieutenant-Commander George Manley Dixon, D.S.C., R.A.N.-V.R., who commanded H.M.A.S. Labuan on her two voyages to the Antarctic in 1948 and 1949, has retired from the Service and was demobilised at the end of last month. Lieutenant-Commander Dixon, who was originally an officer in the Merchant Service, had considerable experience in the command of Landing Ships (Tank) in the Royal Navy during the war. He is, incidentally, a very fine descriptive writer, and examples of his work have appeared in previous issues of "The Navy," when he wrote of H.M.A.S. Labuan's Antarctic voyages.

Lieutenant-Commander F. D. Shaw, R.A.N., who has been appointed to succeed Lieutenant-Commander Dixon in command of Labuan, is also an ex-Merchant Service Officer. Previous to his present appointment, Lieutenant-Commander Shaw was Staff Officer Operations and Intelligence, on the Staff of the Flag Officer Commanding, Naval Base Headquarters, Potts Point, Sydney.

Lieutenant-Commander Geoffrey Rawson, R.I.N. (Retd.), who served with the Royal Australian Navy throughout the war, and who is a well-known writer on Naval subjects, has made a discovery of a number of Nelson's letters among manuscripts at the British Museum. The letters were written when Nelson was a young frigate captain. Lieutenant-Commander Rawson will publish them shortly in a book of Nelson letters.

#### OBITUARY.

The death occurred during the night of 1st-2nd. June of Mr. Raymond Anthony, Finance Member of the Australian Commonwealth Naval Board, who died in his sleep at his home in Melbourne. Mr. Anthony, who was born at Hobart, Tasmania, on the 19th. August, 1884, joined the Victorian State Public Service on the 29th. August, 1901. In 1911 he was appointed Naval Staff Clerk at the District Naval Office, Hobart, but two years later was transferred to Navy Office, Melbourne, where

he joined the staff of the Director of Navy Accounts. In July, 1921, he was promoted Finance Officer at Navy Office, remaining in that position until 4th. January, 1926, when he was appointed Commonwealth Public Service Inspector, Commonwealth Public Service Board, serving in Canberra and later in Queensland. Shortly after the outbreak of war in 1939 he returned to the Department of the Navy, being appointed Finance Member of the Australian Commonwealth Naval Board on 30th. July, 1940, which position he occupied until his death.

### AUSTRALIAN JOCKEY CLUB SPRING MEETING on RANDWICK RACECOURSE OCTOBER 1, 3, 5 & 8

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# EX-NAVAL MEN'S

## Association



## of Australia

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His Majesty The King

### Federal Council

**T**HE Federal President (Mr. F. P. Anderson) was warmly welcomed by members of Council on his return to Sydney after spending the past two months in the United Kingdom and Norway. Mr. Anderson, who has been away on official business for the Commonwealth Government's Department of Fisheries, has been finalising plans for a whaling ship to be properly equipped for early service in the Antarctic Ocean.

The Federal President has been invited to attend the 2nd. Annual State Conference of Victorian Sub-Sections, and also to be present at the State Conference Dinner, to be held on Saturday,

23rd July, at the Hotel Federal, Melbourne.

Dr. Lowen A. Hardy, President of the Footscray Sub-Section, has been awarded the Diploma of Merit by Federal Council for his outstanding services to the Association, and for his efforts on behalf of his own Sub-Section and the members in general. The Diploma will be presented to Dr. Hardy at the Annual General Meeting to be held in August.

The Victorian State Council, following on the lead given by the Association in South Australia, has purchased a complete set of band instruments. Plans are being made to form an ex-Navalmen's Band as soon as sufficient numbers of players are available for practise. The Association Band in South Australia has increased its assets to just on £70; this is extremely creditable considering the short time this body has been in existence. The Band has given several public performances in and around Adelaide districts. Enquiries have been made regarding the formation of a band in New South Wales; there appears to be quite a number of ex-Bandsmen residing in this State who would be willing to create another ex-Naval Band.

Approval is still anxiously awaited from Federal Government authorities to allow the Association to finalise the purchase of city property for its N.S.W. Headquarters. The State Council of N.S.W. will be pleased to see this undertaking "under weigh," and we wish the Executive every success in its endeavours to acquire the property on which a deposit has already been paid.

Mr. G. Carroll has been elected, pro tem, to the office of N.S.W. State President, thus filling the vacancy caused by the recent death of Mr. G. B. Darling, who occupied the position for several years. The late Mr. Darling had been an active member of N.S.W. Section over the past twenty years, and during this period he acted as Hon. Fed. Treasurer for a short term.

Mr. W. K. Gellatly, of Canberra, has been in ill-health for several weeks and has now resumed duty as Hon. Secretary of A.C.T. Section. During Mr. Gellatly's enforced absence the Section's correspondence was ably attended to by Mr. Kevin Smith, the local Hon. Social Secretary.

The following applicants have been admitted to the membership of the Association in Sub-Sections of Western Australia:—Messrs. J. W. Byrne, R. H. Caple, C. N. Coney, N. F. Fuller, A. Jacques, J. L. Lee, J. N. Longmore, J. C. Ross, R. M. Standish, J. C. Ward, and A. A. Young. Further application forms for members admitted during the current quarter are awaited from the State Secretary of W.A.

Reports received from various sources indicates the rapid progress being made by the Navy Club, at Cliff Street, Fremantle; the Club is an off-shoot of the local Sub-Section. It is anticipated that steps will soon be taken by the Club to repay some of the money advanced by the State Council of Western Australia to help bring the Club into existence. Mr. B. J. Bennie, a member of the Victoria Park Sub-Section, passed away recently.

G. W. S.

## Naval Appointments, Etc.

### NAVAL FORCES OF THE COMMONWEALTH.

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

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

**Appointments.**—Alwyn James Ford (Lieutenant, Royal Australian Naval Reserve), is appointed Lieutenant, with seniority in rank of 29th November, 1941, dated 1st November, 1948. Bruce Dudley Gordon (Lieutenant, Royal Australian Naval Reserve), is appointed Lieutenant, with seniority in rank of 7th April, 1946, dated 10th September, 1948. Ernest Frederick Stowe Mutt (Lieutenant, Royal Australian Naval Reserve), is appointed Lieutenant (Acting), with seniority in rank of 24th April, 1947, dated 8th November, 1948. Raymond Albert Pinch (Lieutenant, Royal Australian Naval Reserve), is appointed Lieutenant (Acting), with seniority in rank of 10th June, 1948, dated 1st November, 1948. John Henry McVinish (Sub-Lieutenant, Royal Australian Naval Reserve), is appointed Sub-Lieutenant, with seniority in rank of 29th November, 1946, dated 10th September, 1948. John Thomas Eaton (Temporary Warrant Telegraphist), is appointed Warrant Electrical Officer (R), with seniority in rank of 1st August, 1946, dated 1st January, 1948. Clement George Tiller, D.S.C., and Albert Henry Herman (Temporary Warrant Telegraphists), are appointed Warrant Electrical Officers (R), with seniority in rank of 1st April, 1947, dated 1st January, 1948.

**Promotions.**—Lieutenant Anthony Hawtrey Cooper is promoted to the rank of Lieutenant-Commander, dated 1st April, 1949. Sub-Lieutenant Lindsay Gordon Baly is promoted to the

rank of Lieutenant, dated 1st April, 1949. Sub-Lieutenant John Henry McVinish is promoted to the rank of Lieutenant (Acting), dated 29th November, 1948. Lieutenant (E) Robert Thomas Abel is promoted to the rank of Lieutenant-Commander (E), dated 4th April, 1949. Lieutenant (E) Geoffrey Preston Hood is promoted to the rank of Lieutenant-Commander (E) dated 5th April, 1949. Sub-Lieutenant (E) William Henry Money is promoted to the rank of Acting Lieutenant (E), dated 16th March, 1949. Edward William Vosper, Warrant Stores Officer, is promoted to the rank of Commissioned Stores Officer, dated 1st April, 1949.

**Confirmation in Rank.**—Lieutenant (Acting) Jeffrey Allan Gledhill, D.S.C., is confirmed in the rank of Lieutenant, with seniority in rank of 6th June, 1944, dated 11th March, 1949. Lieutenants (Acting) George Firth Spencer Brown, D.F.C., and Guy Alexander Beange are confirmed in the rank of Lieutenant, with seniority in rank of 6th August, 1944, and 5th May, 1945, respectively, dated 23rd February, 1949. Acting Instructor Lieutenant (Dagger) (on probation) Ernest Yardley Holkin is confirmed in the rank of Instructor Lieutenant (Dagger), with seniority in rank of 17th August, 1946, dated 17th February, 1949. Instructor Sub-Lieutenant (on probation) Peter Ronald D'Abbs is confirmed in the rank of Instructor Sub-Lieutenant, with seniority in rank of 22nd May, 1948, dated 22nd November, 1948.

**Fixing Rates of Pay.**—Lieutenant-Commander John Hastie Dowson is to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Commander (on promotion), whilst acting in that rank, dated 24th March, 1949.

**Honorary Aides-de-Camp.**—Captains Galfrey George Ormond Gatacre, D.S.C. and Bar, and George Carmichael Oldham, D.S.C., are appointed Honorary Aides-de-Camp to His Excellency the Governor-General for a period of three years, dated 1st March, 1949. Captain (E) Charles Carr Clark, O.B.E., D.S.C., and Commander (S) Richard Fulton Hatherell, D.S.C., are appointed Honorary Aides-de-Camp to His Excellency the Governor-General for a period of three years, dated 10th April, 1949. The appointments of Captains James Cairns Morrow, D.S.O., D.S.C., and Ernest Clifford Rhodes as Honorary Aides-de-Camp to His Excellency the Governor-General are terminated, dated 28th February, 1949. The appointment of Captain Herbert James Buchanan, D.S.O., as Honorary Aide-de-Camp to His Excellency the Governor-General is terminated, dated 9th April, 1949.

**Termination of Appointments.**—The appointment of William James Braden as Temporary Instructor Lieutenant is terminated, dated 10th February, 1949. The appointments of Richard Appleton and Donald Mark Grigson as Cadet Midshipmen are terminated, dated 14th February, 1949, and 21st March, 1949, respectively.

**AUXILIARY SERVICES.**  
**Termination of Appointments.**—The appointment of Hubert George Ernest Garlick as Inspector, Naval Dockyard Police (Guard Section), is terminated, dated 11th August, 1949.

**EMERGENCY LIST.**  
**Promotion.**—Wardmaster Lieutenant Victor Allan Haines, M.B.E., is promoted to the rank of Wardmaster Lieutenant-Commander, dated 1st April, 1948.

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

**Promotion.**—Lieutenant William John Williams is promoted to the rank of Lieutenant-Commander, dated 14th March, 1949.

**Fixing Rates of Pay.**—Temporary

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ary Engineer Lieutenant-Commander Alfred George Burn is to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Engineer Commander (on promotion) whilst acting in that rank, dated 9th March, 1949.

**Honorary Aide-de-Camp.**—The appointment of Captain Alan Paterson Cousin, D.S.O., as Honorary Aide-de-Camp to His Excellency the Governor-General is terminated, dated 9th April, 1949.

#### ROYAL AUSTRALIAN NAVAL RESERVE

**Transfer to Retired List.**—Lieutenant-Commanders Frank Joseph Shaw and Dave Alexander Deary are transferred to the Retired List, dated 26th February, 1949, and 10th March, 1949, respectively.

#### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

**Appointments.**—Herbert Jack Ratcliffe Jeans is appointed Lieutenant, with seniority in rank of 30th June, 1944, dated 1st December, 1945 (amending Executive Minute No. 6 of 17th February, 1949). Laurence Macdonald Muir is appointed Sub-Lieutenant, with seniority in rank of 3rd March, 1945, dated 17th October, 1946. Lloyd Thomas Burgess is appointed Lieutenant (Special Branch), with seniority in rank of 26th November, 1941, dated 9th January, 1946. Kenneth Edward Richardson is appointed Lieutenant (Special Branch), with seniority in rank of 25th June, 1943, dated 30th March, 1946. John Morris McInerney is appointed Lieutenant (Special Branch), with seniority in rank of 4th December, 1946, dated 7th February, 1949.—(Ex. Min. No. 16—Approved 11th May, 1949.)

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

**Appointments.**—Albert Victor Morse is appointed Surgeon Lieutenant (for short service), dated 1st January, 1949. Charles Vaughan Phayre Ryall and James Dermott Villiers are appointed Surgeon Lieutenants (for short service), dated 1st March,

1949. Emlyn Owen and Russell David Frederick Teal are appointed Surgeon Lieutenants (D) (for short service), dated 10th March, 1949. Acting Temporary Senior Commissioned Air Engineer William Henry Stone is appointed on loan from the Royal Navy, with seniority in rank of 18th June, 1945, dated 20th April, 1949.

**Confirmation in Rank.**—Commissioned Gunners (T.A.S.) (Acting) Ronald Sidney Impey and John Haydon Guest are confirmed in the rank of Commissioned Gunner (T.A.S.), with seniority in rank of 22nd August, 1947, dated 22nd August, 1948, and 8th April, 1949, respectively. Commissioned Stores Officer (Acting) Ralph Nelson Anderson is confirmed in the rank of Commissioned Stores Officer, with seniority in rank of 19th March, 1948, dated 19th March, 1949.

**Termination of Appointments.**—The appointment of Lieutenant-Commander Nicholas Lawrence Turner Kempson is terminated on reversion to the Royal Navy, dated 14th April, 1949. The appointment of Alexander Brydie as Temporary Warrant Communication Officer (Provisional), is terminated, dated 8th December, 1948. The appointment of James Lindsay Charley as Cadet Midshipman is terminated, dated 8th April, 1949.

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

**Promotion.**—Lieutenant Archibald Douglas-Brown is promoted to the rank of Lieutenant-Commander, dated 26th April, 1949.

#### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

**Promotions.**—The following Sub-Lieutenants are promoted to the rank of Lieutenants:—Gregory Kenneth Rosman, 1st April, 1947; Mervyn John Richards, 7th May, 1947; Alan Frank Grosier, 8th May, 1947; Edmund Terry Lenthall, 6th June, 1947; Andrew John MacDonald, 6th June, 1947; Hans Jack Kohane, 29th June, 1947; Geoffrey Ham-

let Taylor, 7th July, 1947; Donald Deviney King, 21st August, 1947; Brian Harold Page, 4th September, 1947; Eric Neville Littlewood, 21st November, 1947; Gavin John Hosking, 7th December, 1947; Lloyd John Makin, 15th March, 1948; David Stuart Gibson, 23rd May, 1948; Frederick Neal Kirkwood, 5th August, 1948; Trevor Morris McCarvey, 26th August, 1948; Ian Ross Griffith, 25th September, 1948; Norman Downes, 26th September, 1948; William Robert McComas, 5th November, 1948; Ian Thomas McKenzie, 21st December, 1948; David Thomas Devonald, 22nd April, 1949.—(Ex. Min. No. 23—Approved 1st June, 1949.)

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

**Appointment.**—Harold Leonard Kent, Commissioned Aircraft Officer is appointed on loan from the Royal Navy, with seniority in rank of 1st October, 1946, dated 23rd August, 1948 (amending Executive Minute No. 1 of 27th January, 1949).

**Promotions.**—Lieutenant (L) Harold Graham Baker is promoted to the rank of Lieutenant-Commander (L) (Provisional), dated 1st February, 1949. Sub-Lieutenant (L) James William McClure is promoted to the rank of Lieutenant (L) (Acting) (on probation), dated 1st March, 1949.

**Confirmation in Rank.**—Lieutenant (L) (on probation) Harold Graham Baker is confirmed in the rank of Lieutenant (L), with seniority in rank of 1st February, 1941, dated 31st January, 1949. Sub-Lieutenant (L) (on probation) James William McClure is confirmed in the rank of Sub-Lieutenant (L), with seniority in rank of 24th September, 1948, dated 28th February, 1949. The Reverend Frederick George Kite, Chaplain (on probation), is confirmed as Chaplain, with seniority of 17th February, 1947, dated 17th February, 1949.

**Termination of Appointments.**—The appointment of Harold

Clive Grice as Temporary Warrant Stores Officer is terminated, dated 23rd March, 1949. The appointment of Francis Houstoun Lang as Cadet Midshipman (S), is terminated, dated 25th March, 1949.

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

**Termination of Appointment.**—The appointment of Cyril Maurice Boas as Temporary Lieutenant is terminated, dated 22nd February, 1949.

#### ROYAL AUSTRALIAN NAVAL RESERVE

**Appointment.**—The Reverend Myles Byrne is appointed Chaplain, dated 31st March, 1949.

#### Termination of Appointments

—The appointment of the Reverend Daniel Breslin as Chaplain is terminated, dated 30th March, 1949. The appointment of Henry John Shepherd as Acting Commissioned Bandmaster is terminated, dated 14th December, 1948.

#### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

#### Appointments.—Ronald George

Bagley is appointed Lieutenant, with seniority in rank of 10th July, 1943, dated 20th December, 1945. Alan Barnett Clough is appointed Lieutenant, with seniority in rank of 15th June, 1944, dated 18th January, 1946. Ronald Clyde Penglase, D.S.C., is appointed Lieutenant, with seniority in rank of 8th August, 1946, dated 11th March, 1949. Dudley Joseph Robin is appointed Lieutenant, with seniority in rank of 24th July, 1947, dated 3rd March, 1949. Clifford Turner McElroy is appointed Sub-Lieutenant, with seniority in rank of 13th February, 1948, dated 18th March, 1949. Terence Halloran Bennett is appointed Lieutenant (Special Branch), with seniority in rank of 7th July, 1941, dated 6th February, 1946.

#### Termination of Appointments

—The appointment of Geoffrey Arthur Phillips as Acting Lieutenant is terminated, dated 11th March, 1949. The appointment of Philip Henry Thaddeus Sulli-

van as Lieutenant (Special Branch), is terminated, dated 28th January, 1949.—(Ex. Min. No. 21—Approved 18th May, 1949.)

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

**Promotions.**—Lieutenant Ian Stewart McIntosh, D.S.O., M.B.E., D.S.C., is promoted to the rank of Lieutenant-Commander, dated 1st April, 1949. Lieutenants Ian Hepburn-Scott Cartwright and William Frederick Evans are promoted to the rank of Lieutenant-Commander, dated 1st May, 1949. Sub-Lieutenant (S) Keith Alwin Gallach is promoted to the rank of Lieutenant (S), dated 1st April, 1949. Commissioned Gunners Hugh Airlie Watson and John Henry Dawson are promoted to the rank of Senior Commissioned Gunner, dated 1st April, 1949. Acting Senior Commissioned Electrician Aubrey Lenard King is promoted to the rank of Senior Commissioned Electrical Officer, dated 1st April, 1949.

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

**Promotion.**—Lieutenant Geoffrey Hinton Davey is promoted to the rank of Lieutenant-Commander, dated 3rd November, 1948.

**Resignations.**—The resignation of Peter Alloway MacLean of his appointment as Lieutenant is accepted, dated 9th April, 1949. The resignation of John Raymond Suffren of his appointment as Lieutenant is accepted, dated 12th April, 1949.

#### ROYAL AUSTRALIAN NAVAL RESERVE

#### Termination of Appointment

—The appointment of William Ross Smith as Lieutenant is terminated, dated 2nd March, 1949.

#### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

**Appointment.**—Colin Ivan Borough is appointed Lieutenant, with seniority in rank of 4th November, 1947, dated 30th March, 1949.

**Promotions.**—The following Sub-Lieutenants are promoted to the

rank of Lieutenant:—John Lenahan Chapman, dated 1st April, 1947; Robert John Dowey, dated 1st April, 1947; Herbert Kirkman Bridge, dated 8th May, 1947; John Bradmore Bourne, dated 27th June, 1947; George Denis Pruett Corder, dated 28th June, 1947; Harry Baynes, dated 21st August, 1947; Melvin Ridgway Butler, dated 20th September, 1947; Douglas Johnstone Fullerton, dated 27th September, 1947; Paul Merrick Dexter, dated 11th October, 1947; Edward John Curtis, dated 30th December, 1947; Harold Reginald Featherstone, dated 11th March, 1948; Alan James Cruickshank, dated 30th April, 1948; Edwin Bryden-Brown, dated 5th August, 1948; Lionel Rupert Arnold, dated 26th August, 1948; Geoffrey Norman Durham, dated 18th October, 1948; Thomas Eccott Edwards, dated 4th December, 1948; Alan John Fenton, dated 22nd December, 1948.

**Termination of Appointment.**—The appointment of John Lindsay Lewens Fairbairn as Lieutenant (Special Branch) is terminated, dated 25th March, 1949.—(Ex. Min. No. 22—Approved 25th May, 1949.)

W. J. F. RIORDAN,  
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## THE PASSING OF A CONVOY

Continued from page 16

man Clark ship, she was of 8948 tons and 14 knots.

Next in line was "Star of Victoria," (A16), Captain E. D. Beck. Built in 1914, she became "Port Melbourne" when the Commonwealth and Dominion took over the old Star Line in 1916. Of 9136 tons and 13½ knots, she had on board 528 officers and men, and 476 horses.

The old "Hororata" of the New Zealand Steamship Co.—(A20), Captain J. J. Cameron—came next. Denny's of Dumbarton built her in 1914, of 11,000 tons and 14 knots. She carried 2067 officers and men, and 124 horses. In 1939 she was transferred to the British India Company, renamed "Waronga"; and she battled along until torpedoed on the 5th. April, 1943. A fine old ship.

Second last of the line was Orient's "Omrah," (A5), Captain V. Symonds. Built in 1899 by Fairfield's of Glasgow, she had a speed of 15 knots, and was of 8130 tons. She carried 1371 officers and men, and 20 horses. Always a very popular mail steamer, the old lady met her end when she was torpedoed 40 miles South West of Spargento on the 12th. May, 1918.

George Thompson's lovely old Aberdeen Liner "Miltiades," (A28), Captain W. J. Burge, brought up the end of the column. Built in 1903 by Alexander Stephens of Glasgow, her 7814 tons were built into shapely lines, and she had a speed of 13 knots. She carried 1019 officers and men.

Division by division, in line abreast, the Convoy steamed towards the ever-receding horizon, beyond which lay unknown adventure, joy, sorrow, pain and death, for those twenty-odd thousand officers and men of the First A.I.F., cream of Australia's manhood. Routine, drill, inspections, tactics. Eating, drinking, smoking, sleeping. The new world coming to the help of the old.

Diggers-to-be. Sandgroppers of the Golden West, Crow eaters from the City of Churches, Gum suckers from the Snowy River, Cornstalks from New South Wales, Banana eaters from the Downs, and Tassies from the Apple Isle.

Games, jokes, furphies. Two-up and Crown and Anchor. Monotony cast aside on Guy Fawkes Day as R.M.S. "Osterley" overhauls the convoy, too close for Captain Kiddie's peace of mind. A passenger signals: "We have the German barber from the 'Omrah' on board."

At dawn on the 8th. November the "Minotaur" had disappeared, heading for the Cape, her place in the van taken by "Melbourne." Typical Doldrums weather. A glassy sea, the ships rolling slowly, the clatter of stokehold shovels drifting up the fiddley ventilators, and the "fist-fist" of a valve.

At dawn on Monday, the 9th. November, the "Orvieto" hooted on her siren, and the convoy swung to port in succession, rounding Cocos Island, fifty miles to port. At 6.24 a.m., wireless calls are heard from Cocos: "What code is that?" Then a call for "Minotaur," followed by "Strange warship approaching," and the general S.O.S. electrifying the listeners in the Convoy.

Dense clouds of smoke pour from "Melbourne's" funnels as she works up to full speed and swings South. Then she turns back, and signals "Sydney" to proceed to Cocos instead. This action of Captain Silver's is in the highest tradition of the Navy. By 7 a.m. "Sydney" is away, all eyes watching her streaking towards Cocos. "Melbourne" moves across to the port beam. "Ibuki" trails dense columns of black smoke from her funnels, breaks her huge battle ensign, her bows punching into the swell in white cascades of foam as she crosses the Convoy's bows to follow "Sydney." Captain Silver orders her to remain with the Convoy.

At 10.45 a.m. the "Sydney"

"Emden" fight is on. By 11.10 a.m. the "Emden" is a battered wreck ashore.

What a morning of excitement. A class on the fore-castle head of "Omrah" heard a loud drumming noise during the action. No one could attend to duty or classes, and finally Major General Bridges ordered all work to cease. The Royal Australian Navy's first and gloriously successful brush with the enemy was joyously celebrated in the Convoy.

Now the Indian Ocean is free, "Emden" ashore at Cocos, "Konigsberg" bottled up in the Rufiji River.

The victor, "Sydney's" Captain J. C. T. Glossop was born in 1871, son of the Vicar of Twickenham, that lovely river resort of the Thames. Midshipman in the "Calliope" at Samoa in 1889, Captain of the "Sydney" 1914-15, he died some years ago as Vice-Admiral, C.B., the decoration received for his destruction of the "Emden."

"Melbourne's" Captain Silver was born in 1869, joined the Royal Navy in 1882, and was promoted Captain 1908. He received the O.B.E. for his action in turning back to protect the convoy, a poor reward for such a fine gesture. He retired in 1925 as Vice-Admiral, and died in 1947.

On 11th. November, "Melbourne" proceeded to Colombo, leaving "Ibuki" in charge of the Convoy until the ill-fated "Hampshire," Captain H. W. Grant, R.N., joined. It was "Hampshire," then commanded by Captain H. J. Savill, which was mined off the Orkneys in a gale on June 5th., 1916, while carrying Field Marshal Lord Kitchener of Khartoum to Russia. There were only 12 survivors, the great soldier being among those lost.

Captain H. W. Grant was born in 1870, and was Captain of "Hampshire" 1914-15, serving at Admiralty as Director of Operations, 1915-18. He retired as

Rear-Admiral, C.B., 1919. Promoted Vice-Admiral, 1925, and Admiral three years later, he died on the 19th. April, this year.

The New Zealand and Third Division of the Convoy proceeded independently to Colombo, the main body arriving there to join them on the 15th. November; the "Sydney's" arrival with survivors from the "Emden" being greeted with little cheering, by request in the interest of the German wounded.

After Colombo, Aden, where the Convoy arrived on the 25th. November, the 57 ships flying the old Red Duster making an impressive sight as they lay there at anchor.

After leaving Aden, "Orvieto" and "Maunganui" proceeded to Suez ahead of the other transports, who steamed into Port Said on the 2nd. December, 1914, to the loud cheering of the men as the ships moved past each other to anchor. And what ships they were! What memories they bring to old sailors and soldiers of 35 years ago.

Only one now remains of that A.I.F. Convoy—the "Akaroa," then "Euripides."

The last but one, the old "Port Sydney," ex "Star of England," passed into the hands of the ship-breakers only this year. She was one that took the first troops from Australia overseas in 1914. In September, 1919, she sailed from Devonport with the last remaining Australian troops in England; and had trouble at Cape Town and Fremantle, with military prisoners on board. She was reconditioned at Cockatoo Dockyard, and resumed trade in peace time under the Port Line flag. During World War II she worked hard, and in company with the "Port Auckland," was attacked by submarines working from the German battleships "Gneissau" and "Scharnhorst," the attack lasting three nights, and 12 ships of the convoy being lost. In the Pacific she stood by a Dutch steamer in distress,

for which service she was presented with an inscribed plaque, and the Captain was decorated by the Dutch Government.

During her lifetime she steamed 1,670,763 miles, and burned 522,815 tons of coal. She was commanded by 18 Masters, among whom were Captains Wyatt, Lea, Higga, Martin, Danson, Roswell, and Pedrick. Her ship's bell—now in the possession of Mr. Roper, who was Port Line manager in New Zealand—was inscribed "To A.I.F. 'Star of England,' from the Officers, N.C.O.'s and men of the 2nd. Queensland Light Horse, 1915."

She was one of the great old ships of the British Merchant Service, each one of which was a "Star of England," and each of which, in this first A.I.F. Convoy, contributed so much to the history of Australia, as have those others in the trade of the Commonwealth.

Slowly but surely many of them, and of the identities of their Companies—swallowed up by combines—have gone. House flags and cap badges have become but memories.

But nothing can dim or diminish the glories of the Merchant Service of the past whose spirit—as was shown in 1939-45—lives on in the present; or of Britannia, even though no longer "Mistress of the Seas"; in the hearts of those who love sailors, ships, and the sea, in peace or in war.

## WATCHDOG

Continued from page 21

surveyed the damage, Schulz and his officers decided to scuttle the ship in shallow water. There were no repair facilities at Korsakovsk, and it was impossible to fight the ship, let alone move her, in her waterlogged condition, while none could foretell that the south of Sakhalin would become Japanese territory under the peace terms.

Next day "Chitose" shelled the upperworks of the wreck, which was, after the war, raised and

added to the Japanese Navy under the name of "Sotaya." "Novik's" crew, after a long and difficult journey, reached Vladivostok two months later. The name was handed on to a "torpedo cruiser" or large destroyer, laid down in 1911, which reached the high speed of 35.7 knots on her trials. This vessel was renamed after the revolution, but as the name of Admiral Makarov has recently reappeared on the Navy List, it will not be surprising if "Novik's" name is also revived.

It is outside our story to comment on the disastrous Russian strategy in the Far East; and it is true that "Novik" and her crew affected the final issue very little in either direction; but, in the dark fog of despair which enveloped Russia's Navy, her two courageous and intelligent commanders had lit a small beacon which showed the course that must be taken if efficiency and respect were to be regained.

## GENERAL CARGO

Continued from page 29

fore the increased resistance of the log could check the team, his whip cracked and he shouted: "Giddap, Jaunty, you —! You —, Owner! Get into it Blot! Crusher, you lazy, loafing —! Get stuck into it, Killick! Hup, there, Buffer, you —!"

The whip cracked like a Bofors above them and the bullocks bent into the yokes and pulled. To the bank they went, while their master abjured them, then turned while he ran lightly over their ancestry and habits, till the log lay by the skids.

"He was a sailor, and I got him to run the launch," Tom explained. "But he jumped at the job of driving the bullocks. I wonder why?"

I knew. The bullocky came to us, usually rolling a cigarette. "You haven't got a 'Jimmy the One,'" I remarked. And he knew that I knew.

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## Answers to Nautical Quiz

- (1) Viscount Hood and Viscount Bridport were brothers. Sir Samuel Hood was their cousin. Dorothy Hood, in her "The Admirals Hood," tells that family legend says a third brother wished to follow Samuel and Alexander to sea, but his parents said: "Two of our sons will be drowned, we cannot spare a third." So he stayed at home, and was drowned in a little river nearby, while the two naval sons survived all their brothers and sisters.
- (2) She was the pride of Laeiz's "P" Line of nitrate clippers, the German "Preussen." Built by Tecklenburg in 1902, she displaced 11,150 tons, her registered tonnage being 5081 gross, 4788 net; dimensions, length 433 feet overall, beam 53.6 feet, moulded depth 32.6 feet. She ran ashore after colliding with a cross-Channel, New-haven-Dieppe steamer "Brighton," shortly before midnight on the 6th. November, 1910.
- (3) The "Cutty Sark."
- (4) The light cruiser "Sydney," second of that name, was laid down on the 8th. July, 1933, as H.M.S. "Phaeton," at the yard of Swan Hunter and Wigham Richardson, Newcastle-on-Tyne.
- (5) It is said that Captain Fleming brought to Plymouth on the 19th. July, 1588, when Drake was playing bowls on the Hoe, the news that the Armada was off the Lizard.
- (6) (a) The Moluccas, (b) the Canary Islands, (c) the Orkney Islands.
- (7) (a) By Nelson, of Collingwood, as the lee line of the British Fleet at Trafalgar cut through the enemy line. (b) By Collingwood, of Nelson to his Flag-Captain, on the same occasion.
- (8) The first Allied Merchant Ship to be sunk in the Pacific by enemy action during the 1939-45 War was the French steamer "Notou," who sailed from Newcastle, N.S.W., on the 12th. August, 1940, and was sunk by German raiders four days later while on her way to New Caledonia. On the 20th. August, the "Turakina" met a similar fate.
- (9) It refers to the season of the West Indian hurricanes.
- (10) The Zodiac is an imaginary belt in the heavens, having the ecliptic in the centre, within which the moon and all the principal planets have their path. It is divided into the 12 sections of the Signs.



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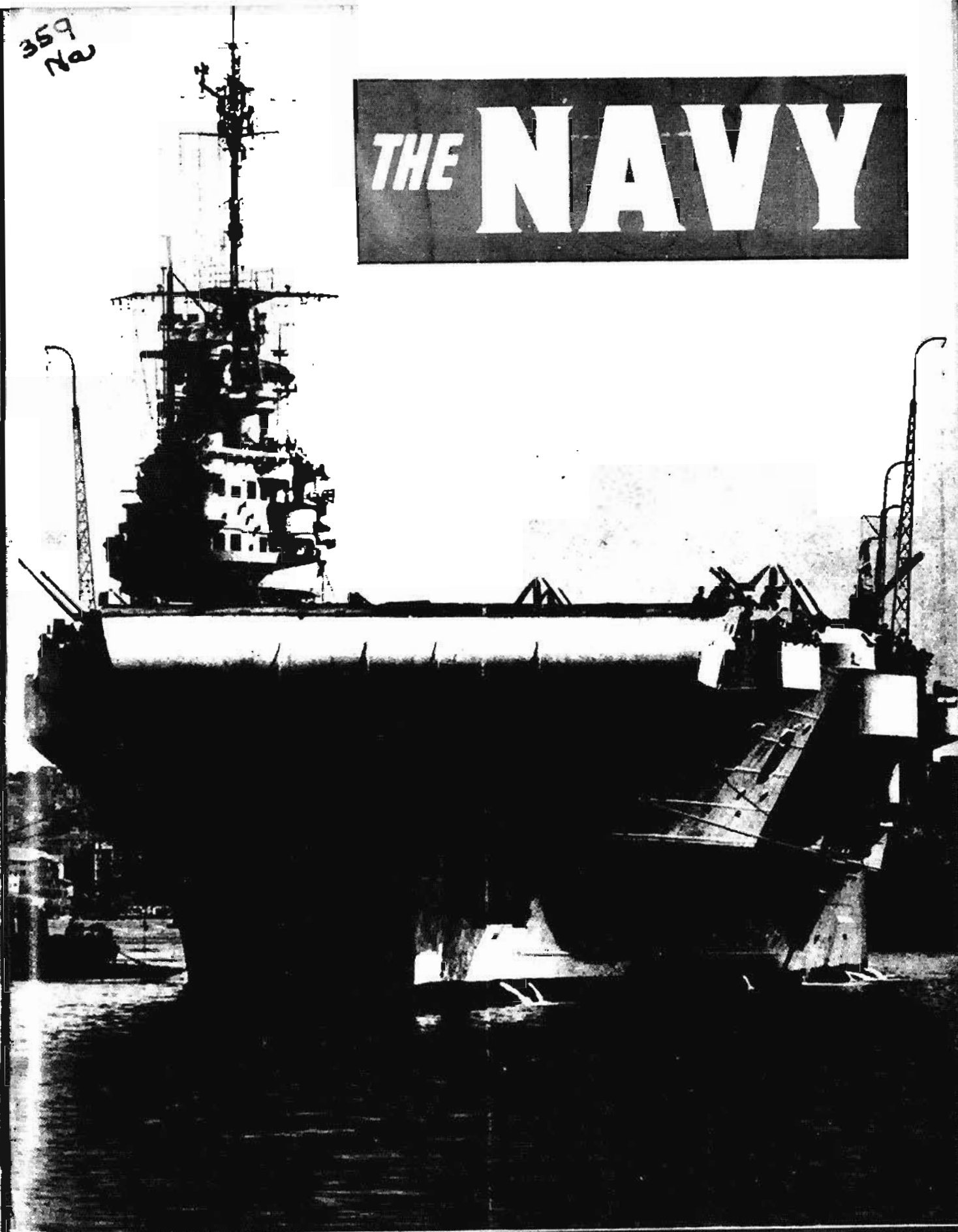
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August, 1941

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## Whyalla - Australia's Progressive Shipyard

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

## THE NAVY FOR NEXT MONTH

Material in hand for the September issue of "The Navy" promises to offer you an interesting variety of reading, and we feel that you will find something to suit your individual taste among what is offering. The list of articles at present in preparation includes the following:

### ANNAPOLIS—CRADLE OF ADMIRALS.

In this article a contributor—Mr. Wilson P. Evans—tells us something of "The Flinders Naval Depot of the United States of America." Situated at the capital of the State of Maryland, on the Severn River, the Naval Academy has history and tradition. The crypt of its chapel houses the tomb of one of the earliest of America's naval heroes—John Paul Jones. As, for over a century, "the cradle of Admirals," Annapolitans are proud of their academy, and Mr. Evans gives us some of the reasons why.

### THE NAVAL SICK BERTH STAFF.


The Sick Berth Branch of the Navy was evolved at sea, and proved itself of such value that in 1884 the system was extended to include nursing in Naval Hospitals ashore. So far it has had but a brief history, and its traditions are largely those of the Service of which it is a part. In the September issue of "The Navy" a contributor who himself serves in the Sick Berth Staff, tells us something of the origins of the service, and how it has grown from nothing to a most important branch of the Navy.

### LAZY DAYS OR HURRIED WAYS.

Within the memories of living travellers the changes in world voyaging have been immense. The passage of weeks has been speeded up to one of hours. Many among us have experienced both the earliest method—by wind-propelled ships—and the latest—by air-borne ships—and can compare their faults and virtues. In an article in the September issue of "The Navy" the author has something to say on this matter, and some thoughts of the future.

### GENERAL

All the usual features of "The Navy." "What the Navy is Doing"; maritime news and news of the world's navies; the latest from the Ex-Naval Men's Association and the Navy League; fiction; and general items of nautical interest. Order your September copy of "The Navy" now!



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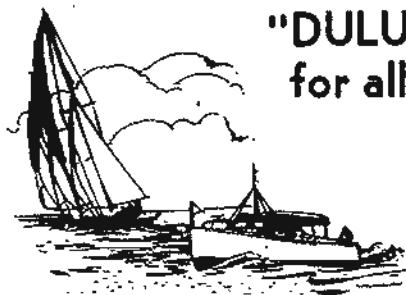
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## LETTERS TO THE EDITORS

### LETTERS TO THE EDITOR H.M.S. "ACTIVE"

Sir,  
Reading W.P.T.'s letter in the May issue of "The Navy," who has 10,000 photographs of warships, I remembered one in my possession which may be of interest to him. I think the description "All Possible Sail" about fills the bill, and think that you will agree with me when I say "Thank God I was never in her!" In my sailing ship days the sight of stuns'l booms on deck sent men walking past the ship when they were looking for a job, and who can blame them? However, when you have a lot of men; there are worse things to do than playing about with stuns'ls. I think your "General Cargo" columns are a good idea, and no doubt you will have a busy time weeding out the tares from the wheat, but I feel sure the result will be good.

Yours, etc.,  
Stephen A. Pidgeon,  
"Salthaven,"  
Belmont,  
Geelong, Vic.

Thank you for your letter, and for the photograph of H.M.S. "Active," which is reproduced in this issue of "The Navy" on this page. The original photograph which you sent has been forwarded on to W.P.T., Putney,

England, and he will no doubt be glad to receive it, and will acknowledge it to you direct.

It is of interest that Admiral Sir Sydney Robert Fremantle, whose autobiography "My Naval Career" forms the subject of the Book Review in this month's issue of "The Navy," makes mention of H.M.S. "Active," he serving in her as a lieutenant in 1888-89, when she was one of the ships of the Training Squadron, the others being "Volage," "Rover" and "Calypso." "Active" and "Volage" were sister ships, corvettes, and the four vessels were "all fast ships for their day under steam, and with good sailing qualities."

The Training Squadron was then under the command of Commodore A. H. Markham, who "seemed to think it necessary in the first place to break the spirit of the young officers, and we found that once he had subdued us to his particular form of discipline we were able to satisfy him, while he perhaps turned his attention to a newly joined officer. In my case the preliminary breaking in lasted for about three months, after which I had secured his confidence sufficiently to be given charge of the mizen mast in a ship-rigged man-of-war, a conspicuous post for a young lieutenant."



The last sailing ship in the Royal Navy, H.M.S. "Active," under "all possible sail," Sierra Leone to Freetown, March, 1899.

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## LETTERS TO THE EDITORS

Admiral Fremantle gives some vignettes of life in the "Active." "In those days there were no canteens on board the ships, and the men went without refreshment from their breakfast at 5 a.m. until their dinner at noon" . . . "I had a good cabin off the wardroom, which was amidships with officers' cabins on either side, and for the last time in my service (cabin furniture now being provided) had to bring with me a chest of drawers, bath, washing basin, etc." . . . "At Kiel we were lavishly entertained, and some of us were rowed off to our ship after a final beer-feast at 6 a.m. on the morning of our sailing. We weighed under sail and 'cast', in proper Old Navy style. I had the forenoon watch, and it fell to my lot to set the starboard and then the port studding sails under the eyes of many critical friends in the German and our own Navies. However, all went well, and it was a proud moment for us all to play our parts in presenting the sight, so welcome to the eyes of the old-time seamen, of the four ships in line ahead, leaving the Kiel ford under all possible sail."

Commodore Markham, who was at that time an old bachelor, "had strong prejudices against smoking in any form, and against spirits. He once gave us a lecture which ended up, 'A gentleman may be excused an occasional cigar, cigarettes are only for effeminate weaklings, but the low, filthy, and nauseous black pipe can only be compared with gin and other disreputable liquors which ruin mind and body.'"

However, again, thank you for your letter, and for your remarks regarding "General Cargo." We hope to get sufficient response from our readers to make this a really valuable feature each month.

Ed, "The Navy."

## LETTERS TO THE EDITORS

### THE AMAZONS.

Sir,

I read with great interest the article "Albany to Aldgate" in the June issue of "The Navy." Your contributor "I.B." certainly knows that road well, and his references to various milestones upon it brought many incidents in my own life back to mind. What he says about the girls at Tate's Sugar Factory at Silvertown could be said of the Amazons of Britain in other factories, at any rate some few years ago. I well remember lying in the Alexandra Dock, Newport, Mon., some years past. Not far from the ship was a large flour mill, and one of our young officers, resplendent in immaculate cloth uniform and snowy linen and brightly polished shoes, had the misfortune to pass it just as the girls, wearing overalls thickly coated with flour, came flooding out for a break. He fell—literally—right into their hands. They rushed him and embraced him and be-floured him from head to foot until he looked like a snowman, his subsequent appearance evoking much joy on board. But he gave that place a wide berth thereafter. I was in London in early 1945 while the war was still on, and went down to Charlie Brown's one night, for old times sake. But the gilt had worn off the gingerbread. The old tavern was, as "I.B." says, "just a pub." Congratulations on "The Navy." It is a monthly treat.

Yours, etc.,  
J. F. Paterson,  
Park Street,  
St. Kilda, Vic.

Thank you for your letter, and for your pleasant remarks about "The Navy." Apparently the attentions of the ladies are not always welcomed by the seafarer. But perhaps times, like Charlie Brown's, have changed.

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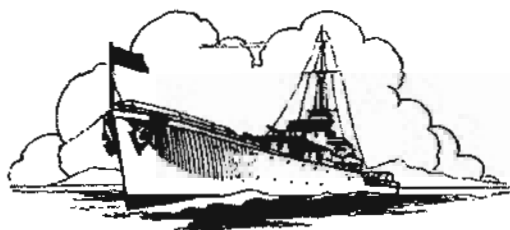
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# THE NAVY

Australia's Maritime Journal

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AUGUST, 1949

No. 8

## LAW—OR CHAOS

THE events of last month, not only in Australia but also in the United Kingdom, serve but to re-emphasize the problem which was faced by the democrats, nations in the years between the two wars, that of deciding whether the lives of ordinary people are to be ruled by law for the majority or by a dictatorship imposing on large numbers of people—if possible on all peoples—the rule of a minority.

In the period between the wars, efforts were made to achieve agreement and peace between nations by discussion and negotiation. The League of Nations was created, and upon it high hopes were built. In pursuit of ideas similar to those of the League Covenant, disarmament conferences were held, and naval treaties were entered into and ratified by the powers concerned, whereby it was hoped that peace would be assured.

But, as events showed, the hopes were vain. For there were among the nations those who took the same line as that followed by Communist-led Unions in Australia in the chaos-creating coal strike. Those nations were happy to abide by decisions of the League of Nations when such decisions gave them everything they wanted, but marched out of the League if their demands were not met in full; in the same way that Communist-dominated Unions regard Arbitration as a harmless plaything if it accedes in full to their claims, but refuse Arbitration and pick up the strike bludgeon immediately the justice of those claims is questioned.

## THE LESSON

THE lesson of those between-the-war years is a clear one. Because of the failure by those in favour of law and order among the nations to enforce by collective action the decisions of the League, the impotence of that body was manifested, and the minority-ruled nations encouraged in their world-wide aggression. Through a reliance upon pious resolutions, through a wilful disregard of facts and obvious trends, through apathy and a willingness to accept almost anything for the sake of "peace," the situation was

allowed to drift until a prolonged period of danger, sorrow and suffering had to be endured in order to overthrow the evil that had been permitted to arise and menace every hope of civilization.

No one government, no one party, right wing or left wing among the democratic peoples, was responsible for that drift. Mr. Winston Churchill in his second volume of "The Second World War" touches upon this when he rightly says: "I had no need to ask myself whether all the blame lay on one side. Official responsibility rested upon the Government of the time. But moral responsibilities were more widely spread. A long, formidable list of quotations from speeches and votes recorded by Labour and not less by Liberal Ministers, all of which had been stultified by events, was in my mind and available in detail."

He is equally right when, in the opening sentence of the preface to the first volume of his work, he says: "I must regard these volumes as a continuation of the story of the First World War..." They are a continuation of that story, and the recent Communist-inspired strikes and industrial disturbances in Britain and in Australia—and in Canada also, where one of them started—are a further continuation of that story. And the lesson of the between-the-wars years is that if we are to avoid a further chapter of violence, of bloodshed and of destruction, in the future while the story still runs its course, law and order must be firmly established on a basis desired by the majority and not imposed by a minority; and it must be firmly established within the structure of nations before we can hope to see it established internationally.

## A WORLD-WIDE ATTACK

THERE seems little reason to doubt that the recent attack by a power-seeking minority with in the British Nations was world-wide and deliberate. Speaking of the dispute which originated the dockers' strike in England "surely among the most fatuous in British industrial history," of which we had our own echo in the case of the Canadian steamer "Hahgonian Duke" in Melbourne—the London "Times" said: "All this happened ostensibly because the dockers allowed Communists to cajole them into taking sides in a sordid squabble between two unions in Canada. It cannot be supposed for a moment that the purpose of the Communists, who have been so busy in this affair, is simply to assert the old principle of solidarity among trade unionists. It cannot be supposed that the coincidence of this menace with the national economic emergency is merely accidental."

Few, least of all the Communists themselves, would question the correctness of this view. With them every post is a winning post, and to listen to their urging to create industrial disturbance with its consequent distress among that section of the community least able to bear it, is to play into their hands and work towards the wrecking of a system which, with all its faults, has given the ordinary working man a growing measure of emancipation and control of his future and security; and to substitute for it a return to the 'bad old times,' intensified by the addition of moral slavery to economic servitude.

## THE ROYAL NAVY'S EXAMPLE

IN "What The Navy Is Doing" in this issue of "The Navy," reference is made to what the Royal Navy is doing in two directions, of which some cognizance might be taken in Australia.

One is the matter of "At Homes," which the Royal Navy's Home Air Command has organised to stimulate public interest in Naval Aviation. At various of the Royal Naval Air Stations throughout England and Scotland, "At Homes" have been arranged at which opportunities are afforded for members of the public to see something of the working of this latest and important branch of the navy, and to witness flying displays by its pilots and aircraft.

If it were possible to arrange something similar here, it would afford excellent publicity for the Royal Australian Navy, and stimulate interest in the Service among the people. After all, however good a product might be, appreciation of it cannot be expected if it is not known. Those who coined the phrase "It pays to advertise" disseminated, if they did not discover, a truth.

The other matter in which the Royal Navy has set a good example is that of arranging participation of Reserve officers and ratings in the recent Western Union exercises, the Department of the Chief of Naval Information, Admiralty, announcing that for the first time Royal Naval Volunteer Reserve units, manned almost entirely by members of the Volunteer Reserve, operated in exercises with the Fleet.

The Reservists were in two Motor Mine Sweepers, in one of which only two of the complement were Permanent Service, the Commanding Officer being a Lieut.-Commander R.N.V.R. "who is an Executive Officer of the Yorkshire Electricity Board," while one of her Petty Officers "employed at Hull Bankside gas works as a stoker, joined the ship shortly before she sailed, after completing his night shift at 5.20 a.m."

There are undoubtedly Reservists just as keen in Australia—although the edge of that keenness

is liable to dull for want of a little encouragement.

One way of keeping its brightness would be to include a Reserve-manned ship in the forthcoming joint Australian-New Zealand exercises; to follow Admiralty example and use a minesweeper for this purpose, but to go one better and give her a full Reserve complement. It would be like old times again to use a corvette in this way, and would make the Reserve feel that it is still in the scheme of things.

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## LYKE-NU DRY CLEANING CO. LTD.



# The R.A.N. in New Guinea

IN THIS AUTHORITATIVE ARTICLE, THE R.A.N. OFFICER WHO WAS UNTIL RECENTLY NAVAL OFFICER-IN-CHARGE, NEW GUINEA, TELLS WHAT THE NAVY IS DOING IN OUR NORTHERN WATERS, AND OF THE ESTABLISHMENT OF THE ADVANCE BASE AT MANUS.

by Captain Claude H. Brooks, R.A.N.

TO you Australians, what does Dreger mean? Is it an animal, vegetable or mineral? Is it in the Malay Archipelago? Is it at the South Pole? Have you ever heard of it before? I think it is just as well this question was never included in the Quiz Contest—it certainly would be a poser for the majority of Australians.

Dreger Harbour is a pretty little corner on the edge of the mainland of New Guinea where the north side of Huon Gulf starts to fight deeply into the mountains. It is a narrow, flat, coral strip, backed by high hills all covered in jungle growth. That is what it was in 1890 too, when the Germans first came to New Guinea. They used another little port just up to the northward which is protected from all weathers, and they called it Finshafen. They also named the inlets to the southward, and those

names are still just as German as they were then—Langemak, Schneider Harbour and Dreger Harbour.

The islands, however, were left with their native names—Nusing, Tami, Kumhan, Simissa, Matura and many others became the coast is flanked by small islets. The native villages ashore also retained their native names—Gingala, Buki, Gagidu and Nussingalaru. However, the plantations are different—they often bear the names of the home towns of the original Lutheran Missionaries. Such names as Hellshach and Sattelburg will be familiar to many Australian soldiers.

With the passing of the German Regime in 1914 and the winning of the war which raged over the world at that time, Australia accepted from the League of Nations the Mandate for the administration and development

of New Guinea. However, in the years which followed she did little to develop that particular corner above Cape Cretin—Finchaven—to use its Anglicised spelling remained the post for a Patrol Officer (rather a lonely outpost) and the school of a few missionaries, still mainly German. The Lutherans developed some copra plantations and stabled a few horses, but that was about all.

Then along came 1939—another world war—everyone was uneasy but war did not come at once to New Guinea. But in 1941 Japan considered the historic moment had arrived: the Armies of the East swarmed South soon they were quickly in action with the garrison forces of the Western powers as they strove to overrun and control the rich lands bordering the Western Pacific.

The Japs advanced everywhere in large bounds in 1942. One thrust was through the Pacific Islands, first the Philippines, then the Halmaheras, then New Guinea. This latter was an easy nut to crack—after all there was only a handful of poorly-equipped Australians between the elated Japanese and Port Moresby. It looked black in 1942 for New Guinea and for Australia itself, while the Forces gathered and organised on the mainland in preparation for the serious campaign which everyone knew had to follow.

But once an Attack and Striking Force was ready, the tide was turned. In 1943 names such as Gona, Cape Endiadar, Buna, Kakada, Bulldog Road, Nadtab, Scarlet Beach and Sattelburg all became famous names in Australia history.

The advance of the Allies, which was made possible by the Coral Sea Battle and the successful defence in the Solomons, was on. In quick succession landings followed at Arawe, Cape Gloucester, Wewak and Hollandia; then the way was open for the attack which would push the Japs out of the Moluccas, and then the Philippines.

Base "F" on the coast to the north of Cape Cretin came to life to make that Northern campaign possible—it was a dangerous place at first, but it was secured soon after the Japanese were thrown off the top of Sattelburg, and within a few short months what had been a jungle-covered flat, coral strip of land round the pretty little peaceful harbours, came to be a long bustling establishment full of soldiers and airmen, huts and stores. Miles of stark white coral roads stretched along thirty miles of the fore-shore—camps and huge sheds, and still more sheds, grew up overnight—a busy airstrip appeared in a swamp—bridges were thrown across the beautiful Mape, and the top of Nugidu was cut off and flattened as though it were only the consistency of cheese.

The road rapidly became a highway, more busy than even St. Kilda Road or William Street. Lorries and yet more lorries, and thousands of jeeps slowly followed each other nose to tail as thick as they could be. The United States Provosts asked drivers in raucous and belligerent voices "Why the hell are you trying to pass?" Dumps of stores, acres and acres of them, all disgorged from the ships which lay at the hastily constructed "U" shaped wharves which dotted the shores of Dreger, Langemak and Finchaven, soon spread north and south. The Eagle was then poised ready to go forward and strike at the Japanese interlopers in the Islands to the North.

History will probably conclude that these heaps of stores at Base "F" were, in large part, unnecessary—certainly thousands and

- (1)—The "Destruction" at Dreger Harbour.
- (2)—Small vessels in the floating dock at Dreger Harbour.
- (3) & (4)—The harbour at Dreger is suitable for vessels of corvette size, but larger ones enter, as here shown with "Kaninbla."
- (5)—"Kaninbla" alongside at Dreger Harbour.



(1)



(2)



(3)



(4)



(5)



Framed in tropical growth, "Destruction" presents an attractive, if unusual picture, in Dreger Harbour.

self permanently at a Base somewhere in the fringe of islands to the north. Disposals and surplus equipment were not its concern.

The end of the Pacific War in 1945 found the R.A.N. with many commitments in New Guinea, and the headquarters of the Naval Officer-in-Charge established at Madang. Men lived under "field" conditions there, making use of what buildings were still serviceable after the hammering the town had received while it was being used by the Japanese. Madang, however, was not suitable for a Naval Base for many technical reasons, and, in any case, everyone expected that as soon as it could be organised the Civil Administration would return, and with it all the pre-war private civilian interests. The derelict houses, offices and shops, would be required by their rightful owners.

It was a big decision that was made at that time, when probably few outside Defence Circles knew about it. Many Australians were wondering when their boys in the north would come back. Everyone thought it was just a matter of finishing off and getting home. As the weeks passed, those servicemen in the north began to wonder desperately. Their companions, lucky fellows, already going through the demobilisation centres, would fall into the good jobs—which you only had to accept graciously. Good money was available for anyone who would take it.

No wonder the sailor in Madang was wondering when he could get away from New Guinea. But the recommendation was made—a permanent Naval Base in the northern islands—and was accepted by the Government. It was a big decision: the implications could only be surmised. Many forecasts were uttered that such a Base could not be manned, or equipped. Australians aren't really sea minded—there are too many attractive jobs on the mainland—who wants to go "out back" when he can go to the

racers each Saturday if he lives in the city? Civilian pay is good too, what do I gain by joining the R.A.N.? Get sent away from home for months—and now to get sent up to some God-forsaken malarial area near the Equator!!!!

Yes, the practical difficulties would be real enough, everybody knew that. However, Australia needs, and will always need, a front gate and that front gate needs its gatekeepers. Much could be written and argued and asserted—well informed and otherwise—on this strategical conception.

At any rate, the decision having been made, the Naval Staff had to decide upon a suitable site. Manus was the obvious choice. Everyone had heard of the fabulous base our Allies had built on the shores of Seeadler Harbour. But at that time (1945) the U.S. Navy was still very active there—a Congressional Committee had recommended the permanent retention of the base by the United States—and the Australian Government was involved in negotiations, many aspects of which were of international importance.

Manus was merely one part of this question. Decisions under these circumstances are hard to make—the world was changing, changing a lot, in spite of the frustration following the repeated disagreements between the Eastern and Western Allies. At all events it was decided that N.O.I.C. New Guinea would leave Madang and establish his base and his headquarters at Finchaven—the organisation would be housed in the old U.S. Small Craft Base at Dreger. It would all be temporary and it would only be small, but it would be ready to move to Manus when the position which that Harbour would assume in Pacific Defence was clear and agreed to with our allies in the United States.

The transfer from Madang to Dreger took place in November, 1945. Many ships of the New Guinea Command were used in-

cluding "Whangpu" and "Pingwo," the latter carrying the newly formed works Construction Unit. When the first ships reached Finchaven they were berthed by the Port Director at a wharf in Langemak Bay, and "Pingwo" made a start unloading her equipment with the idea of commencing construction on the shores of the Bay. Although this misunderstanding caused a few days delay it was unimportant because a unit of the American Army Air Force was, at that time, still housed in the buildings which had been chosen for occupation by the R.A.N.

It had been agreed in principle between the U.S. Command (then at Leyte in the Philippines) and the Australian Government that the old P.T. Base, which the U.S. Navy had built as soon as Base "F" was secure, should be transferred for Australian use, but the units already in possession found it difficult and inconvenient to find new quarters. The main body, therefore, on arrival from Madang had to find alternative accommodation, and this was done by using the buildings in the Transit Camp at Gagidu.

It had never been intended that the White Ensign should fly so far away from the port—the arrangement was so unsatisfactory that the N.O.I.C. had to urge that immediate representations be made to the Higher Command. Appeals to the Commanding General in the Philippines requesting him to speed up the programme of the movements of his subordinates were received courteously, and staff officers were soon in Finchaven to investigate the difficulties on the spot. This was in January, 1946. The visitors were impressed with the urgency of the move, and, as alternative accommodation was then available for the airmen, it was arranged that their unit should be out inside three days—and they were!

The R.A.N., therefore, moved into the Gingala Area. It was a

strange consolidation at a time when every Australian was thinking of his demobilisation in Sydney, Melbourne, or Brisbane. Men found it hard to think all the work was worthwhile. But all the same, "Pingwo" went into action landing material and stores—the construction gang, built up so laboriously in the previous six months, worked like hammers; building went on apace; shore refrigerators took shape; the power house was commenced; modifications were made to adapt existing buildings. It was only a few days before Gagidu could be left behind and everyone was hard at work digging in to make the R.A.N. forward base.

It was a complicated task. No one could, or would, forecast how long the base was to exist. Some said twelve months, others twelve years. The work of construction was complicated by the day-to-day work of the Command. Ships were coming and going; stores were being dumped from haws which were being rolled up. Milne Bay (H.M.A.S. "Ladava") to the south-east, Torikina (H.M.A.S. "Lusair") to the east; Morotai to the north, as well as a dozen or more Port Directorates. Men were being released for return to Australia as an urgent policy.

It was, of course, the same with the other two services—they had heavy commitments in the forward area: dumps of material, stores, and equipment; and insufficient men to act as caretakers, much less for maintenance. One heard stories of aeroplanes left until useless: one saw groups of landing craft thrust up on the beaches and abandoned to wind and tide; engines left to rust in the open in the daily tropical downpour; vehicles and more vehicles just catching the rain.

The Navy is small, and normally it is thought of as a permanent force, but during the war the Government adopted a policy of recruiting personnel for all three fighting services for the period of hostilities only, and,

therefore, when demobilisation was ordered, again as a national policy, men who wished to return to their families and civil life had to be released. There was no one to take their place. The growth of a new base was, therefore, complicated—the safe and accurate handling of stores was impossible—it was beyond the two or three young stores assistants who were all that were left to man the base.

Demobilisation took "Pingwo," too—her return to Australia was the worst blow of all because she took the skilled tradesmen—and it was left to the small permanent complement to complete the work required to ensure the efficiency of the base. Much of the work was not a sailor's job—he is not equipped or trained to build jetties; to repair bridges; to maintain and grade roads; to install a power house; to place transformers in the bush and run power leads over the countryside; to build a water supply. But there was no one else to do it, and it had to be done. God helps those who help themselves—that was the principle on which H.M.A.S. "Tarangau" was built up.

In spite of all the difficulties it was done. The Navy settled into the old U.S. camp and, compared with other organisations in New Guinea, were housed comfortably. It was not wonderful: everyone had to picnic to a large extent. Few only of the buildings were lined and none were insulated against heat; but the beer ration, even in times of difficult transport or the brewers' strikes in Australia, was never less than three bottles a week. There was no way of "going to town," but four cinema shows were given weekly. There were no large grocery stores full of commodities to meet the whims of every housewife, but fresh meat and tinned foods and fresh bread were always available (and at prices much less than in Sydney or Melbourne).

There was no Bondi or Coogee, yet there was a natural fresh water swimming pool whose clear

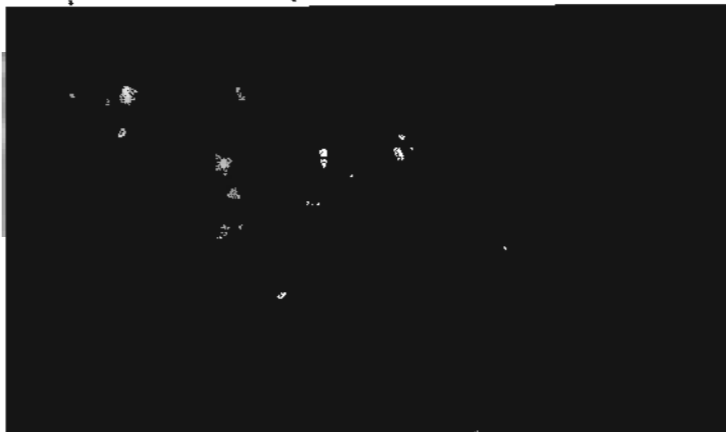
blue waters cooled and invigorated hot, tired, and drooping bodies. There was no public transport, but no one had to fight for a place in a bus or tram. There was no horse racing and dogs, but there were boat sailing and picnics. Life in the base at Dreger may have been quiet and sometimes dull, but it was straightforward; and men realised that naval operations could not take place in the islands unless they were there.

Although Dreger, then, was established as a base, it could not meet the needs of a naval squadron. It is true it is situated on one of the cooler of the coastal areas of New Guinea, and in many respects it has many natural advantages as a habitation, but nature has not provided it with a harbour of sufficient size to accommodate even medium-sized ships. In fact, nothing above frigate size can use those restricted waters without anxiety.

Large ships have used Dreger, but its occasional use by a single ship is a different problem to that when a fleet must be safely received. It is true that, with an elaborate system of head and stern moorings, quite a tidy sized fleet could be berthed, but the arrival and departure of the ships concerned would always be risky, and in bad weather dangerous. So Dreger must be left ultimately—left to return to its pre-war state—a few native villages, an Assistant District Officer's Post, some Mission schools and hospital. The roads will be grown over, buildings will be stripped of useful material, wharves, bridges and culverts will fall in.

But the R.A.N. will be established in Manus—Manus with its spacious Harbour—its big oil fuel storage—its long wharf and acres and acres of derelict buildings.

But that is another story—now being written by a handful of the R.A.N. in the Island Screen to the north of our continent.



On a trip of 28 miles across Cader Idris the boys stop to take their bearing by compass.

## THE OUTWARD BOUND SEA SCHOOL

FORMED IN 1941 TO DEVELOP THE "EXPLORER VIRTUES" IN BRITISH YOUTH, THE OUTWARD BOUND SEA SCHOOL IN WALES BUILDS CHARACTER AND GIVES PRACTICAL EXPERIENCE IN MANLY VIRTUES.

by F. Spencer Chapman, D.S.O.

The author of this article, now Headmaster of the King Alfred School in the British Zone of Germany, was a member of expeditions to the Arctic in 1930 and 1931, to the Himalayas in 1935, and of the "Stay-Behind" Parties in the Malayan Jungle, 1942 to 1945. He made the first ascent of a Himalayan peak in 1937, has written widely on travel and adventure, and is the holder of the Arctic Medal.

A group of a dozen boys in their late teens in charge of a retired captain of Britain's Merchant Navy and a hard-bitten bos'un, almost out of sight of land, fight a winter storm in the open waters of Cardigan Bay, Wales, in an old 80-ton ketch. They all wear seamen's trousers and jerseys but only two a Conway Cadet and a Dutch ship's apprentice—have been to sea before. Of the others, four are from public and secondary schools (two having been given special leave in term time) four have already spent a year or more in industry, one is a South African stud-

ent, and the rest are deck hands or apprentices from various ship-jumping lines.

A few days later, on the wind-swept summit ridge of Cader Idris, Merionethshire, hidden in sleety mist and cloud, another group of boys fight their way against the gale to the cairn, and stop occasionally to read a compass and examine a wind-battered map. One, who is apparently the leader, speaking with a rich Glasgow accent, shouts encouragement to the others. He is answered by a wise-crack in a Londoner's cockney.

These boys are a typical sample of the 5,000 who have already taken a month's course at Britain's Outward Bound Sea School at Aberdovey, Merionethshire, Wales.

In the early days of World War II, it was found that when ships were torpedoed, loss of life occurred after the crew and pas-

sengers had taken to the boats, rather than as a direct result of the explosion. Decades of the steamship and other advances in modern civilisation seemed to have deprived youth, not only of the skill of the old sail-trained seamen, but of many of his sterling qualities of character. It was to remedy these defects that the Outward Bound Sea School was formed in 1941 by Messrs Alfred Holt and Co. (the Blue Funnel Line), and in planning his course for developing what may be called the explorer virtues, Lawrence Holt was helped by Kurt Hahn, whose pioneer experience of seamanship and county badge work in his schools at Salem and Gordonstoun, Scotland, were most valuable.

Gradually the bias of the School changed from purely vocational training to using the sea and mountains for discovering and developing character in just

the same way as Britain's Commandos were put through special courses to toughen both body and spirit. During World War II, those of us who were concerned with the training of young soldiers were horrified to find how much of this toughening-up was necessary. So many recruits, owing to increasing urbanisation, seemed never to have experienced physical discomfort, danger, or any form of first-hand adventure. In the searching hazards of war they appeared, for the first time, to come to life and discover their latent manhood.

After World War II, was over a group of men met in the rooms of Dr. G. M. Trevelyan, the Master of Trinity College, Cambridge, England, historian and author of "English Social History." They were concerned with the future of the youth of the British Commonwealth and they discussed the problem of providing in peace-time, opportunities for young people to discover and test character by experiencing that adventure which, nowadays, only seems to be satisfied in war-time. Thus was born the Outward Bound Trust, and its first action was to take over the Sea School at Aberdovey, though Alfred Holt and Co. continued to assist the School, not only financially, but with the benefit of their long experience of sea training.

Though the course remains much the same, more and more boys come from industry and, indeed, from every walk of life and from nine different countries, so that the School has come to provide training in citizenship and democracy as well as developing a boy's courage, endurance, initiative and self-confidence. Boys are taken from 15 to 18½ years. One hundred and twenty boys can attend a course, which lasts 26 days, at a time. They are divided into "watches" of 12. At first, when only the boys' paper qualifications are known, watch captains and vice-captains are appointed, but after a few days their

positions must be ratified by the consent of the watch. There are few rules, but the training conditions preclude any smoking or drinking during the month and minor offenders are dealt with by the boys' own court with a member of the staff in attendance as an observer. They are encouraged to criticize the course and write down their impressions after the first week and again at the end. In these ways democracy is taught.

The staff includes Merchant Navy officers, an athletics expert, a matron, and a chaplain; for the Christian purpose of the School is always in the background and the boys' duty towards God, as well as to his neighbour, is stressed. The day begins with a run and a cold shower. At breakfast, as at all meals, the staff sit among the boys so that they get to know each other. Part of the course is devoted to the study of seamanship, the use of a compass and charts, simple navigation, and the study of wind and weather. A good deal of practical work such as lifeboat drill, rowing and small boat sailing, is carried out in the sheltered waters of the beautiful

Under instruction from Mr. Edwin Thomas—in the bows—the boys bring in the Standing Lugger after an hour in the Dovey Estuary.

Dovey Estuary. This leads up to a three-day cruise which each watch undertakes in the School's 80-ton ketch "Garibaldi."

The course also includes a general, toughening-up, for many of the boys come straight from industry and homes and are ex-

Continued on page 48



On monkey ropes and foot ropes suspended between trees the boys learn self-confidence and assurance.

# ANNIVERSARIES OF THE MONTH

AUGUST ANNIVERSARIES INCLUDE THOSE OF A NUMBER OF INCIDENTS OF NOTE, AMONG WHICH ARE ONE INVASION OF ENGLAND OF DOUBTFUL SUCCESS AND ANOTHER WHOSE ATTEMPT RESULTED IN DISASTROUS FAILURE.

by John Clark

THE month of August is an important one in the annals of Britain. It was in that month, in the year 55 B.C., that Julius Caesar made his first landing at Deal. His galleys sailed from Boulogne about midnight on the 24th., and an assault landing was carried out at Deal the following afternoon—one of the most difficult operations Caesar ever had to undertake. The attempted invasion was not an unqualified success for the Romans, who shortly after, with the weather breaking, had to return to the Continent with a shattered fleet and a greatly reduced army. As one historian suggests, "Such a conquest seemed hardly distinguishable from a defeat."

It was in a later August, that of 1191, that the Mediterranean came into the British picture, as it was to come so often in the following centuries. On the 22nd. August, 1191, the Crusaders, having captured Acre, began their march to Jaffa, the fleet escorting them along the coast. Richard the 1st. was in the van of the advance, performing prodigies of valour; but he failed to take Jerusalem.

It was in August, 1572, that Francis Drake was repairing, on the Isla de Bastimentos—the Isle of Good Food—of the wound he had suffered on the 29th. July at Nombre de Dios, when he had brought his men to the mouth of the Treasure of the World. It was the following August, on the morning of the 9th., 1573, that he dropped anchor in Plymouth Sound at the end of his voyage, on Sunday at sermon time, when the people hastened down to the harbour "to see the evidence of God's love and blessing towards our Gracious Queen

and country by the fruit of our Captain's labour and success."

August fifteen years later was the month of the northward and westward flight of the Spanish Armada after the running battle of the English Channel and the narrow escape off Dunkirk. Throughout the month ship after ship, blundering north-about for Spain, was driven by the westerly gales on to the rugged coasts of the Scottish islands and Ireland. Some fifty or sixty struggled home. Sixty-three were lost. And there was no roll kept of the men who then made their last voyage.

It was three years later, in August, 1591, that Sir Richard Greenville fought the great last fight of the "Revenge" at "Flores in the Azores." It was "the last of August in the afternoon" when six of Her Majesty's ships, six victuallers, and the Barke Raleigh were lying at anchor off Flores: the six Queen's ships being the "Defiance," "Revenge," "Bonaventure," "Lion," "Fore-sight" and "Crane." Suddenly a large Spanish fleet—whose approach had been shrouded by the land—appeared, and the English ships had to weigh or slip in a hurry. Greenville, in "Revenge," could possibly have escaped had he turned from the enemy, but "out of the greatness of his mind" he could not be persuaded to do so. So a fight began between the "Revenge" and the Spanish fleet. It lasted some fifteen hours, in which the "Revenge" endured the assaults of "fifteen several Armadas, all by turns aboard him, and by estimation eight hundred shotte of great Artillerie, besides many assaults and entries." Finally the "Revenge" was taken, and Sir Rich-

ard Greenville carried on board the Spanish Admiral where, having been badly wounded, he died. Some thousand Spaniards were killed and drowned in the fight.

It was in August, 1635, that the real trouble about ship money arose in England when, for the first time, the tax was levied on the inland as well as the maritime counties and towns. Many of the agricultural districts had no interest in ships and shipping, and the demand caused the greatest discontent among them.

In August twenty-two years later—in 1657—died a great English admiral who rose in the troubled times to which the ship money gave birth. Sir Henry Newbolt has told the story of the death of Blake, as his ship entered Plymouth:

"There lay the Sound, and the Island with green leaves down beside the water; The town, the Hoe, the masts, with sunset fired— Dreams! ay, dreams of the dead! for the great heart faltered on the threshold. And darkness took the land his soul desired."

The battle off the North Foreland, in the Second Dutch War, was fought on the 4th. August, 1666, when the British fleet under the joint command of Monck and Prince Rupert defeated a Dutch fleet under de Ruyter, who lost a number of ships and was prevented from making a landing which had been planned.

The British did not show up as well in August, 1702, when Benbow brought a French fleet under Ducasse to action in the West Indies. Some of Benbow's captains failed to engage and Benbow, himself badly wounded,

was forced to give up the action. The opinion of the French Admiral was given in a letter he is said to have written to Benbow: "Sir—I had little hope on Monday last, but to have supped in your cabin but it pleased God to order it otherwise. I am thankful for it. As for those cowardly captains who deserted you, hang them up, for by God they deserve it." Two of the offenders did receive sentence of death, and a third was cashiered.

On the 17th. August two years later Rooke fought the battle of Velez Malaga against a combined French-Spanish fleet. It would have been a noteworthy victory but for the British ammunition shortage. As it was the enemy got away after a fiercely contested fight.

A signal victory over a Spanish fleet was obtained by Byng—Viscount Torrington—at the Battle of Cape Passaro on the 11th. August, 1718, the Spaniards being routed and the greater number of their ships taken or burned.

On the 29th. August, 1782, occurred an event at Spithead which inspired the poem of Cowper's, "Toll for the brave—The brave! that are no more." On that day the "Royal George," Flagship of Rear-Admiral Richard Kempenfelt, sank at her moorings, carrying the Admiral and nearly a thousand others with her. Her loss was due to neglect, Cowper's poem being in error as to its cause, which was really owing to her hull having been allowed to get so rotten that a huge section of the bottom of the ship fell out bodily, and she sank like a stone.

One of Nelson's great victories—that of the Nile—has an August anniversary, it having been fought on the 1st. of the month in 1798. It also gave birth to a well-known poem, that of Felicia Dorothea Hemans, "Casabianca," which tells of the boy on the burning deck, the boy being Giacomo Jacante Casabianca, son of Louis de Casabianca, who com-

manded the French fleet at the Nile after the death of Admiral Brueys, both father and son being killed when the French flagship, "L'Orient," blew up.

Coming down to more recent times, it was on the 4th. August, 1914, that the First World War broke out, and in the early morning of the 9th. of the month, the "Birmingham" (Captain A. M. Duff) of the 1st. Light Cruiser Squadron, which had been screening ahead of the Grand Fleet, sighted the German submarine U15 on the surface and rammed and sank her, the first German submarine of many sunk by the British in two World Wars. "This initial success," wrote Lord Jellicoe in "The Grand Fleet," "was hailed with great satisfaction in the Fleet."

Out here in the Pacific during that month in 1914, the young Royal Australian Navy was taking a hand, first in the raids on telegraphic communications of German New Guinea, in which "Australia," "Sydney," "Warrego," "Yarra" and "Parramatta" took part, and later in the capture of the German Protectorate of Samoa, in which operation "Australia" and "Melbourne" were concerned in company with the French "Montcalm" and the British cruisers "Psyche," "Philomel" and "Pyramus."

Coming on to the recent war, it was in August, 1940, that H.M.A.S. "Hobart" was at Berbera, British Somaliland, Headquarters ship during the evacuation operations there from the 11th. to the 19th., finally bombarding the town before sailing on that later date. On the 16th. of the month, "Stuart," "Waterhen" and "Vendetta" screened the heavy ships at the second bombardment of Bardia; and during the night of the 23rd./24th., "Sydney," "Waterhen" and "Stuart" took part in a bombardment of an Italian seaplane base at Bomba in Libya. Out here in the Pacific, the French steamer "Notou", first ship sunk in the Pacific by German raiders,

was sunk on the 16th. August, 1940, while on passage from Newcastle to Noumea, and four days later the British ship "Turakina" was destroyed by the raiders after putting up a gallant fight.

In August of the following year—1941—"Hobart" did good work in rescuing passengers and crew of the White Star "Georgic" during a heavy air raid at Port Tewfik. That was on the 14th. On the 25th., "Kanimbila" and "Yarra" were busy in the Persian Gulf when British forces entered Iran and immobilized Iranian warships, occupied the barracks at Bandar Shapur, and captured a number of Axis merchant ships interned there.

The first air raid by the Japanese on Milne Bay took place on the 4th. August, 1942. Three days later "Australia," "Canberra" and "Hobart" took part in the assault on Guadalcanal and Tulagi, and on the 9th. August "Canberra" was lost following a night action with a Japanese force off Savo Island, Captain F. E. Gething, R.A.N., being among those who lost their lives.

By August of the following year, 1943, the Allied attacks on the Axis all over the world were getting into their swing. In the Mediterranean the Sicilian campaign—in which Australian corvettes took part—ended with the capture of Messina on the 17th. Out here, all organized Japanese resistance in New Georgia ended on the 26th. of the month.

By August, 1944, affairs were still further advanced, both in Europe and in the Pacific; and in August, 1945—Germany having been knocked out of the war in May—Japan accepted Allied terms of surrender on the 14th., Allied ships—including H.M.A. Ships "Napier" and "Nizam"—entering Tokyo Bay on the 28th., and H.M.A. Ships "Bathurst," "Wagga," "Castlemaine," "Mildura," "Fremantle," and "Broome" being among those present at Hong Kong on the 30th.



## CAPTAIN ALLAN WEDEL RAMSAY McNICOLL, G.M., R.A.N.

ALLAN Wedel Ramsay McNicoll, G.M., whose promotion to Captain, R.A.N., was announced on the 30th June last, was born on 3rd April, 1908, the son of Brigadier-General Sir Walter and Lady McNicoll, and entered the Royal Australian Naval College, Jervis Bay, in 1922. His record at the College augured well for his future in the Navy, for he was awarded Maximum Time on Passing Out, and carried off the Grand Aggregate and French prizes, and in addition was first in seamanship, history, and English. Made a Cadet Captain in 1924, he gained, in the sporting field, his colours for rugby, tennis, and rowing.

Becoming a Midshipman in May, 1926, his first ship was H.M.A.S. "Adelaide," but he was not long there before proceeding overseas to the Royal Navy, the commencement of what turned out to be, in the aggregate, thirteen years service in H.M. Ships out of a total of eighteen years' sea time in his naval career to date. His periods in H.M. Ships started off with one of two-and-a-half years in the battle-cruiser "Repulse," the youthful McNicoll remaining there until, as Sub-Lieutenant, he took his Lieutenant's courses, gaining five First Class Certificates and being promoted Lieutenant in 1930.

Returning to Australia, there followed appointments in H.M.A. Ships "Australia" and "Canberra," and then back to the United Kingdom, where, in 1933-1934 he did his Long (T) course, and stood by the second "Sydney," then building as H.M.S. "Phaeton." He remained in "Sydney" and was in her on her protracted voyage out to Australia.

That was in 1935-36, when the Italo-Abyssinian war, and the imposition of Sanctions on Italy created a crisis in the Mediterranean. "Sydney" was first of all in the Western Mediterranean, at Gibraltar, and later with the Mediterranean Fleet under Admiral Sir William Fisher, based on Alexandria. In both the Western and Eastern Mediterranean the "Sydney" was in quarantine, in the West with German measles, and in the East with mumps! The result was that she spent a fair time getting around independently, and had some weeks in the Eastern Mediterranean at Cyprus, an introduction to that island which gave Captain McNicoll an abiding affection for it.

"Sydney," with "Australia"—which ship was with the Mediterranean Fleet at the time on cruiser exchange duty—eventually sailed from Alexandria in July, 1936, arriving in Australia the following month.

Back here in Australia, Captain McNicoll was appointed to the Torpedo School at Flinders Naval Depot, remaining there until proceeding overseas again on exchange duty in 1939, having acquired his half-stripe the previous year.

In England at the outbreak of war, he was appointed to the cruiser H.M.S. "Fiji," and was in that ship when she was torpedoed in the Western Atlantic; he subsequently proceeded to Malta, and later to Alexandria with the 1st. Submarine Flotilla. The vessels of this Flotilla were operating from Alexandria on the Axis Europe-North Africa supply lines, in the Adriatic, the Aegean, and around the Dardanelles. It was at this period that he was awarded the George Medal for gallant and undaunted devotion to duty, and was also the recipient of a Commander-in-Chief's Commendation.

Following his service with the 1st. Submarine Flotilla, McNicoll was appointed to H.M.S. "King George V." as Squadron (T) Officer. Service in this ship included four North Russia Convoys, and then action in the Mediterranean, where the ship took part in the invasion of Sicily operations, carrying out support bombardments and exercising sea power generally. In this year—1943—came promotion in June to Commander.

A period of shore duty at Admiralty followed, where he was on the staff of the Director of Tactics and Staff Duties—Captain Oram. During this time Captain McNicoll qualified for the France and Germany Clasp to the Atlantic Star, by being present at the Normandy landings in June, 1944, on the Staff of A.C.N.X.F.—Admiral Commanding Naval Expeditionary Force—Admiral Sir Bertram Ramsay. It is of interest that, although an officer of the Royal Australian Navy, Captain McNicoll, while qualifying for the Atlantic Star, with France and Germany Clasp; the African Star, with North African Star; and the Italy Star; did not qualify for the Pacific Star. On his return to Australia early in 1945 he was for six months in a Staff appointment at Navy Office and was then appointed to H.M.A.S. "Hobart," where it looked as though he would be well in the Pacific War in the final assault on Japan. But the Atom Bomb put finis to that possibility and to the war.

In "Hobart," he was Executive Officer until the end of 1947, and then came ashore to Navy Office, Melbourne, in his present appointment—Director of Plans; his promotion to Captain coming, as earlier stated, on the 30th. June this year.

Captain McNicoll possesses, among other attain-

ments, the ability to express himself musically, which is something he possibly inherits from his father, who lists music among his recreations. He married, in 1937, Ruth, the daughter of Mr. W. M. Timmins, of Melbourne, and is the father of two sons and one daughter.

(Since the foregoing was written, Captain McNicoll has been appointed Senior Officer 1st. Frigate Flotilla, in "Culgoa," vice Commander Plunkett-Cole, who has received a shore appointment.)



CAPTAIN A. W. R. McNICOLL, G.M., R.A.N., Director of Plans.

# NAVIGATION IN AUSTRALIA

THE DEVELOPMENT OF AERIAL TRAVEL AND OF MODERN DISCOVERIES IN NAVIGATION SET NEW AND FASCINATING PROBLEMS FOR AUSTRALIAN NAVIGATORS WHICH ARE HERE DISCUSSED BY ONE WITH CONSIDERABLE AND PRACTICAL EXPERIENCE.

by Captain Brett Hilder  
(Member of the Institute of Navigation, Eng.)

AUSTRALIA and the Pacific occupy a prominent and intimate place in the history of Navigation, and we can be proud of the eminent navigators who served in these waters. The history of Australian discovery, settlement and development is linked with the progress of sea navigation, the lion's share of credit being due to officers of the Royal Navy.

In modern times we have equal cause for pride in the achievements of our local-born aviators in pioneering the ever-spreading airlines. Among the survivors of that gallant team are Sir Hubert Wilkins, Sir Keith Smith, Harold Gatty, P. G. Taylor, and D. C. T. Bennett, whose lives are ample proof that the traditions set by the first bold men to enter these waters are being worthily upheld.

Annals of two wars have shown their ability to carry ideals into the modern world, and many an airman has felt just as insecure over the lonely sea as Columbus did when sailing into the unknown seas of his time. The old ghost of Terra Australis Incognita has now broken up into the island-continents of Australia and Antarctica, with the remnants forming our island territories from New Guinea to New Zealand. This large Australasian sphere of interest is only connected to the older continents by the stepping stones of the East Indies, while in all other directions we are faced with the largest oceans of the world.

The vast distances involved have only served as a challenge to men like Kingsford-Smith, whose faith in his young coun-

trymen has been rewarded by a series of airlines stretching out across this hemisphere to the most distant corners of the Empire.

As good navigators are needed, they will be forthcoming, and I believe that the youth of this country are specially suited to the exacting service of navigation. The thousands of air navigators trained under the Empire Air Training Scheme proved natural ability, and now the development of Naval Aviation here will give many young men the chance to prove their mettle.

Our homeland, England, is a seafaring country, and all our migrations and communications have in the past been by sea, giving our family histories a salty tang whether voluntary or not.

Apart from the discovery and settlement of Australia, even before it was sighted this continent had a great influence on the study and pursuit of navigation. The mystery of the Great Southland was a lively controversy for nearly two centuries. Australia was indeed conceived as a problem in cartography, and from the time of its birth took a large place in modern navigation, which dawned at the same time. It was therefore no coincidence that the best seamen of the day were employed in these regions, as well as some famous scientists like Darwin and Banks.

In addition to the magnificent work of Cook, who not only explored much new land, but chased the ghost of the Great Southland right down under the ice of the Antarctic, we had Vancouver, Bligh, Flinders and Franklin, and also P. P. King who charted and advocated the navigation of

the Great Barrier Reef. Many of these naval officers stayed to help in the development of the new country, as the four first Governors of New South Wales, Philip, Hunter, King and Bligh. Franklin became Lieutenant-Governor of Tasmania; Captain Stirling founded Western Australia; and Commander Fitzroy was Governor of New Zealand in 1843-45.

To-day we are faced with the scientific developments of Radar and Hyperbolic Navigation, with other marvels of Radiophysics and electronics. Original progress is being made in these subjects in Australia, with which all navigators should keep in touch. Even as long ago as 1600 the progress of navigation was largely in the hands of the scientists, and we owe a lot to Newton, Airy, Halley and Kelvin. This galaxy of intellect should not deter the average navigator from serious study of the problems of his profession, for it is significant that while the scientists were trying to "discover the Longitude," the problem was solved by Harrison and his home-made chronometers.

In Australia our problems of navigation are different to those facing the older countries: vast empty distances over land and sea, sparse populations, and the dangers of the coral-infested seas.

We also have a large share of Antarctica, whose development raises the special problems of polar navigation in addition to the large distances and dangerous weather involved. These new subjects for research will require co-operation between the navigators of the sea, air, and frozen land; and the scientists and Government departments.

The United States and England, and other progressive countries, have been forming Institutes of Navigation since the war, to carry on the inter-service and international liaison of the latter war years. The first meeting to start such an institute in Australia was held in Sydney on the

12th. April this year. There was keen support by the practical air and sea navigators, the navigation schools, and the scientific interests. A provisional committee was set up to arrange meetings and start negotiations to bring all the sectional interests into the scheme. The object is to enable lectures and discussions to enlighten the members in their development of new and untried systems of navigation. The inventors, manufacturers and users can thus be brought into contact while the subject is still open to amendment.

The naval officers present at the initial meeting, through the courtesy of Rear-Admiral Moore, were Lt. Commander Hain of

Naval Aviation, Lt. Wheeler of the Navigation and Radar School, and Lt. Osborn of the Hydrographic Branch. It is expected that the R.A.N. will be well ahead in the problems of Antarctic navigation, and it is hoped that the hushhairs of security and secrecy will not prevent open and general study of these problems.

The wartime activity of science, the training of large numbers of airmen and navigators in the services, give us a large reserve of men who could be used for a burst of activity in the progress of navigation, exploration and hydrography, to which we may add the study of oceanography, with its wealth of results in whaling and fishing.

## NAUTICAL QUIZ

- (1) We have heard a lot recently of the coal-laden ship "Haligonian Duke" in Melbourne. Do you know what is a Haligonian?
- (2) The Royal Australian Navy has had, in its time, ten submarines. Can you name them?
- (3) Landing ships were much used in beach assaults in the recent war, but one achieved fame in the 1914-18 war. Do you know of her?
- (4) Do you know the circumstances of the following appreciative remark passed by a Flag Captain of the Royal Navy to his Admiral? "That's right, Sir John, and by God! we'll give them a damn good licking."
- (5) Who was John Esquemeling, and for what is he noted?
- (6) Dunkery Beacon is a hill on Exmoor in Devon. How came the name to have recent association with Australian maritime history?
- (7) The corvettes of the Royal Australian Navy bear the names of Australian country towns. Do you know of a line of British passenger-cargo steamers which were similarly named?
- (8) King Solomon, we are told by the Biblical writer of "Kings", exceeded all the kings of the earth for riches, for he had at sea "a navy of Tharshish, with the navy of Hiram: once in three years came the navy of Tharshish, bringing gold and silver, ivory, and apes and peacocks." Does this remind you of a poem by a present-day sea writer?
- (9) In a review of a book on the Royal Australian Navy, the reviewer deplores that mention was not made of "Who more than anyone was the founder of the Royal Australian Navy." Who was this?
- (10) What are the futtock shrouds?

(Answers on page 47)



Australia's opportunities for the development of navigation are shown by this chart of the water hemisphere of the world. This is a stereographic projection to a scale of 1 in 180 millions, with the point of origin at 45 degrees South, 150 degrees East. How many of the scattered islands can you identify?

# MARITIME NEWS OF THE WORLD

From our Correspondents in LONDON and NEW YORK

## WOMEN DESERTER.

It is not usual to find a woman being charged for desertion from a ship, but that occurred recently when a woman and her husband—both cooks in the Shaw Savill liner "Dominion Monarch"—were so charged in New Zealand, the first time that it has happened in the Dominion. Husband and wife both deserted in Wellington last February, and the husband was fined £50, the wife not being fined because, as the magistrate pointed out, even in ship desertion cases a man and wife must be treated as one.

## NEW SHIPS FOR AUSTRALIAN TRADE.

Two new ships will shortly be appearing in the United Kingdom-Australia trade. They are the twin-screw refrigerated and general cargo motorship "Port Auckland," of approximately 12,000 tons and with an insulated cargo capacity of 573,000 cubic feet, of which the Port Line has just taken delivery; and the

10,000-ton motor ship "Delphic," of the Shaw Savill line, which was launched at Glasgow in April last.

## TO AUSTRALIA BY TRAWLER.

Two small steam trawlers, manned by twenty-eight British fishermen who are emigrating to Australia, are on their way to the Commonwealth from the United Kingdom, having sailed from Fleetwood, Lancashire, early last month. Fleetwood, which stands at the mouth of the River Wyre, nine miles north of Blackpool, has extensive fisheries; and those voyaging in the trawlers—the "Commies" and the "Ben Deary"—are hopeful of establishing their own Empire food-producing scheme, either at Albany, West Australia, or in New South Wales.

## MATSON LINE SUES UNIONS.

The Matson Navigation Company last month filed a suit for

£500,000 against three unions, the International Longshoremen's Union and Warehousemen's Union, and two maritime unions, for damages caused by the Hawaiian stevedoring strike, and £6,500 additional damages for each day the then-existing strike continued. The suit was filed under provisions of the Taft-Hartley Act, which authorises companies to sue for damages resulting from illegal acts by unions and for breach of existing contracts.

## "OTRANTO" ON AUSTRALIAN RUN.

The Orient liner "Otranto," which carried the first contingent of Australian troops from Sydney during the recent war, is back on the passenger run again after refitting following her "demobilization." On her maiden post-war passenger voyage, she carried some 1400 passengers.

## CO-OPERATIVE VOYAGING.

Recently in Australia, employ-

ed on the run between New Zealand and the Commonwealth, the 700-ton motor ship "Viti" is owned by her captain, officers, and crew, who are running the vessel on a co-operative basis. All of them served in the Merchant Service during the war, and each bought shares in the ship and will receive a share of the profits when a loan from the New Zealand Government has been paid off. They say that the success they are achieving is largely due to the help received from water-side workers, both in Australia and New Zealand.

## SILICA ENEMY OF MARINE BORERS.

The Australian Council for Scientific and Industrial Research is believed to have found a counter to marine borers in the tiny particles of silica in wood tissues of certain timbers. Timbers containing silica are difficult to saw because they rapidly blunt saw teeth, and it is suggested that the silica particles might wear out the teeth of the borers, making it impossible for them to grind up sufficient food. The Australian turpentine tree, which has a lot of silica, has been found to possess a high degree of natural immunity to borer attacks.

## NEW P. & O. LINER.

Largest passenger liner to be launched this year is the new P. & O. "Chusan," which was launched last month at the Vickers-Armstrong yards at Barrow-in-Furness, Morecambe Bay, Lancashire, by Viscountess Bruce. The "Chusan," which is 665 feet in length and has a cargo capacity of 437,000 cubic feet, is designed for a speed of 21½ knots. It is anticipated that she will be in service early next year.

## STRIKE-BOUND SHIP SEIZED.

An order was signed last month in Honolulu by a United States Federal Judge for the seizure of the freighter "Hawaiian Citizen"

to enable the removal of vitally needed cargo carried in her. The cargo included 2,500 tons of tinplate for pineapple cans, which the American Can Company petitioned the court to release to prevent large losses resulting from the ripening of the fruit.

## MARINE ARBITRATION PROBLEM.

A ticklish problem in marine arbitration will arise when assessment and allocation of liabilities incurred in the case of the freighter "Haligonian Duke" is tackled. Owned by the Arcadia Steamship Company of Halifax, Nova Scotia, the "Haligonian Duke" was let on a two-year contract under charter to the Counties Shipping Management Company of London, who relet her on time charter to the Great Eastern Shipping Company of Bombay for a period of six months, to carry a cargo of 6,800 tons of coal to Melbourne. On arrival at Melbourne in February, the ship was declared "black" by the Australian Seamen's Union and the Waterside Workers' Federation at the request of the International Seafarers' Union in Geneva. After 20 weeks lying idle and undischarged in Melbourne, during which time she incurred debts exceeding £40,000 in demurrage, loss of hire value, port dues and wages, her charter to the Great Eastern Shipping Company expired and she reverted to the Counties Shipping Management Company.

## AUSTRALIA IMPORTING COAL.

Australia, which some years ago had a flourishing export coal trade with the West Coast of South America, is today—owing to the coal strike in New South Wales—importing coal from overseas. In the middle of last month the Victorian Government had 26,000 tons on order for immediate shipment—one shipment of 7,000 tons and another of 5,000 tons from India, and two ship-

ments of 7,000 tons each from England—and the New South Wales Government was making inquiries in England, Belgium and Japan regarding coal purchases. This will be costly for Australia, as the landed cost of English coal is about £5/10/0 a ton as against the price of £2/4/0 a ton for New South Wales coal at Newcastle, N.S.W.

## LONG SHIPBOARD PARTY.

When the British ship "Clintonia" of the Stag Line was at Fremantle in February of this year, a twenty-three-year-old girl went on board to attend a party. She stayed on board too long, and was carried to sea in the ship, having to remain on board for five months during a voyage to ports in Egypt, Turkey, and India. She was signed on at a shilling a month, and paid off on the ship's arrival at Geelong last month, where she was ordered fourteen days imprisonment on being unable to pay a fine of £10 for having stowed away in the ship. The Master of the "Clintonia" said that, owing to special accommodation having to be provided for her, and she being the only woman on board, she had caused much expense to the shipping company, and much concern to himself and his officers.

## ATTEMPTED PIRACY.

When fifteen members of the Greek Seamen's Union attempted to seize the Greek ship "Krete" in mid Atlantic last month, radio calls for help brought United States destroyers to the rescue, and the attempt at piracy was squashed. The would-be pirates stowed away in the ship in New York, and emerged when the ship was at sea with the intention of taking her over and sailing her to Archangel, in the Soviet Union. Under the threat of the U.S. destroyers' guns, order was restored and the ship resumed her passage to Amsterdam, where Greek police, who had been sent there to meet her, arrested the fifteen conspirators.

# News of the World's Navies

## C-in-C. HOME FLEET IN NORWAY.

During the Summer Cruise of the Home Fleet, the Commander-in-Chief, Admiral Sir Rhoderick McGrigor, K.C.B., D.S.O., in H.M.S. "Implacable," was received by King Haakon when he arrived at Oslo. Admiral McGrigor commanded the First Cruiser Squadron which took King Haakon back to Norway from Britain at the end of the war, and, on the fourth anniversary of this occasion, the King entertained Sir Rhoderick and officers of the "Implacable" at a dinner at his summer residence, Bygdøe Kongsgaard.

## ROYAL NAVY AT PARIS.

During a recent visit to Paris—the first that any British warship has made to the French capital since the war—two Motor Torpedo Boats of the Royal Navy made fast to Seine quays, having proceeded up the river from Rouen. The Senior Officer, Lieut. Commander R. F. Plugge, D.S.C., R.N., paid courtesy calls ashore.

## U.S. SHIPS AT KOREA.

During the last month the United States cruiser "Manchester," and the destroyers "Rowan" and "Henderson," visited Inchon, Korea, for a friendly call of a week's duration.

## SUBMARINE EXERCISES.

Submarine exercises on a considerable scale were carried out by the Royal Navy in the North Western Approaches during June. Vessels of three submarine flotillas, including several of the latest "A" Class Submarines took part, and surface forces included two depot ships, "Maidstone" and "Montclare," two submarine target ships, some 20 destroyers and escort vessels, and the aircraft-carrier "Theseus." The exercises were directed by Rear-Admiral G. B. Grantham, C.B.,

C.B.E., D.S.O., Flag Officer Submarines, and assumed various forms, including independent manoeuvres and standard anti-submarine practices; continuous patrols under simulated wartime conditions, during which the submarines attacked surface vessels operating independently and in convoy; and attacks on the submarines themselves by naval and R.A.F. Coastal Command aircraft.

## ARGENTINE'S CLAIMS FOR FALKLANDS DEPENDENCIES.

In a bill introduced into the Argentine Chamber of Deputies on the 8th. of last month—according to a report from Buenos Aires—most of the Falklands Islands dependencies is claimed by the South American republic. The purpose of the bill is to establish a "maritime administration of Argentine Antarctica."

## ADMIRALTY BOARD ROOM RESTORED.

Skilful restoration of the Admiralty Board Room, following its damage by bomb blast in the early hours of 17th. April, 1941, has preserved the atmosphere of the original setting and makes only minor concessions to modernity; and the Board of Admiralty have returned to it after having for some considerable time occupied makeshift headquarters in another part of the Admiralty. The Boardroom contains a late 17th. Century wind dial, surrounded by the famous nautical wood-carvings of the school of Grinling Gibbons—this carving, with the oak panelling, being older than the present building, which was erected in 1725. There is also an oil painting by Sir William Beechey, R.A., of William IV., who, as Duke of Clarence, was the last Lord High Admiral; and a painting of a naval scene by Van der Velde the younger, dated 1688.

## RUSSIA RETURNS DESTROYERS.

Nine destroyers were lent to Russia by the British Government in 1943, and three of them have now been returned to the Royal Navy. One, the "Zhostki," formerly H.M.S. "Roxborough," was returned at the same time as H.M.S. "Royal Sovereign." The other two—H.M.S. "Chelsea," known to the Russians as the "Dzerki," and H.M.S. "Richmond," which they had renamed "Zhivuchi"—have since been returned to Great Britain.

## FRIGATE FOR NEW ZEALAND.

At a ceremony in Portsmouth Dockyard on 7th. June, the Frigate "Loch Katrine" was transferred from the Royal Navy to the Royal New Zealand Navy, and renamed the "Rotorua." The Commander-in-Chief, Portsmouth, Admiral of the Fleet Sir Almoner Willis, G.C.B., K.B.E., D.S.O., handed the ship over on behalf of the Admiralty to the New Zealand High Commissioner, Mr. W. J. Jordan; the ship's nameplate being unveiled by Mrs. Jordan. With the exception of six New Zealand ratings, H.M.N.Z.S. "Rotorua" is manned by volunteers from the Royal Navy, the Commanding Officer being Lieut. Commander A. T. Seymour, D.S.C., R.N.

## ITALIAN VISIT TO MALTA.

Vice-Admiral Oliva, Commander-in-Chief of the Italian Navy, visited Malta recently, flying his Flag in the 23,000-ton battleship "Caio Duilio." Admiral Oliva was returning the official visits recently paid by the Commander-in-Chief, Mediterranean—Admiral Arthur J. Power, G.B.E., K.C.B., C.V.O.—to Italian ports.

## SOUTH AFRICA SEEKS DESTROYERS.

It is reported in the "Cape Times" that negotiations are being

conducted by the Government of the Union of South Africa for the purpose of obtaining one or two destroyers for training purposes in the South African Naval Forces. It is assumed in Cape Town that the destroyers will either be purchased or obtained on loan from Great Britain. Meanwhile, a recruiting drive launched recently in South Africa with the intention of increasing the South African Naval Forces Reserve to 700 has made satisfactory progress.

## FROM "HOPES" TO "CONFIDENCE"

Speaking of the recent Western Union Fleet exercises, the Commander-in-Chief, Admiral Sir Rhoderick McGrigor, said that they were a great success, and have shown that the Western Union could co-operate as one team. It would be excellent if the next exercises were arranged for the Atlantic Pact Powers. "We went out with great hopes," he said; "but now we can go out again with great confidence."

## EAST INDIES FLEET VISITS INDIA.

During a cruise in the Bay of Bengal, the cruiser H.M.S. "Birmingham," wearing the Flag of the Commander-in-Chief, East Indies, Vice-Admiral C. H. L. Woodhouse, C.B., visited India. This was the first time for him to visit the country under the present regime. A strong impression was left on officers and men of the goodwill and friendship which exists between the people of India and the British.

## MINISTER OF DEFENCE IN HONG KONG.

The British Minister of Defence, Mr. A. V. Alexander, visited Hong Kong and Colombo on his visit to the Far East in June. On his return to England he said: "I stayed for three days in Hong Kong for discussions with the authorities, both civil and military, on the spot. As I indicated on behalf of the Government when in Hong Kong, our object is to maintain the

friendliest possible relations with whatever may be the Government of China, at the same time taking into account our obligations to the people of the territory for which we are responsible. I found that the responsible authorities are facing their problems with confidence and, in the field of defence, all practicable steps are being taken to ensure the safety of Hong Kong."

## H.M.S. "CHALLENGER" REACHES ENGLAND.

The Portsmouth manned Survey Ship, H.M.S. "Challenger," which was for two-and-a-half years engaged on hydrographic work in the Mediterranean and the Persian Gulf, reached the United Kingdom during June. During her foreign commission one of the most important tasks she carried out was that of charting the routes for oil tankers which use the newly developed port of Qatar.

## -R.N.V.R. MEMORIALS.

A large congregation included past and present members of the R.N.V.R., who were referred to as "citizen sailors" by the Chaplain, Rev. G. C. Taylor, rector of St. Giles-in-the-Fields, when a dedication service was held at the unveiling of two memorial plaques in honour of the men of the Royal Naval Volunteer Reserve, London Division, who died in the 1939-45 War. The dedication service was held at St. Martin-in-the-Fields, the plaques being unveiled by Admiral of the Fleet Lord Fraser, G.C.B., K.B.E., the First Sea Lord, who said that the prestige of the Royal Navy and the Royal Naval Volunteer Reserve was second to none throughout the world, and he hoped that none would forget the men who gave their lives. Subsequent to the dedication service, the plaques were placed in H.M.S. "President," Headquarters Ship of the Division.

## "WARSPITE" RE-SOLD.

The battleship "Warspite," which was wrecked in Mounts

Bay, Cornwall, when she broke away from tugs which were towing her from Portsmouth to the Clyde for breaking up in April, 1947, and has been on the rocks there since, has been re-sold. Her new owners hope to float her, and tow her to a shipbreaker's yard.

## TRAVELLING EXHIBITION SHIP.

The "Campania," an escort carrier in which the present Commander-in-Chief, Home Fleet, Admiral Sir Rhoderick R. McGrigor, K.C.B., D.S.O., flew his flag when he fought a convoy through to Russia early in 1945, is to be lent by the Admiralty for use as a travelling exhibition ship for the "Festival of Britain" in 1951. The ship is to be converted for the Exhibition, the theme of which will be the story of Britain's contribution to civilization. The vessel is expected to call at Belfast, Dundee, Greenock, Hull, Menai Straits, Newcastle-on-Tyne, Plymouth and Southampton.

## SINKING OF "PRINCESS" ASTRID.

The sinking by an explosion recently of the 3,000-ton Belgian mail steamer "Princess Astrid" in the English Channel, directs attention to the dangers still existing in areas which were mined during the war, for the Admiralty announced, subsequent to the loss of the ship, that although it was not known with certainty that a mine was responsible for the explosion, it most probably was. That such a thing should happen in an area that had been so carefully swept, and was in such constant use by traffic, was a chance of one in a million. The Admiralty pointed out that it is possible that a trawler picked up a mine in its trawls and dropped it in the swept channel. It is also possible that a mine was buried in the sand, lying dormant until a current suddenly washed it clear.



# SEAS, SHIPS AND SAILORS

By NORMAN



## Westralia" Reunion in Melbourne

"The Navy" Is Indebted To Mr. R. F. Reid, Who Kindly Gave Us These Details Of "Westralia's" Successful Melbourne Reunion on 27th May.

A most successful and enjoyable reunion of "Westralia" was held in Melbourne on the evening of 27th May, 1949; the date being specially chosen as it was the sixth anniversary of "Westralia" commissioning as H.M.A. Landing Ship, Infantry, "Westralia": which she did on 27th May, 1943.

This was the third "Westralia" reunion to be held in Melbourne. The first, which was held in 1947, was organised by T. G. Young, and was held at his home. About 10 attended. A Committee of six was then formed with T. G. Young as Honorary Secretary, and the second reunion was held in April of last year, at the Lanyon Cafe in Collins Street. Ninety-three mustered on that occasion. The third reunion was that of the 27th May, and 115 turned up.

Arrangements were in the hands of a Committee consisting of A. McPhee, Honorary Secretary; R. F. Reid, Honorary Treasurer; and A. Hooley, R. Birmead, A. Head and L. Muir. Some good advance publicity was obtained, the reunion being advertised in "The Sun" and "The Sporting Globe," while the radio stations A.D.B. (Monty Blanford) and J.U.Z. (Eric Snell) spread the news of the forthcoming gathering over the air.

Again the reunion was held at the Lanyon Cafe, and those who attended were: Bevis, G. E.; Blanchard, J.; Barnett, N.; Backus, L.; Blake, E. W.; Birmead, R.; Bourke, R.; Berg, E.; Begg, W.; Boyd, J.; Bugg, N.; Candy, B. C.; Collins, R. H.; Carrington, E. E.; Churchland, A. V.; Cavey, F. E.; Campbell, J.; Clark, G.; Corliss, L.; Edgley, G. F.; Fullerton, R. L.; Freeman, L.; Flaxman, N.; Glew, E. W.; Granger, W. J.; Grieve,

H.; Groom, B.; Harbeck, D.; Hawksworth, E.; Hicks, J. I.; Howarth, J.; Hatty, W.; Hawkins, L.; Hamilton, D. J.; Head, A.; Hooley, A.; Hinton, J.; House, R.; Halson, W. M.; Hale, S.; Isaac, M.; Irons, B.; Johanson, G. R.; Jones, M.; Johns, R.; Kelly, J. A.; Krating, M.; Kriss, K.; Leech, W. L.; Lewis, H. W.; Leslie, G.; Lloyd, J.; Lynch, M.; McDonald, B. N.; McKinnon, G. J.; McDonald, R. H.; McMahon, K. I.; McPhee, A.; McMasters, K.; McFie, R.; Murrell, R.; Mensch, B.; Murphy, J. E.; Mills, A. W.; Morris, W.; Middleton, A.; Moreland, J.; Mounsey, W.; Newing, J. W.; Norman, A.; Opie, R.; O'Regan, M.; O'Keefe, L.; Price, S. T.; Pearce, C. M.; Parry, B. R.; Priestly, D.; Rees, J. E.; Rose, J.; Rogers, L. V.; Ronaldson, D.; Reid, R. F.; Richardson, G.; Selman, J. R.; Smart, A.; Smith, K. A.; Stewart, F. G.; Sutherland, H.; Symes, T.; Sibison, J.; Sale, J.; Scanlon, E. J.; Thatcher, G. S.; Turner, W. J.; Trenery, K.; de la Valliere, M. S.; Worthington, R.; Wakeham, H.; Wessell, A. W.; Wellington, D.; Webb, P.; Young, T. G.

From other States came F. Pullen, J. Turney, and D. Palmer, who motored over specially from Sydney; and G. Marshall came specially across from Tasmania. Guest of the evening was Eric (Tiny) Snell, from radio station J.U.Z.

Apologies were received from Crofty, J.; Dillon, E.; Green, H.; Henry, E. G.; Hay, W.; Hill, J.; McGill, A.; McKinley, G.; Newman, F.; Stenhouse, G.; and Sluggett, M.

Of the foregoing, E. Dillon and J. Hill were in Heidelberg Milit-

tary Hospital. During the evening, a telephone call was received from them from the hospital, and three cheers for them were called from all at the reunion.

Also, a telegram was received from P. J. O'Donnell, Honorary Secretary, Sydney H.M.A.S. "Westralia" Reunion.

This year's Reunion commenced at 1945 on the 27th May with a dinner, during which the following business was carried out:

Toast: "The King," A. McPhee.

Harmony

Toast: "Missing Friends"—K. McMahon (Padre).

Harmony

Welcome to all members present—and apologies—R. F. Reid.

Treasurer's report and election of office-bearers—R. F. Reid.

After dinner, tables were cleared and members moved about renewing acquaintances. During the evening a raffle was drawn by Mr. Eric (Tiny) Snell, the winners being M. Jones and K. Smith. Entertainment was provided by a pianist and vocalist, and proved most satisfactory. The Reunion concluded at approximately 2330, and everyone voted it a very good "turn."

Hold on to  
WAR SAVINGS  
CERTIFICATES  
about to  
arrive

# GENERAL CARGO

"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 300 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 short" story that will interest your fellow readers—and we shall be pleased to publish it if suitable.

## A SPOT OF FISHING.

X.M.N. To deep-sea fish successfully two main essentials are required, firstly, a ship with samson posts on the poop; secondly, the enthusiastic support of the "Old Man"—in other words, it has to be his idea.

We used to do some very successful fishing on the Plate run. Using a Heath Robinson patent of wires, ropes, bits of old flags and the deep sea sounding wire, we often had fish for tea. Steam on deck helped a lot in getting the catch on board.

The galley boy was a very poor spud barber; his name was George, and his proudest possession an outsize pocket-knife. Not for George the ordinary tools of his trade. All business was performed with the big knife, thereby incurring the daily wrath of his betters as he sliced lumps off the potatoes.

The apprentices' room was at the after end of the midships housing. I had just turned in about nine o'clock when I heard muffled shouting in the distance. Through the after port I could see George about a hundred yards astern and going very strongly. The Chief Steward was standing on deck in helpless anguish. As I tore past he gesticulated despairingly towards his fast disappearing minion. He had thrown George's knife over the side, and George was in hot pursuit.

Breakfast was on in the saloon, and my sudden entry poised every fork. "Another fish?"

"No, George is overboard!"

Hands to panic stations! We were light ship, so that even the

slight swell made launching the boat more than amusing. When they finally unhooked, the swinging lower block put a two-inch gash in the boat's skull.

George, swimming strongly, ignored the boat ride, making a dramatic collapse over the rail into the after well deck. I draw a veil over the Mate's words of welcome.

The boat was smashed in on the chocks as we tried to land it. The engineers lost the water. I lost my watch below. And we all missed our fish for tea.

## HAND TO THE WHEEL.

"Trick." Some years ago I was Second Mate of a large passenger-cargo steamer trading to Australia via the Cape. We had telemotor steering gear on the bridge, and no hand gear, the only alternative steering being from a wheel on the after docking bridge coupled direct to the steering engine immediately below. If that went, we would have had to steer by the engines, or with the aid of tackles rigged to the quadrant and worked by the poop deck winches.

The quadrant was driven by a horizontal gear wheel about four feet in diameter, on a vertical shaft which, when coupled up, was controlled by the after steering wheel, but which otherwise was operated by the telemotor gear from the bridge.

We had arrived at Albany Western Australia, after three weeks "Running the Easting Down," with all the strain on the steering which results from the great following seas on that run; and had had considerable helm movements en-

tering King George Sound, rounding Bald Head, and proceeding into Princess Royal Harbour, where we made fast alongside for a stay of two or three hours. Just after we made fast one of the engineers went along to the steering engine, and there, behold, the horizontal pinion wheel was broken right in half, half of it lying on the deck, and only two teeth remaining to engage on port helm, and quadrant being amidships.

The break must have occurred just as we tied up alongside. It resulted from a bad flaw in the casting. But we thanked our lucky stars that it had chosn that moment to go, and had not broken when we were half-way across the Southern Ocean. Then we would have been in a jam, as the break put the after steering wheel out of action also, and we would have been thrown back on our engines or winches to steer by.

As it was, our stay of a few hours in Albany lengthened to about ten days while a new casting was made at Fremantle.

## ANOTHER "CHARACTER."

C.B. The story "The Character" in "General Cargo" in the June issue of "The Navy" reminded me of another "Character" with whom I was shipmates during the 1914-18 War. He was Mate of the ship I was in at the time, and we were running between Marseilles and Salonika, carrying troops from the Western Front across to the Eastern Theatre.

We arrived empty at Marseilles from the East, and moored to buoys in the harbour, the order, "No member of the crew allowed ashore, officers and engineers only" being promulgated. The Fourth Mate and I—I was Third at the time—went for an evening's run on the beach up to the Alcazar, the arrangement being that when we returned to the wharf we would blow a whistle and the gangway Quartermaster would scull the gig off and pick us up.

This was duly done, and at about 11 p.m. we returned to the ship to find the Mate waiting at

Continued 2nd column next page

# Mediterranean Stuarts Foregather

## A Happy Reunion In Melbourne Brought Old Shipmates Together After Eight Years.

IN the April issue of "The Navy" we published a paragraph, "Mediterranean Stuarts Ahoy!" in which one of that happy band of comrades—Mr. W. S. Bradley—invited any others who could do so to get in touch with him to arrange a reunion in Melbourne.

The reunion was arranged, and a very cheerful and successful one it was, well organized, excellently catered for, and much enjoyed by all those who turned up. It was held at Film House, Bourke St., Melbourne, on Friday, 27th May, in a cafe premises kindly made available, and took the form of a display of films taken in the Med. by "Stuarts" in 1940 and 1941—in those days when eight-millimetre cameras were so easily obtainable at Alex. Interspersed among the showing of the films were intervals of much nattering—for many of the old shipmates had not seen each other for eight years or so—and the party concluded with an excellent supper.

Those who turned up were invited to bring wives and youngsters, sisters and sweethearts, and a number did so.

A guest of honour whom everyone was delighted to see cheer and to welcome wholeheartedly was Mrs. H. M. L. Waller. The name Waller is forever linked with that of "Stuart" and Mediterranean Stuarts have a very soft spot for the very fine partner of their old Commanding Officer.

Twenty-five old shipmates foregathered. They were: Bradley, W. S.; Bridgeman, W.; Barret, L.; Butler, L.; Clifford, L. E.; Carey, J.; Crowe, J.; Dean, S. P.; Dalzell, T.; Evers, H. C.; Favaloro, F.; Gibbs, H.

E.; Goodwin, M.; Guthrie, D.; Kennedy, A. E.; Leary, A. N.; McLean, Surgeon Commander, T. A.; McCullough, R.; Moorcroft, E. A.; Paxton, T.; Sprague, K. H.; Twidle, D.; Waites, H.; Wailes, N.; and Welles, G.

There was, on the day preceding the Reunion, a small paragraph in one of the Melbourne daily papers telling of it, and this caught the eye of a Stuart up at Wangaratta, 180 miles out of town. He straightaway got leave of absence from his wife and made a special journey to town to meet his former shipmates.

The films which were shown were excellent, and awoke many memories for those who had been there when they were taken. Alex., Malta, the Libyan coast—"There is the 'V' of Bardia"—"There's 'Chakla'!"—"Hey! Look! Remember the old 'Southern Floe'!"

There were some fine shots of the ships at speed; the destroyers going in to attack at Calabria; bombing attacks on the Fleet; Mersa Matruh; Bardia harbour; Bengasi; "Sydney" entering Alexandria Harbour after her successful encounter with "Bartolomeo Colleoni," to get a great reception. And Chico! A very fine sequence of Chico having a bath. And "Stuart" and the Sunderland sinking the Italian submarine "Gondar." It was a film show well worth seeing.

The Stuarts intend to have more of these reunions, for everyone agreed that more are needed. One of those present brought along a duck—dressed for dinner—to be raffled to start a reunion fund, and it realised over two pounds.

Mrs. Waller said a few words, and told the Stuarts that the Matapan ensign which Captain Waller brought back with him when he left "Stuart" to return to Australia in 1941, has been handed over by her to the Australian War Memorial at Canberra. She thought that they would like to know that.

The gathering got under way at 2000; and it was 2330 before those present realised how the time had flown. And everyone agreed that it was a good night, a very good night indeed.

## GENERAL CARGO

Continued from previous page

the head of the gangway full of fighting blood and fury—and with one or two under his belt. It appeared that half the ship's stewards had broken ship and got away in shore boats, and the Mate was going to show them who was boss; we were the last two who were to come on board that night.

We wished him happy dreams, and went up on the boat deck to my room, where we sat yarning while waiting for the night watchman to materialise with some tea.

Suddenly there was a frightful hullabaloo—punctuated by revolver shots—below. We chased down to the promenade deck to find the Mate, by this time in his pyjamas, running along the deck and stopping at intervals to take pot shots with his gun at a boat full of stewards whose two French boatmen were pulling for dear life back to the shore. Fortunately the Mate was a bad shot, and they were soon out of range, and no one was hit.

They made no further attempt to board us that night. But next morning there was another rumour, they having gone to the British Consul and lodged a complaint. But it all blew over, and the Mate remained in possession of the field of honour. He certainly was a "character," for that was only one of his exploits.

## 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.

A. T. (Hawthorn) asks if a ship is remembered that had rails round her hull instead of bulwarks. He remembers either a barque or a four masted barque so fitted, but has forgotten her name.

Two sister four-masted barques named "Ancona" and "Bermuda" were constructed in 1893 by Russell and Co., Clydebank, for G. T. Soley and Co., and Peter Denniston and Co., respectively. They could be considered to be the forerunner of the well known "turret" decked steamers. They were bald headed ships designed with all the latest gadgets for labour saving, but their chief peculiarity was the fact that their half round of the poop was carried the full length of the hull, which gave them a flush deck fore and aft. On this flush deck they carried their spare spars. The top of the half round was some 7 feet above the main deck, and on this level was an awning or hurricane deck surrounded with iron rails.

The ships were fitted with water ballast tanks amidships with a capacity of 1350 tons of water, and the holds were so bulkheaded that the ships were considered unsinkable. There was also a 60 horsepower donkey engine for the pumping of the ballast tanks, as well as to work the patent windlasses and capstans.

Both vessels were splendidly fitted out, the accommodation being far above the standard for those days. The crew had well finished lavatories and bath rooms, and the after cabins were beautifully fitted. The ships cost £26,000 each and had a dead-

weight capacity of 4,250 tons. Both ships were visitors to Melbourne where you probably saw one or the other. On her maiden voyage, the "Bermuda" took 4100 tons of Cardiff coal to Colombo, and after discharge, proceeded in ballast to Melbourne. On her passage to Colombo, she logged fourteen knots with fresh quartering winds.

"Ancona" was lost in 1906 and the "Bermuda" was sold to Norwegians, being renamed "Nordhav," and lost early in the 1914-18 War.

K. T. D. of Point Piper, says that the Royal Navies started the 1939-45 War with all the advantages of ASDIC and such like weapons and asks what was the first submarine sunk in each of the World Wars and what the yearly numbers sunk.

On August 6th., 1914, a flotilla of German submarines left Heligoland on the first war cruise, and moved northwards through the North Sea, expecting shortly to find the patrolling British squadrons. No contact was made, however, and the submarines probed further north in search of them.

Off Fair Island, on August 8th., "U15," under the command of Kapitän-leutnant Pohle, sighted the British battleships "Monarch," "Orion" and "Ajax" carrying out battle practice. "U15" fired a torpedo at "Monarch," but without success; the torpedo put the British ships on their guard, and efforts were made by them to ram. At dawn the next morning, the First Light Cruiser Squadron, acting as a screen ahead of the Battle Squadrons, made contact with the U-boats.

H.M.S. "Birmingham," suddenly sighted through the early mists, the hull of "U15" lying immobile and hove-to. There appears to have been no lookout kept by the submarine, and from the sounds of hammering that could be heard from her, the crew were endeavouring to make repairs in her engine room.

Altering course, "Birmingham" bore down on her, opening a rapid fire as she did so. "U15" began to move slowly forward but the bows of "Birmingham" cut cleanly across her, cutting her completely in two. The two severed parts floated for some time, probably because the sheared plating was folded down at the point of impact, making the two parts fairly watertight. She sank soon afterwards, there being no survivors. Her sister ship "U13," commanded by Kapitän-leutnant Graf A. von Schweinitz, also taking part in this cruise, failed to return to her base, her fate having never been solved. The first U-boat had been sunk four days after the declaration of war.

The first enemy submarine sunk in the 1939-45 War was "U39." In the early days of that war it was the practice to use aircraft carriers and their aircraft on anti-submarine patrols. On 14th. September, 1939, H.M.S. "Ark Royal" was on anti-submarine duties with an escort of four destroyers, when she received a wireless message that the steamer "Fanad Head" had been torpedoed. She turned towards the area of the attack, and at 2.40 p.m. she turned into the wind, to fly off her Skuas. Before she could come back on to her course, a lookout sighted a torpedo coming directly towards the ship. The helm was put to port and the torpedo missed.

The destroyers took up the hunt whilst the "Ark Royal" moved out of danger. Depth charge attacks were made by the destroyers "Faulknor," "Foxhound" and "Firedrake," and the first pattern jumped the U-boat's engines off their bedplates, while the sec-

ond blew her to the surface in a sinking condition. The destroyers opened fire on her but ceased when men began to appear on the deck.

The whole of the "U39's" crew, including her Captain, some forty-three men all told, were picked up by "Faulknor," and having been told by Goebbels's propaganda that the British always shot prisoners, were much relieved to find that they were misinformed, and would spend the rest of the war in a prisoners of war camp.

This submarine was sunk fourteen days after the outbreak of war.

The comparative figures of the two Wars are given:

Year	German U-boats sunk
1914	5
1915	19
1916	22
1917	63
1918	69

Year	German U-boats sunk	Japanese
1939	9	20
1940	22	21
1941	35	41
1942	85	47
1943	237	57
1944	240	29
1945	153	29
	781	215

Grand total .... 996.

S.T. (Flinders) asks if the submarine which sank H.M.S. "Ark Royal" was itself sunk.

H.M.S. "Ark Royal," after having been claimed by Dr. Goebbels to have been sunk in 1939, was torpedoed near Gibraltar by the German submarine "U433" on 13th. November, 1941, and sank fourteen hours later, with the loss of one life. "U433" had been completed in May, 1941, and was on her second cruise, having sunk no ships on her first. On 16th. November, 1941, "U433" was sighted in position 36.13 North, 04.42 West in the Gibraltar area, by H.M. corvette "Marigold," attacked and sunk.



4d.



## TATTERSALL'S 1949 MELBOURNE CUP CONSULTATION



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When ships of the Navy  
"heave to" this rope  
holds fast!



ANCHOR BRAND

# WHAT THE NAVY IS DOING

**A** MATTER of interest in the Fleet dispositions for the coming months of this year is that of the combined exercises by ships of the Australian Fleet and the New Zealand Squadron, which have been announced by the Minister for the Navy—Mr. Riordan—to take place during October and November. The cruiser H.M.N.Z.S. *Bellona* and five frigates of the New Zealand Squadron, under the command of Captain D. Hammersley Johnston, R.N., will visit Australia at the beginning of October and will remain in Australian waters until the 19th. November, and their participation in day and night exercises with the Australian Fleet off Jervis Bay will be one of their most important engagements here.

Among other points of interest, is the promotion to Captain of the Director of Plans at Navy Office, Captain A. W. R. McNicoll, C.M., R.A.N. He forms the subject of "Naval Personality" in this month's issue of the magazine.

Through the courteous co-operation of the Department of the Chief of Naval Information, Admiralty, we include in "What the Navy Is Doing" movements of H.M. Ships, and also information regarding Officers of the Royal Navy, which are of particular interest owing to their past association with the Royal Australian Navy. "The Navy" is indebted to the Department of Chief of Naval Information, Admiralty, for the prompt supply monthly of the Admiralty News Bulletin containing this information.

## FLEET DISPOSITIONS

### The Aircraft Carrier:

H.M.A.S. *Sydney* (Captain R. R. Dowling, D.S.O., R.A.N.), which is completing her working up period, transfers to the operational control of the Flag Officer Commanding the Australian Fleet towards the end of this month. In company with H.M.A.S. *Warramunga*, *Sydney* is expected to depart Sydney about the 30th August to join the Fleet in New Guinea waters, and there the Flag of the Flag Officer Commanding will be transferred to her from H.M.A.S. *Australia*. Subsequently H.M.A.S. *Sydney's* programme will be: At Manus and in the New Guinea area first half of September, arrive Honiara 20th. September, departing thence on the 22nd. for Brisbane, where she will remain from the 27th. to the 29th. September, then proceeding to Sydney and Jervis Bay. Depart Jervis Bay 15th. October for Westernport, where she remains from 17th. to 19th. of the month; Melbourne from 20th. October to 2nd.

November; Jervis Bay from 4th. November to 12th. November, arriving in Sydney on that same day. *Sydney* will have availability for refit and leave from 14th. November to 6th. January, 1950, and will sail from Sydney about 11th. January next.

### 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, departs Sydney on the 6th. of this month for the Spring Cruise and exercises, her programme being: Brisbane 8th. to 15th. August; Barrier Reef 17th. to 26th. August; Port Moresby 29th. to 31st. August; Manus and New Guinea area 3rd. to 17th. September; Honiara, 20th. to 22nd. September; Sydney, 28th. September to 7th. October; Jervis Bay, 7th. to 15th. October; Westernport, 17th. to 19th. October; Melbourne, 20th. October to 2nd. November; Jervis Bay, 4th. to

12th. November; Sydney, 12th. November. On her return to Sydney, Australia will have availability for urgent defects and for leave from 14th. November until 6th. January, 1950, and will sail from Sydney about 11th. January.

### 10th. Destroyer Flotilla:

H.M.A.S. *Warramunga* (Captain (D) 10, Captain W. H. Harrington, D.S.O., R.A.N.) will be in company with H.M.A.S. *Sydney* from the time that vessel leaves Sydney for New Guinea about the end of this month, and on joining the Fleet will remain in company with the Flag. On her return to Sydney in November, *Warramunga* will have availability for refit and leave from 14th. of November until 6th. of January, 1950, and will sail from Sydney in company with the Flagship about 11th. January.

H.M.A.S. *Arunta* is in Sydney, at availability for refit.

H.M.A.S. *Bataan* (Commander F. N. Cook, D.S.C., R.A.N.) is in Japanese waters with the Allied Naval Forces. She is due to leave there when relieved by H.M.A.S. *Culgoa* about the 5th. of next month, and will join the Fleet at Manus about the 16th. September. She will operate with the Fleet until her return to Sydney on the 15th. October. In Sydney, *Bataan* will commence 45 days' availability for refit and 50 days for leave on 18th. October.

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

H.M.A.S. *Quickmatch* is in Sydney.

### 1st. Frigate Flotilla:

H.M.A.S. *Culgoa* was in Melbourne during July, returning to Sydney on the 18th. of that month, and is due to sail on the 10th. August for Japan to relieve *Bataan*. Her passage to Japan will be to the programme: Cairns, 15th. August; Manus, 19th. to 20th. August; Hong Kong, 29th. to 31st. August; Kure, 5th. September.

## ... at Sea and Ashore

### GENERAL.

#### N.Z. Squadron—Joint Exercises.

The first series of joint exercises with ships of the Australian Fleet and New Zealand Squadron will be held from 7th. to 15th. October. On conclusion of the first series, all the ships—with the exception of H.M.A.S. "Bataan"—will proceed to Melbourne via Westernport, carrying out night exercises on the way round the coast. At the conclusion of their stay in Melbourne they will return to Jervis Bay for the second series of day and night exercises, following which the Australian Fleet will proceed to Sydney, while the New Zealand Squadron will go to Hobart, arriving at the Tasmanian capital on the 14th. November, and leaving for Auckland on the 19th.

#### Scott Souvenir For R.A.N. College.

Admiral Lord Mountevans, who, as Rear-Admiral E. R. G. R. Evans was the Flag Officer Commanding His Majesty's Australian Squadron from 1929 until 1931, has presented to the Royal Australian

Naval College a volume entitled "Sledge Tables," which was used by the late Captain R. P. Scott, R.N., as leader of the British Antarctic Expedition of 1911. Lord Mountevans was, as Lieutenant Evans, R.N., second in command of the Scott Expedition until he contracted scurvy when only a little more than three degrees from the South Pole and was sent back to the base at Cape Evans to be invalided home. On his recovery he returned to the Antarctic to learn of the death of Scott and his companions after they had reached the Pole. He then commanded the remaining members of the expedition until they arrived back in England.

#### Link With R.A.N.

The volume which Lord Mountevans has now presented to the Royal Australian Naval College, and which he handed to Rear-Admiral J. A. Collins, the First Naval Member, when Admiral Collins was in London in May, thus forms a definite link between the expedition and the Royal Australian



The latest picture showing progress in the building of H.M.A.S. "Anzac" at Williamstown Naval Dockyard.

*Culgoa* will be relieved in Japan by *Shoalhaven* about 1st. February, 1950, and on her return to Sydney will have availability for leave and refit.

H.M.A.S. *Condamme* is in Sydney, undergoing refit.

H.M.A.S. *Shoalhaven* (Lieut. Commander Keith Tapp, R.A.N.) is in Sydney, having 45 days' availability for refit and 50 days for leave. On completion of availability, she will cruise locally and use the technical schools until 28th. of next month, when she joins the Fleet. *Shoalhaven* returns to Sydney on 8th. November, and commences availability for urgent defects and leave the following day, departing for Japan on the 4th. January, 1950.

H.M.A.S. *Murchison* (Lieut. Commander W. F. Cook, R.A.N.) is in Sydney carrying out training under the operational command of the Flag Officer-in-Charge, New South Wales.

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

H.M.A.S. *Tarakani* (Lieut. Commander H. K. Dwyer, R.A.N.R.) is in Melbourne at availability for 45 days for refit and 50 days for leave, and will then operate as directed by the Naval Board.

H.M.A.S. *Labuan* (Lieut. Commander F. D. Shaw, R.A.N.) is carrying out transport of stores in New Guinea, operating under the direction of the Naval Board.

### Australian Minesweepers:

These two vessels are based on Flinders Naval Depot, and 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:

Both Survey ships, H.M.A.S. *Warrego* and H.M.A.S. *Barcoo*, are in Sydney, where they have been refitting.



Navy. It has been placed in the College library in a glass case which rests on a handsome polished stand, to which is attached an inscribed brass plate recording the gift and its history. A leaf of the book will be turned over every week. Measuring seven inches by five, and half-an-inch thick, the book has a blue cover on which is embossed in gold the words "British Antarctic Expedition, 1911." On the fly leaf is the inscription "Captain R. F. Scott, R.N.," in Scott's own hand. On the same page Scott had also written the formula for converting sledge meter miles into statute miles and yards.

#### Navigational Aid.

The volume was issued to the Antarctic Expedition to assist it in ascertaining its position ashore in Antarctic regions. It contains tables, giving the length of a degree of longitude in different latitudes, refraction tables, log sines, logarithms, the sun's parallax at different altitudes, and much other information which would be useful to navigators and land parties in the areas traversed by the expedition.

It was decided at a meeting of the Australian Commonwealth Naval Board that a letter should be sent to Lord Mountbatten thanking him for his gift.

#### Ten Observer Officers Selected.

Ten former Royal Australian Air Force officers have been selected by the Royal Australian Navy as Observer Officers in Naval Aviation. They have been chosen from more than 100 candidates who had had operational experience as observers or as navigators in Mosquito and other night fighter aircraft requiring the operation of airborne radar. They will join the R.A.N. at Flinders Naval Depot on the 9th. of this month for a general naval course of six to nine months, entering with the rank of Probationary Acting Lieutenant (O.). On completion of this course, about half of them will go to the United Kingdom for specialist training, the remainder going to sea in ships of the Aus-

tralian Fleet to obtain their watch-keeping certificates and proceeding to England later. On completion of their specialist training, they will serve in the R.A.N.'s first aircraft carrier, H.M.A.S. "Sydney." Officers specialising as observers will have opportunities to obtain command of squadrons of multi-seater aircraft.

#### The Successful Officers.

The successful candidates for selection as Observer Officers are: J. S. Hickson (D.F.C., American), Merimbah, Vic.; A. H. McIntosh, Ferny Creek, Vic.; F. G. Cassidy, Arncliffe, N.S.W.; J. Griffin, Glebe, N.S.W.; G. Kable, Eastwood, N.S.W.; B. G. O'Connell, Coogee, N.S.W.; R. H. Thomson (D.F.C.), Concord West, N.S.W.; G. E. Riley (D.F.C.), Mount Gambier, S.A.; A. H. Gordon (D.F.C.), Harvey, W.A.; D. S. Harvey, West Perth, W.A.

#### R.A.N. Carrier Pilots Flying.

Having completed an intensive flying programme at Nowra during June and July, members of the 30th. Air Carrier Group have re-embarked in H.M.A.S. "Sydney" for a month's flying training at sea. The Group consists of No. 805 fighter squadron using Sea Fury Mark XI interceptor aircraft, and No. 816 anti-submarine strike

squadron, using Fireflies Mark V. Exercises at Nowra comprised every kind of flying required of operational air crews, with emphasis on dummy-deck landing practice and carrier procedure.

#### R.A.N. College Applicants.

The highest number of applications for entry into the Royal Australian Naval College received since 1943 have come from all parts of Australia this year, a total of 500 being received, which is 40 less than the 1943 total. Educational examinations will be held next month, and those successful will then have to surmount the hurdles of medical examination and Interviewing Committee. Those finally chosen will enter the Royal Australian Naval College early next year. Australian distribution of the applications this year is: Victoria, 148; New South Wales, 161; Queensland, 61; Western Australia, 64; Tasmania, 22; and South Australia, 37.

#### Thanks to "Warramunga."

Reproduced herewith is the Chinese script of portion of a letter addressed to the officers and men of "Warramunga" by the Rehabilitation Committee for the victims of S.S. "Tai Ping," a Chinese passenger vessel which collided with the "Kien Yuan," resulting in

the loss of both ships and many human lives near the Chou Shan Islands, shortly after midnight on the 28th. January last. The translation of the letter tells the story:

"To all dear officers and men of the Australian warship 'Warramunga.' The S.S. 'Tai Ping,' of the Chung Nien Company, sank in the waters near the Chou Shan Islands on the 28th. January, 1949, following a collision with the freighter S.S. 'Kien Yuan.' More than 1,000 passengers of the sunken ship were drifting on the high seas that night in their last struggle for life. Your ship came to their rescue and succeeded to pick up thirty-five of them. The story was told by the survivors that you not only saved their lives, but also took such good care of them aboard your ship and brought them safely to Woosung. The survivors and their dependants will never forget your bravery and love, and all the people of China are greatly influenced by your righteous deed when they hear the story. An old Chinese saying said 'To save one's life is better than to build a seven-storey palace in heaven.' You know how grateful we are to you all. On behalf of the survivors and their dependants we are extending to you our deepest gratitude and highest respect. May God bless you all."

A similar letter of appreciation was received by the Australian Embassy at Nanking from the United Corporation of China, which owned the "Tai Ping."

#### "Warramunga's" Story.

A graphic description of the rescue was given by Captain W. H. Harrington, D.S.O., R.A.N. (D.10), of "Warramunga," in his report to the Flag Officer, Second-in-Command, Far East Station, when he said:

"W/S radar showed nothing definite except one contact on a bearing 170 degrees distant three miles. The 20-inch light was burned, but disclosed nothing except very definite oil patches. The radar contact was closed and illuminated and proved to be a small

fishing boat under sail. I had not been able to obtain any further information, although calls were made on 500 k/c's on full power and, as it appeared likely that any boats would have been set by the wind and current towards the south-east, I decided to steer towards the east in an endeavour to intercept any possible boats or wreckage. Speed was reduced to five knots and, at 0610, just after dawn a very definite oil slick was encountered leading towards the south-east. Visibility was reduced to about 4,000 yards by a mist; the sea was slight and a wind of about force two was blowing from the west. I decided to follow this oil slick in a south-east direction and about 10 minutes later small objects were observed in the water some two miles ahead. These proved to be rafts and wreckage on which, it soon became apparent, were human beings. The necessary action was taken to embark these people. Nets, boats, ladders, etc., had already been prepared and by 0715 there were on board thirty-one males and four female survivors. There were in the water other corpses, including babies, but it was not considered expedient to embark those who were obviously dead. One female was embarked who appears to have expired while being lifted inboard. This body was enclosed in canvas with one practice 4.7in. solid shot and returned to the sea. The survivors were considerably distressed—covered in oil and suffering from exposure. The sea temperature was 42 degrees Fahrenheit, and the dry bulb 40 degrees Fahrenheit. The survivors were attended to by the medical officer. The females were given hot baths and the males placed in the gear room, where, by adjustment of the ventilation, the temperature was raised to about 120 degrees Fahrenheit. After about two hours all were showing signs of recovery and, having been cleaned and fed with soup, were, on arrival at Woosung, able to leave the ship apparently not very much the worse for their experience."

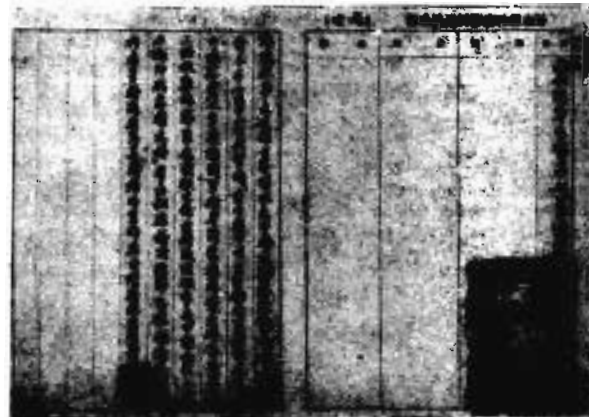
#### In Home Waters.

The Western Union Exercises, in which the ships of four nations—Britain, France, Netherlands and Belgium—participated, involved the activities of more than 100 ships and approximately 22,000 men, including the crews of many carrier-borne aircraft, when they were in full progress early last month. Manoeuvres took place in the Bay of Biscay, following harbour drills in Mounts Bay, Cornwall. Admiral Sir Rhoderick McGrigor, K.C.B., D.S.O., Commander-in-Chief, Home Fleet, was in over-all command of the exercises, flying his Flag in H.M.S. "Implacable." Senior Officer of the French Forces was Vice-Admiral R. G. Lambert, C.B.E., whose Flagship was the cruiser "Montcalm." Rear-Admiral J. J. L. Willinge, Netherlands Senior Officer, flew his Flag in the cruiser "Tromp." The Senior Officer of the Belgian Forces was Lieutenant "E. Poskin in "M.M.S. 191."

#### Ships Taking Part.

Ships taking part in the exercises were: British Fleet—Aircraft-Carriers "Implacable," "Victorious"; Light Fleet Carrier "Thesus," wearing the Flag of Rear-Admiral M. J. Mansergh, C.B., C.B.E.; Battleship "Anson," wearing the Flag of Rear-Admiral E. W. Anstice; Cruisers "Superb," wearing the Flag of Rear-Admiral W. R. Slayter, C.B., D.S.O., D.S.C., "Diadem" and "Cleopatra," Submarine Depot Ship "Maidstone," Oiler "Black Ranger," Radar Training Ship "Boxer"; Destroyers "Agincourt," "Jutland," "St. James," "Aisne," "Solebay," "Cadiz," "Sluys," "Gabbard," "St. Kitts," "Battleaxe," "Scorpion," "Crossbow," "Myngs," "Zephyr," "Zodiac," "Zest," "Contest"; Escort Vessels "Bleasdale," "Cowdray," "Bicester," "Oakham Castle," "Headingham Castle," "Flint Castle," "Leeds Castle"; Minesweepers "Plover" and "Nightingale"; ten submarines, eleven minesweepers and eight motor torpedo boats.

French: Light Fleet Carrier "Arromanches," wearing the Flag



The letter of appreciation addressed by the Chinese Rehabilitation Committee to H.M.A.S. "Warramunga."

of Rear-Admiral Barjot, C.B.E.: Cruisers "Georges Leygues," wearing the Flag of Rear-Admiral Peries, "Gloire" and "Montcalm"; Submarine Depot Ship "Gustave Zede"; Light Cruisers "Triomphant" and "Fantasque"; Destroyer "Le Lorrain"; Escort Vessels "Hova," "Tunisien," "Algerien," "Escarmouche," "Croix de Lorraine" and "Marocain"; five submarines and eight minesweepers.

Netherlands. Cruiser "Tromp"; Maintenance Ship "Vulkaan"; Radar Training Ship "Sera"; Destroyer "Piet Hein"; Escort Vessels "Johan Maurits," "Queen" "Wilhelmina"; two submarines, seven minesweepers.

Belgian: Four minesweepers.

#### R.N.V.R. in Four-Power Exercises.

Officers and men of the Royal Naval Volunteer Reserve played an important part in the four Power naval manoeuvres. For the first time R.N.V.R. units, manned almost entirely by members of the Volunteer Reserve, operated in exercises with the Fleet.

#### Royal Naval Air Displays.

The Royal Navy's Home Air Command is in the midst of a series of "At Home," which has been organised to stimulate public interest in Naval Aviation, and to give Officers and Ratings who serve in Naval Air Stations an opportunity to return hospitality offered to them by the public. The series began with a display at the R.N. Air Station at Bromeote, near Nuneaton on 11th June, followed later in the same month by one at the R.N. Air Station Culdrose, near Helston, Cornwall. Scotland came to light last month with programmes at Lossiemouth and Arbroath, and England continued the programme with displays at Culham, Berkshire, and Anthon, Cumberland. Next month the R.N. Air Station Yeovil, Somerset, is putting on an "At Home." Plans are being made for further displays, which include showings of their paces by the Royal Navy's latest aircraft, including jet fighters.

## PERSONAL

The Naval Board has received advice of the following promotions of Royal Navy officers attached to the Royal Australian Navy: From Lieutenant-Commander to Commander, Commander David W. Kirke, O.B.E., R.N. Commander Kirke is Deputy Director of Air Organisation and Training and Staff Officer Training to Commodore Air at Navy Office, Melbourne. From Lieutenant-Commander to Commander, Commander John R. Lang, R.N., at present Operations and Intelligence Officer, H.M.A.S. "Sydney."

Lieutenant-Commander Henry P. Allingham, R.N., has been appointed Flight Deck Officer, H.M.A.S. "Sydney." Previous to this appointment he was, since November, 1947, Naval Assistant (Air) to the 4th Naval Member, Commodore Guy Willoughby, R.N., at Navy Office, Melbourne, where he is being succeeded by Lieutenant-Commander Edmund W. Lockwood, R.N.

Commander Frederick R. James, R.A.N., has joined the staff of the Director of Naval Reserves, Navy Office, Melbourne. He was previously Training Commander of the New Entry School, Flinders Naval Depot. During his six years in that appointment more than 700 officers and nearly 8,000 ratings passed through his hands to join the Fleet.

Mr. Q. de Q. Robin, Senior Master at the Royal Australian Naval College, has gone overseas to the United Kingdom, where he will study and discuss educational methods affecting junior officers in training with officers of the Royal Navy. He will be absent from Australia for about twelve months.

Rear-Admiral E. W. Anstice, who has been appointed Flag Officer Flying Training, will have his headquarters at the Royal Naval Air Station, Donibristle, near Edinburgh, Scotland. As Commodore Anstice he was stationed at Navy Office, Melbourne, from

November, 1946, until June, 1948, first as Director of Naval Aviation Planning, and later as 4th. Naval Member of the Naval Board. He has until recently been Flag Officer Training Squadron, Flying his Flag in H.M.S. "Anson."

Vice-Admiral the Hon. Guy H. E. Russell, C.B., C.B.E., D.S.O., who has been serving as Flag Officer, 2nd Cruiser Squadron, is to relieve Vice-Admiral Sir Wilfred R. Patterson, K.C.B., C.V.O., C.B.E., as Admiral Commanding Reserves, in October next. It is recalled that Vice-Admiral Patterson was, at the outbreak of war in 1939, Commodore Commanding His Majesty's Royal Australian Naval Squadron.

Captain (E) G. R. Cook, O.B.E., D.S.C., R.N., has been lent to the Royal Australian Navy.

Captain R. W. Ravenhill, C.B.E., D.S.C., R.N., has been appointed to the United Kingdom Service Liaison Staff, Melbourne.

Captain H. St. L. Nicolson, C.B.E., D.S.O., R.N., has been appointed to H.M.S. "Formidable" in command Captain Nicolson will be remembered by Australians who were in the Mediterranean during the war, as Senior Officer—in "Hyperion"—of the destroyer division which took part with H.M.A.S. "Sydney" in the destruction of the Italian cruiser "Bartolomeo Colleoni" on 19th. July, 1940. The other destroyers of his command at the time were "Hasty," "Hero" and "Ilex."

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The Navy, August, 1949

# EX-NAVAL MEN'S Association of Australia



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## Federal Council

THE Victorian State Secretary (Mr. W. H. Sullivan) has reported to Federal Council on the successful inauguration of the third country Sub-Section in the Southern State. Proceedings began with an Inaugural Dinner which was held at the Hotel Albion, Wangaratta, on Wednesday night, the 8th. of June. This makes a total of eight Sub-Sections now in full operation in Victoria. The new Sub-Section will be known in future as the North-Eastern Sub-Section, and will embrace the surrounding districts about the town of Wangaratta.

New members who joined the latest Sub-Section were Messrs. K. D. Anderson, T. P. Blatch, J. R. Byrn, K. H. Dossier, J. R. Ewison, J. K. Prendergast, P. J. Reidy, H. M. Scanlan, A. E. Sewell, W. Simpson, A. W. Stokan, S. E. Stone, and H. G. Stonehouse. Other members who have been transferred to the North-East are Messrs. L. M. Allnutt, L. F. Beel, D. B. Grant, A. J. Paterson, W. Richards and H. H. West.

Officers who have been elected for the time being are Messrs. H.

H. West (President), J. R. Byrn (Vice-President), J. R. Ewison (Hon. Secretary), W. Richards (Hon. Treasurer), P. J. Reidy (Hon. Asst. Secretary) with L. M. Allnutt, K. Anderson and H. Scanlan as Committeemen.

Members and prospective members of the Association are now anxiously awaiting advice of the formation of another new Sub-Section, to be situated in the Western District of Victoria. The town of Warrnambool will be the most likely venue for establishing the Association, as it appears to be the most suitable area with several members already residing in the locality.

General meetings of the New South Wales Sub-Sections were fairly well attended during June and July despite lighting and travel restrictions which were imposed to conserve coal stocks. Unemployment, due to the recent industrial trouble, has given the Association officers deep concern, and where possible, temporary positions have been secured by employment officers for some unemployed members who greatly need assistance.

Our aim is to have all members in full employment; by doing this we will prevent a heavy drain on the distress funds under our control.

All State Councils and their Sub-Sections are now busy with the regular annual nominations for office for 1949-1950. Elections will be held during August.

The Annual Dinner of the Combined N.S.W. State Council and its Sub-Sections is being arranged for October. Further details will be made known in a later issue of "The Navy."

The Federal Council is gratified to learn of the decision of the Commonwealth Government to inscribe names on recently issued war medals, when returned to the respective Service Departments, and to complete particulars on others awaiting despatch.

Ex-naval personnel have long awaited the official statement on payment of prize money; now that it has been published in the Press, it remains to see how long the recipients will be kept in suspense before final payment is made.

G.W.S.

## HOTEL PLAZA

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## Royal Navy and Merchant Service

The Admiralty Is Striving To Maintain Close Relationship. Understanding, And Good Feeling And Cooperation Between The Two Services.

**D**URING the past three years a number of schemes have been considered by the Admiralty to maintain the present close and friendly relationship between the Royal Navy and the Merchant Service, which good feeling was greatly strengthened during the Second World War.

Four Admiralty Liaison Officers, all Senior Commanders, to the London, Glasgow, Southampton and Liverpool areas, are partly responsible for implementing the detail of liaison with the Merchant Service. They arrange visits between the ships of the two services, and, in addition to dealing with official and routine matters, they promote social and semi-official contacts.

On the official side, owing to post-war financial stringency and limited manpower, it has only been possible to implement those schemes which do not call for considerable expenditure or the detachment of Royal Naval personnel from their paramount duty of manning His Majesty's Ships.

Broadly speaking, these schemes have been limited to the instruction of officers undergoing training. Every officer taking the Sub-Lieutenant's course at Greenwich devotes two and a-half days to matters touching on trade at sea. In the Staff Course at Greenwich, attended by officers of Lieutenant rank and higher, there is a trade week, which is also attended by representatives of shipping lines, and at which the lectures include Naval Officers and qualified civilians from outside Admiralty. Complete convoy conferences are staged under the guidance of Naval Officers. Again, in the Senior Officers War Course at Greenwich, attended by Captains, much time

is devoted to merchant shipping requirements and the means of maintaining the even flow of seaborne trade during wartime. Supply and Secretariat Officers also in their advanced course study policy in the protection of trade.

In the effort to put younger officers of the Merchant Service into the Naval picture something is also being done. For instance, cadets of the School of Navigation at Warsash take part in Gunnery courses in H.M.S. "Excellent," Whale Island. A Shipping Defence Personnel and Training Committee, under the chairmanship of the Vice-Chief of the Naval Staff, Admiral Sir John H. Edleston, K.C.B., C.B.E., came into existence last year to advise generally on matters affecting Merchant Navy personnel and the training of Merchant Navy Officers in peace time to fit them for the defence of their ships in time of war. Schemes of training recommended by this Committee are under the consideration of the Admiralty.

In spite of such measures as are outlined above, the danger of close liaison deteriorating is exercising the minds of all concerned both inside and outside the Admiralty. The need for more contact between Officers of both Services in the practical sphere is admitted. With the large Passenger Lines, in which many R.N.R. Officers serve, the liaison tends to be automatic at the higher levels but the need for the quick turn-around of the liners makes it difficult for the younger officers to get to know the Royal Navy. With cargo vessels the inherent difficulties in time and manpower are even greater.

The question of detaching Royal Naval Officers to Merch-

ant Ships for short periods in order to give them experience of mercantile conditions has been under consideration, but the overriding need to man H.M. Ships has made it impossible, so far, to put such a scheme into practice. It is hoped that when other more pressing commitments permit, schemes now under discussion will be implemented.

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## BOOK REVIEWS

By G.H.B.

"MY NAVAL CAREER." Admiral Sir Sydney Robert Fremantle, G.C.B., M.V.O. Hutchinson and Co. (Publishers) Ltd., London.

**A**DAMIRAL FREMANTLE came of a family already distinguished in the annals of the British Navy, and he has himself added to that family's lustre. His was a long and distinguished career on the active list—forty-eight years from 1880 until 1928 from the time he joined H.M.S. "Britannia" at Dartmouth, the last Term to enter a Test Examination until, at the age of fifty-nine, his name appeared first on the list of Admirals on the active list, and he retired at his own request.

He thus knew the Navy at one of its most interesting stages, the last days of the transition from sail to steam, and of that from evolutions to gunnery; a period of development and change, of the conflict of strong personalities and strong factions; of the events leading up to, and during, the First World War, and its immediate post-war years.

It was his custom from an early age to keep a very full journal, so that his interesting recollections and reflections are reinforced and refreshed. As he has throughout been a man of observation and with a keen and original mind, his book is one of very great interest, not only to anyone concerned with the Navy in particular, but as a fragment of social history.

His great-grandfather was that Admiral Sir Thomas Fremantle, K.B., who was a personal friend of Nelson's, was with him at Copenhagen and Tenerife, and commanded H.M.S. "Neptune," the third ship in the weather division at the Battle of Trafalgar. Admiral Sir Thomas Fremantle remained in the Navy until his death on board his flagship at Naples in 1819.

The Fremantles are a long-lived family, and this has given our author an unusually close link with

the past. His grandfather, the first Lord Cottesloe and son of Admiral Sir Thomas Fremantle, was born in 1798—the year of the Battle of the Nile—and lived for ninety-two years until 1890. Our author, of course, knew him well. "I had," he writes, "the good fortune to be brought up in a Victorian atmosphere of almost feudal surroundings at Swanbourne, Bucks., where my grandfather, the first Lord Cottesloe, ruled his house, his family, the village, and his estate with business-like benignity." He was thus able to get first-hand impressions of the England that knew Trafalgar.

Of the first Lord Cottesloe's brothers—our author's great-uncles—three went into the Navy. One died as a midshipman one retired as a Captain in 1860, after having been Commodore of the Australian Division of the Indian Station—he was "rather exacting and probably the possessor of a difficult temper . . . It is on record that he arrived at Plymouth, on the completion of his term of command, with three out of the five Lieutenants of his ship under arrest"—and the third gave his name to Fremantle, Western Australia. He was Sir Charles Howe Fremantle, who, in 1829, took formal possession on behalf of His Majesty of the "Western Coast of New Holland." He also had a long naval career, commanding H.M.S. "Albion" at the Crimea, and later commanding the Channel Fleet, where our author's father served as his Flag-Lieutenant.

Our author's father was ninety-three years of age when he died in 1929, having been born in 1836, entered the Navy in 1849, and spent fifty years on the active list, retiring as Commander-in-Chief, Plymouth. Sir Sydney himself is now eighty-two years of age, and

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thus, through his own experiences, and through the eyes of his father and grandfather, he looks back over a long and colourful pageant of British naval history.

There were two years in the "Britannia," where scholastic education was "good in parts," plenty of seamanship, mathematics and navigation, but "the humanities were entirely neglected and the syllabus included no history, geography, current affairs, or literature." "On the whole," says Sir Sydney, "the training turned out boys as well equipped to navigate a ship and keep a watch as could be expected of lads of fifteen, with good health and virile individualist spirit; but we were entirely untrained to speak or write our own language, and quite ignorant of history (even of the naval traditions) and of the social conditions and system of government of our own country."

His first ship was the "Alexandra"—"still showing the scars of the bombardment of Alexandria." She was the Mediterranean flagship, at a time when masts and sails seamanship was dying very hard, and his duties were confined to those junior midshipman of the watch, keeping the quarter-deck tidy and writing up the ship's log. After three months there he went to H.M.S. "Canada," "being one of six midshipmen selected as the companions of H.R.H. Prince George of Wales, afterwards King George V."

The "Canada" provided a real "Old Navy" training. A "C-class" corvette, she had a feathering screw propeller to reduce the drag on the screw when under sail. Barque-rigged, with a good spread of canvas, she was the first ship to go to sea with breech-loading guns as main armament, the first to be fitted with circular scuttles instead of square ports, and the first to be lighted with oil lamps instead of tallow candles. That was in 1883, not so very long ago . . . sic transit.

Eighteen months in the "Canada" on the West Indies Station was followed by an appoint-

ment to the "Temeraire" in the Mediterranean. The weather was very hot, but uniform regulations—blue frock coat and uniform cap—had to be strictly complied with. It was the time when saluting required that the cap be lifted clear of the head. Here was a period when "Temeraire" was flagship of a combined fleet at Suda Bay, there being a quarrel between Greece and Turkey, and the fleet preventing war.

There followed three months in the sailing sloop "Cruiser," experience which was "specially valuable, as we had almost continuous bad weather." Passing in seamanship and being promoted Sub-Lieutenant, Sir Sydney went Home for Lieutenants' courses, qualifying with Five Firsts and the Goodenough Gunnery Medal, he choosing Gunnery as his specialty. His next appointment was in H.M.S. "Active," of the Training Squadron, where most of the time was spent under sail; and officers had to take with them their own chest of drawers, bath, and washing basin, no cabin furniture then being provided. There followed his first command, H.M.T.B. No. 66—"with a sub-lieutenant, a gunner, and eighteen men under me . . . life was primitive; the gunner was our cook, a signalman was our steward and housemaid, and lavatory accommodation was non-existent."

With some time on his hands following this appointment, Sir Sydney went to France for a period to become sufficiently proficient in French to qualify as an interpreter, which he did. It was later of great value in the 1914-18 War. "Also the 3s. 6d. a day which I was paid as a French interpreter while serving in the second flagship in the Mediterranean, was a welcome, while it involved very little extra work, as my senior officers were reluctant to confess their ignorance of colloquial French. The Admiral restricted his demands on my service almost entirely to requiring me to translate his cook's English menus into French, for dinner parties, and I was obliged some-

times to admit that culinary French was not numbered amongst my accomplishments."

As a Lieutenant in the "Trafalgar" in the Mediterranean in the early Eighteen-Nineties, Sir Sydney was "Officer of the Court" at the historic court-martial which tried those concerned in the "Victoria"—"Camperdown" collision. The court-martial, held under an awning on the upper deck of the "Hibernia," lasted for three weeks, and his views as to the cause of the disaster are interesting. "I am convinced," he says, "that the cause of the disaster was as follows: Tryon, in working out the manoeuvre beforehand, had confused the radius of the battleship turning circle (400 yards) with the diameter (800) Markham"—leading the other division in the "Camperdown"—"having once questioned the signal and considering that by doing this he had gone as far as he could in inviting its reconsideration by the Commander-in-Chief, saw two ways in which the manoeuvre might have been executed with safety, and supposed that one or other of these would be adopted by Tryon. For himself, he had only to obey the order in the normal manner."

"The two ways in which the signals could have been executed without danger were as follows: (1) It was not binding on the Admiral to haul down the two signals, and thereby order the execution of the manoeuvre, simultaneously. He might have ordered the second division to turn, and not till they were clear have turned the first division, or (2) he might have hauled down the two signals simultaneously; the second division would then turn with the normal 'manoeuvring helm,' i.e., that necessary to turn in a circle of which the diameter is 800 yards, but Tryon, leading the ships of the first division, whose duty was to follow him round, might have used small helm, and turned in a larger circle outside the second division. Once the execution of the manoeuvre in the normal manner had been commenced, collision be-

tween the two flagships could not be avoided."

Sir Sydney has some good and illuminating stories to tell of life in the Navy in those days. Bandmen were engaged by the Band President, usually a ward-room officer, as non-continuous servicemen, up to a certain number (11 in a battleship not carrying a flag) and paid, by the Service, as Able Seamen. The instruments had to be provided by the officers, and were frequently the property of the Captain. Consequently a Band Subscription had to be paid by the Captain and the ward-room officers to provide instruments and music, also to supplement the pay if capable musicians were desired.

"The story is told of a young and zealous, but not musical Captain who, soon after commissioning his first ship, in the course of visiting the scenes of the various activities which took place during working hours, came upon the band at practice. By chance he was standing behind the euphonium player, and observed that for some minutes the instrument was dumb. He could not stand this. 'Bandmaster, stop the band! I'll have no shirkers in my band. See that he is brought before the Commander.'"

They were the days when little thought was given to direct preparation for war but "much attention was paid to fleet tactics and ship handling, to appearance of ships and men, to competitive drills and exercises, to boat-pulling and sailing, and to rifle practice." Target practice was usually conducted at a range of 1500 to 2000 yards. Training was concentrated on the "Gunlayer's Test," when each gun was fired singly for six minutes with the ship steaming past the target at about 1500 yards.

Promotion to Captain came early to Sir Sydney, after only four years as Commander, and his first appointment was in command of the battleship "Albion"—which he achieved at the age of thirty-five—flagship of Rear-Admiral Asheton Curzon-Howe on the

China Station. This was an interesting time, the period of the Russo-Japanese War.

There is a sidelight on the old coal-burning Navy. In the Red Sea on the passage home from China, "Men were fainting at their work of stoking, and I remember asking a hard-bitten old Chief Stoker how he kept them going. His reply was: 'Well, sir, if they falls down, we puts them under the forced draught fan till they comes to and gets on with the job.'"

Following China, came a further appointment as Flag Captain with Curzon-Howe, now Second-in-Command of the Home Fleet in "Cassar," and here is a picture of life with the Admiral: "His reserve and his love of the formalities of discipline frequently made him difficult to satisfy. It is a severe test of amiability for four men of different ranks and ages, the Admiral aged 50 or so, the Secretary and Flag Captain about 40, and the Flag Lieutenant about 25, regularly to eat three meals a day together in complete harmony. Curzon considered it proper that some kind of conversation should be maintained at meals, yet held it contrary to the requirements of discipline that a direct difference of opinion on any subject, whether connected with the Service or not, should manifest itself, and if such did occur, the subject of conversation had to be changed." Small wonder that, as Sir Sydney says: "I regret that the versatility of the staff frequently did not permit us to rise to the occasion, and the secretary was sometimes sent for after dinner and reprimanded for allowing the conversation to drop."

During 1910 and 1911 Sir Sydney was "Head of the War Division" at Admiralty, a division which was constituted following a statement by Lord Charles Beresford in Parliament that the Navy had no War Plan—an allegation, says the author, which was justified. In a hurry, a Captain with

ability for staff work, was set down to prepare one. He produced a good one, but the shortcomings of the previous system were made manifest by it. For example: "It was ordained"—in the Plan—"that a supply of 40,000 tons of coal, in bags ready for rapid coaling, should be sent to and subsequently maintained at each of three East Coast Ports, the Forth, the Humber, and Sheerness. It transpired, on enquiry later, that the million or so coal bags which would be required did not exist in the country, that there was available nothing like the number of railway trucks which would be required to move the coal, and that there were no facilities for bagging the coal as it left the mines." However, the Plan did form a sound basis for subsequent building, and the "War Division" constituted the rudimentary nucleus of an operations staff for the First Sea Lord, and was the foundation of the Operations and Planning Divisions of the Naval Staff, as it was developed throughout 1912 and 1913.

Sir Sydney attained to Flag Rank in 1914, and on the 4th August visited the First Sea Lord—Prince Louis of Battenberg—at his office at Whitehall. "I went into his room and found him bowed over his writing table with his face buried in his arms. He remained for some minutes without moving or speaking in that attitude and I was beginning to feel some little alarm, when he looked up and said, 'Fremantle, it's war at midnight, and no one seems to realise what it will mean to us and to the world.'"

War found a diversity of tasks for Sir Sydney; in the Mediterranean, with the 9th Cruiser Squadron in the Atlantic; the 2nd Cruiser Squadron in the far North; at the Dardanelles; as Deputy Chief of the Naval Staff, and with the 1st Battle Squadron.

One war story, which illustrates once again the inability of the com-





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tinental military mind to grasp the significance of Sea Power. While D.C.N.S., Sir Sydney had a session with Marshal Foch at Mall House, the official residence of the First Sea Lord, then Admiral Wemyss. "The Marshal attacked me immediately on the subject of the Grand Fleet, and wanted to know its strength in personnel; I told him about 90,000. 'What?' he said, '90,000 trained fighting men doing nothing in the Far North when the Western Front is in dire need of every man that can be produced!'

"In vain did I endeavour to the best of my ability to explain that, so long as a great German fleet was in being, the Grand Fleet was the foundation of our control of the seas, without which not only would the ocean routes of the American Army and of Dominions Forces be unsafe, but also the much shorter sea communications across the English Channel to our own Army in France; let alone the sea communications to the Allied Armies in Palestine, Salonika and elsewhere. The Grand Fleet was also the foundation of the blockade of Germany, the effectiveness of which was proving such an important factor in impairing the morale of the enemy. . . . However, I failed entirely to convince Foch, and our whole discussion was evidence to me of how the most distinguished strategists of great land Powers fail entirely to appreciate the value and the methods of operation of sea power."

Space does not permit of more on this intensely interesting autobiography here. It is a book that can be strongly recommended to your reading, the story of nearly half a century of the Navy written by one with unusual opportunities of telling of it from first-hand observation; and the more valuable because it is the product of a keen, enquiring mind; an active and searching observer; and one with a broad human outlook. It is a book that all interested in the Navy should not fail to read.

## Naval Appointments, Etc.

### NAVAL FORCES OF THE COMMONWEALTH.

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

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

**Appointments.**—Lieutenant-Commander Edmund William Lockwood is appointed on loan from the Royal Navy, with seniority in rank of 21st August, 1947, dated 28th April, 1949. Lieutenant-Commander (E) Ronald Edgar George Mannes Clarke is appointed on loan from the Royal Navy, with seniority in rank of 31st May, 1948, dated 9th April, 1949. John William McCaw and Samuel Francis Hewitt Houghton are appointed Surgeon Lieutenants (for short service), subject to such appointments being deemed to be temporary service for the purpose of the Defence Forces Retirement Benefits Act, 1948, dated 18th January, 1949, and 1st February, 1949, respectively. Philip John Attenborough is appointed Surgeon Lieutenant (D) (for short service), subject to such appointment being deemed to be temporary service for the purpose of the Defence Forces Retirement Benefits Act, 1948, dated 3rd March, 1949.

**Confirmation in Rank.**—Acting Lieutenants Arthur John Gould, Robert Lindsay Davies and Douglas Reeves Harc be confirmed in the rank of Lieutenant, with seniority in rank of 3rd September, 1943, 28th October, 1943, and 22nd February, 1944, respectively, dated 18th May, 1949. Lieutenant-Commander (S) (Acting) Stephen Raymond Granville Sharp is confirmed in the rank of Lieutenant-Commander (S), with seniority in rank of 1st February, 1948.

**Aides-de-Camp.**—Lieutenant Maxwell Gilbert Pechey, D.S.O., is appointed Aide-de-Camp to His Excellency the Governor-General, dated 27th April, 1949. The appointment of Lieutenant Dacre Henry Deudraeth Smyth as Aide-de-Camp to His Excellency the Governor-General is terminated, dated 26th April, 1949.

**Termination of Appointment.**—The appointment of Frank Edward Churcher as Acting Temporary Senior Commissioned Writer Officer is terminated, dated 1st June, 1949.

#### EMERGENCY LIST.

**Promotion.**—Acting Lieutenant-Commander (E) John Charles Robert Sundercombe is promoted to the rank of Lieutenant-Commander (E), dated 7th September, 1948.

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

**Termination of Appointment.**—The appointment of the Reverend Edward Alexander Roberts as Chaplain is terminated, dated 31st May, 1949.

#### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

**Appointments.**—Derek Leopold Montefiore Castle is appointed Lieutenant-Commander, with seniority in rank of 29th May, 1941, dated 8th March, 1947. Donald Rupert Wilson, D.S.C., is appointed Lieutenant, with seniority in rank of 9th June, 1942, dated 29th March, 1946. Arnold Alfred Munden is appointed Lieutenant, with seniority in rank of 2nd October, 1945, dated 8th February, 1947. Harold Davis Denton is appointed Lieutenant, with seniority in rank of 20th February, 1946, dated 31st March, 1949. Harold Wheeler is appointed Sub-Lieutenant, with seniority in rank of 22nd October, 1943, dated 11th February, 1946. Kenneth George Smith is appointed Sub-Lieutenant, with seniority in rank of 20th Sep-

tember, 1944, dated 22nd September, 1946. David Maynard Botcher is appointed Sub-Lieutenant, with seniority in rank of 7th January, 1945, dated 17th October, 1946. Colin Millard is appointed Sub-Lieutenant, with seniority in rank of 14th October, 1947, dated 29th April, 1949. Guy Cyril O'Shaughnessy Lester is appointed Acting Lieutenant-Commander (L), with seniority in rank of 30th September, 1943, dated 6th January, 1946 (seniority as Lieutenant (L) 25th June, 1940). Edgar John Hardcastle is appointed Surgeon Lieutenant, with seniority in rank of 26th August, 1945, dated 18th May, 1949. John Oliver Newman is appointed Lieutenant (S), with seniority in rank of 23rd April, 1946, dated 28th April, 1949. Alfred Albert Mounier is appointed Lieutenant (Special Branch), with seniority in rank of 4th April, 1946, dated 8th June, 1947.

**Promotion.**—Acting Sub-Lieutenant Edward Charles Reynolds is promoted to the rank of Sub-Lieutenant, dated 27th August, 1946.—(Ex. Min. No. 37—Approved 5th July, 1949.)

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

**Appointments.**—Lieutenant-Commanders Paul Cronyn Whitfield and Percival Eric Irvine Bailey are appointed on loan from the Royal Navy, with seniority in rank of 16th June, 1947, and 16th March, 1949, respectively, dated 9th April, 1949. Lieutenant (Acting Lieutenant-Commander) Cedric Rowland Juan Coxon is appointed on loan from the Royal Navy, with seniority in rank of 20th April, 1943, dated 9th April, 1949. Lieutenant John Morris Jones is appointed on loan from the Royal Navy, with seniority in rank of 3rd September, 1946, dated 16th December, 1948. The following Lieutenants are appointed on loan from the Royal Navy, with seniority in rank as shown oppo-

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site their respective names:—Patrick Brougham, 16th September, 1941; Cyril John Cunningham, 16th May, 1942; Anthony David Corkhill, 4th November, 1942; Godfrey Charles Hatway, 16th April, 1943; John Lionel Wallace Thompson, 1st September, 1943; Michael Edward Stanley, 16th May, 1944; Roy Carpenter, 13th June, 1944; John Gray Corbett, 1st August, 1944; Royston Leonard Eveleigh, 25th October, 1944; Charles Bruce Armstrong, 2nd July, 1945; Frank Bromlow, 13th August, 1945; Lionel Anthony Robinson, 1st September, 1945; Dennis Eric Sweeney, 3rd September, 1945; John Beckett Robatham, 1st July, 1946; William Gerald Walter Molland, 1st June, 1947; Frank Harold Henderson, 24th August, 1947; Peter Dean Lowndes, 12th April, 1948; James Douglas Baker, 12th May, 1948—dated 9th April, 1949. Lieutenant (E) David William Cramond is appointed on loan from the Royal Navy, with seniority in rank of 1st January, 1944, dated 9th April, 1949. Lieutenant (L) Edmond Frederick George Bowerman is appointed on loan from the Royal Navy, with seniority in rank of 28th May, 1945, dated 9th April, 1949.

**Promotions.**—Lieutenants Alexander Hugo Evelyn Hood and Colin Taylor Thompson are promoted to the rank of Lieutenant-Commander, dated 16th May, 1949, and 1st June, 1949, respectively. Lieutenant (S) Gilbert William James Pugh is promoted to the rank of Lieutenant-Commander (S) (Acting), dated 21st May, 1949. Instructor Sub-Lieutenants Peter Ronald D'Abbs, Leo Claud Dixon and Kevin Thomas Foley are promoted to the rank of Instructor Lieutenant, dated 22nd May, 1949. William David Clerckeko, Chief Engine Room Artificer, Official Number 20815, is promoted to the rank of Commissioned Engineer (Acting) (Provisional), dated 12th May, 1949.

**Confirmation in Rank.**—Acting

Lieutenant John Gillon Butler Campbell, D.F.C., is confirmed in the rank of Lieutenant, with seniority in rank of 17th July, 1944, dated 2nd May, 1949. Acting Commissioned Ordnance Officer Russell Edward Charles Keen is confirmed in the rank of Commissioned Ordnance Officer, with seniority in rank of 2nd April, 1948, dated 2nd April, 1949. Acting Commissioned Writer Officers Owen Edward Williams and Thomas Lea are confirmed in the rank of Commissioned Writer Officer, with seniority in rank of 5th May, 1948, dated 5th May, 1949. Acting Commissioned Stores Officers Chadwick John Robert Langdon, Albert Henry Brown and George Jamieson Cox are confirmed in the rank of Commissioned Stores Officer, with seniority in rank of 5th May, 1948, dated 5th May, 1949.

**Transfer to Emergency List.**—Lieutenant John Leslie Lavett is transferred to the Emergency List, dated 24th March, 1949.

**Transfer to Retired List.**—Lieutenant-Commander (E) Edward Percival Liddell is transferred to the Retired List, dated 9th February, 1949. Acting Senior Commissioned Communications Officer John Glover Woolmer is transferred to the Retired List, dated 18th January, 1949. Senior Commissioned Bandmaster Harry Alexander Blaskett is transferred to the Retired List, dated 1st March, 1949.

**Termination of Appointment.**—The appointment of Vincent William Purdie as Temporary Commissioned Writer Officer is terminated, dated 2nd June, 1949.

#### EMERGENCY LIST.

**Transfer to Retired List.**—Lieutenant (E) Alec Nairn, M.B.E., is transferred to the Retired List, dated 4th April, 1949.

#### CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

**ROYAL AUSTRALIAN NAVAL RESERVE.**  
**Termination of Appointment.**—The appointment of Ronald Keith Smyth as Surgeon Lieutenant is terminated, dated 14th April, 1949.

#### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

**Promotions.**—Sub-Lieutenants Rodney Gordon White, Ernest George Waller, Thomas Russell Vasey, Robert Henry Ware and John Albion Wyatt are promoted to the rank of Lieutenant, dated 1st October, 1946, 8th October, 1947, 25th December, 1947, 17th January, 1948, and 28th January, 1948, respectively. Surgeon Lieutenant Franklin Robert Pay is promoted to the rank of Surgeon Lieutenant-Commander, dated 7th May, 1949.

**Termination of Appointment.**—The appointment of Arthur Balfour Robson as Lieutenant (Special Branch), is terminated, dated 6th May, 1949.—(Ex. Min. No. 28—Approved 22nd June, 1949.)

#### PERMANENT NAVAL FORCES (SEA-GOING).

##### Promotions.

His Excellency the Governor-General in Council has approved of the following promotions being made, to date 30th June, 1949:

**To be Captain.**—Commander Alan Wedel Ramsay McNicoll, G.M.

**To be Commander.**—Lieutenant-Commanders John Haste Dowson and John McLauchlan Adams, O.B.E.

**To be Captain (E.)**—Commander (E) Edwin Allan Good.—(Ex. Min. No. 34—Approved 29th June, 1949.)

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

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FOR THE NEXT ISSUE OF

**The Navy**

## Answers to Nautical Quiz

- (1) A Haligonian is the name given to a native of Halifax, Nova Scotia. Halifax, N.S., is the port of registry of the "Haligonian Duke."
- (2) They were in three periods. The first two were the AE1 and AE2. Then there were six made available by Admiralty, J1, J2, J3, J4, J5, and J7. The last two were those built under the 1924 expansion programme, the "Otway" and "Oxley."
- (3) She was the "River Clyde," which was beached at Seddel Bahr, Cape Helles, Gallipoli.
- (4) It was just before the Battle of St. Vincent, when reports of the enemy fleet were being made to Sir John Jervis, who had fifteen sail of the line. "There are eight sail of the line, Sir John . . . There are twenty . . . twenty-five . . . twenty-seven . . . Enough of that, sir. The die is cast, and were there fifty sail I would go through them." Whereupon Captain Hallowell, his Flag Captain, slapped the Admiral on the back and cried: "That's right, Sir John, and by God! we'll give them a damn good licking."
- (5) John Esquemeling was a Dutch physician who went to sea, and who lived with the Buccaneers from 1668 to 1674, and who is chiefly remembered for his account of them written in "The Buccaneers of America."
- (6) The British steamer "Dunkery Beacon" lost her propeller off Wilson's Promontory on the 24th. June last, and was taken in tow by the steamer "Glenpark," which towed her to Port Phillip Heads, where the tug "Terawhiti" took over and towed her to Melbourne.
- (7) The steamers of the P. & O. Branch Line were named after Australian country towns, the ships including "Ballarat," "Bendigo," "Berrima," "Balrarnald," "Barrabool," "Baradine," "Benalla," "Beltana," and "Borda."
- (8) Yes, it presumably inspired a verse of John Maschfield's "Cargoes":  
"Quinquereme of Nineveh  
from distant Ophir,  
Rowing home to haven in  
sunny Palestine.  
With a cargo of ivory  
And apes and peacocks,  
Sandalwood, cedar wood and  
sweet white wine."
- (9) Vice-Admiral Sir William R. Creswell, K.C.M.G., K.B.E. From being Commandant of the Queensland Naval Forces he became, after Federation, Commandant of the Commonwealth Naval Forces, and as such urged and was largely responsible for the adoption of a scheme for a Royal Australian Navy, eventually becoming the original First Naval Member of the Australian Commonwealth Naval Board.
- (10) The futtock shrouds are those in a sailing ship which extend from the tops of masts outwards to the edge of the cross trees.

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## OUTWARD BOUND SEA SCHOOL

Continued from page 17

remely soft. The food, incidentally, is excellent, and a medical officer keeps an eye on the boys to minimise the danger of overstrain. Everybody has daily practice in swimming (in summer), sprinting and long distance running; high and long jumping; throwing the discus, javelin, and weight; and clambering about on the monkey ropes. Certain standards are laid down for each age group in each event, so that a boy competes, not against his fellows, but against his own previous achievement.

The boys are also taught map reading and are sent out in small parties to find their way by map and compass over country entirely new to them until, by the end of the course, they can undertake a 30-mile expedition to the summit of Cader Idris (3,000 feet).

Many visitors to Aberdovey have noticed the remarkable change that often takes place in a boy within a month. It has a wonderful effect on a boy straight from industry or from an over-comfortable home, or from a school where he has never risen above mediocrity, to find that in so short a time he has learnt how to run, jump and throw, perhaps having improved very consider-

ably on his former records; that, in spite of inexperience, fear and sea-sickness, he really can pull his weight as a member of the ship's crew; that he has indeed walked 30 miles in a day and reached the summit of one of the highest Welsh mountains. Surely after these experiences a boy will be a much better clerk, factory hand or student? He will be a better citizen, too.

The course costs £15 and boys have been sent (and paid for) by 34 local education authorities and over 50 industrial firms, a number of whom regularly send a few boys to each course. Britain's Marine Society has sent nearly 800 boys and has made generous grants to the School, and 10 shipping companies have sent apprentices or deck boys.

There is, of course, considerable danger that the month at Aberdovey may become an isolated experience and that the boys may drift back to their former environment of cigarettes, cinemas and social security. But a number of Outward Bound Clubs are being planned to provide further opportunities for living adventurously and it is intended, as soon as enough money is forthcoming, to open an Outward Bound Mountain School, probably in the Lake District in the North of England.

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