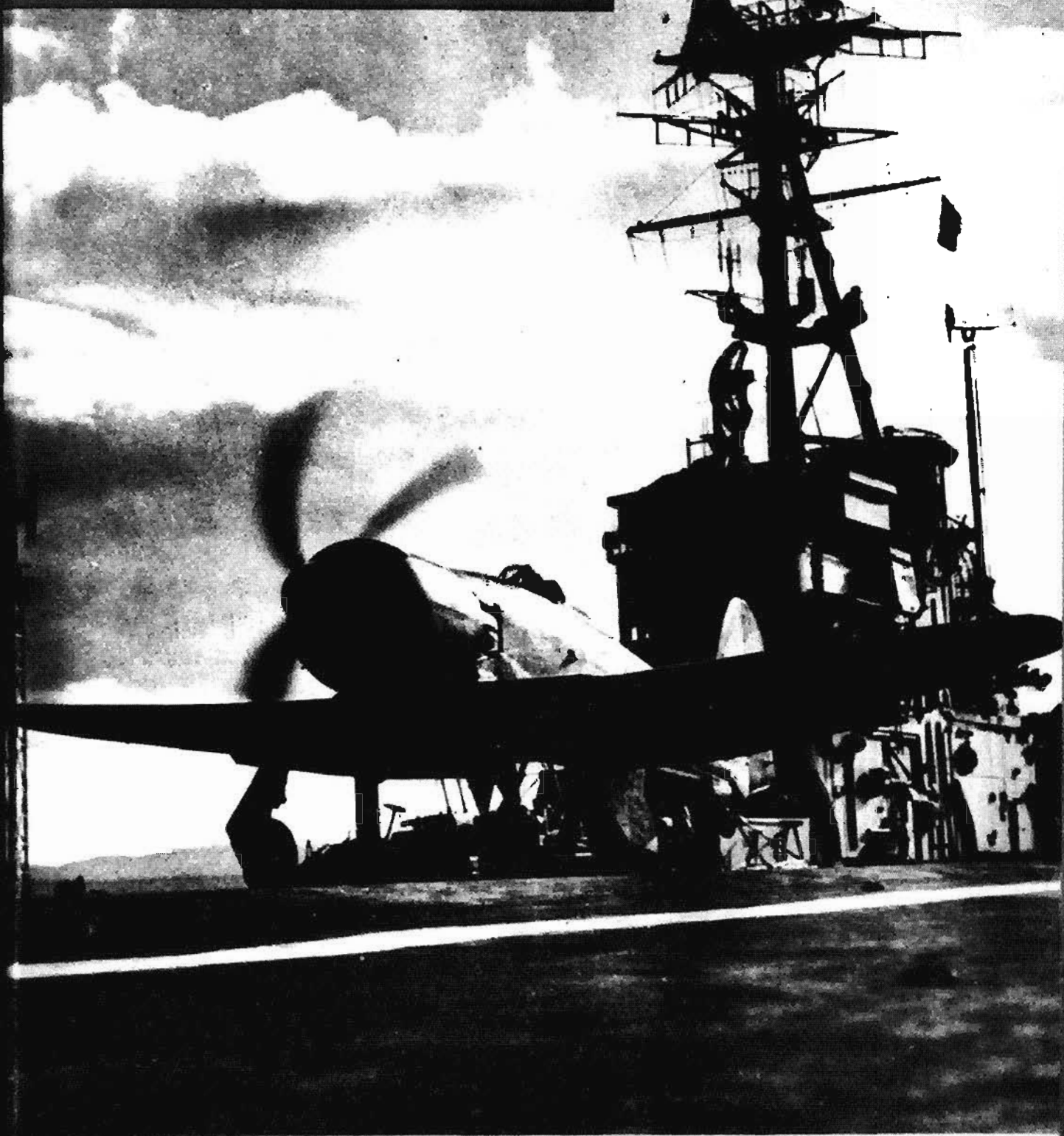
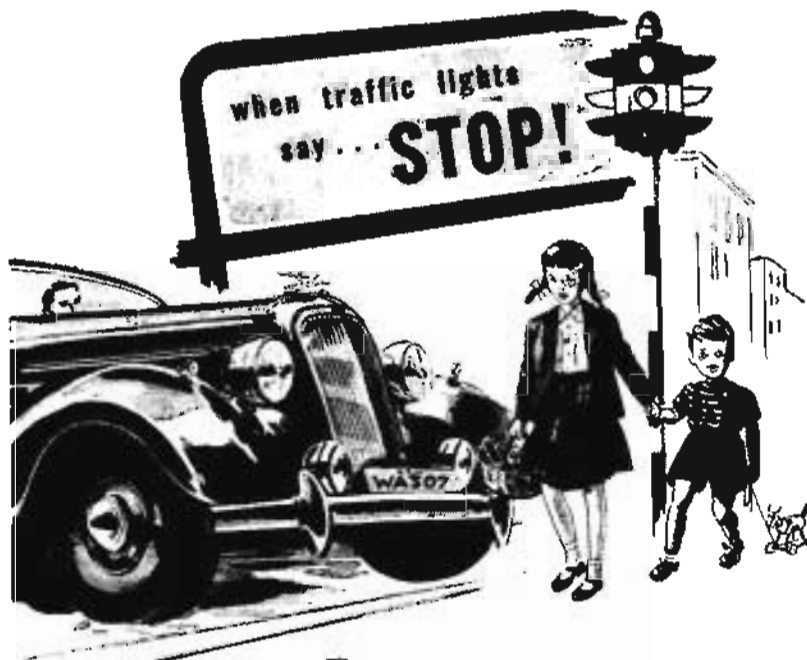


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THE NAVY

Australia's Maritime
Journal

Editors:
G. H. GILL,

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

Managing Editor:
BARRY E. KEEN.

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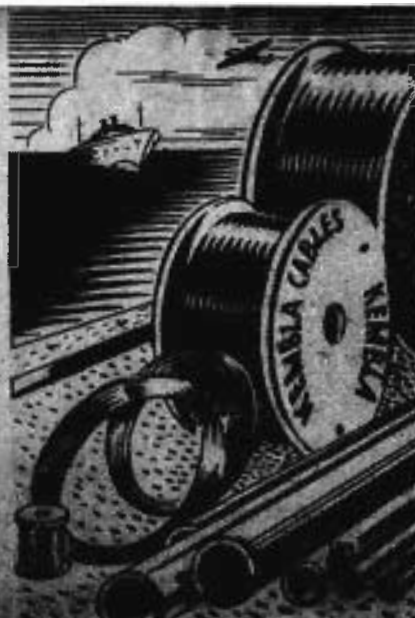
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THE NAVY FOR NEXT MONTH

IN some recent letters from readers there has been comment on the absence from some of our more recent issues of "Decorated Officers and Men." They have been omitted on one or two occasions owing to space being lacking. But we have not dropped them. They will continue, and we will endeavour not to disappoint those of you who look for them regularly.

Among the other offerings in preparation for the October issue of "The Navy" are:

"WATCHER! OLD TIMER"

Our contributor "J.B." has aroused interest in quite a number of our readers with his articles in recent issues, "Albany to Aldgate" and "The Passing of a Convoy." For the October issue he has written an interesting survey of ships and men with naval connections with Australia during the period from the beginning of this century until the outbreak of war in 1914, under the title "Watcher! Old Timer." This illustrated contribution of his will, we feel sure, appeal both to the Old Timers and those of the younger generation among our readers.

THE EMIGRANT SHIPS

Australia is today experiencing a growing flood of emigration to her shores, and the emigrant ships are on the run again to an extent of traffic we have not known since that boom period between 1910 and 1914. In an article for the October issue of "The Navy," our contributor, Reuben Ranzo, has something to say of days—and nights—in emigrant ships.

"THE MIDDLE"

Conditions being right, there can be worse things in the world than the much maligned "Middle"—when the winking hour calls with its eight bells for reliefs to stumble up to the bridge until four in the morning. In an article for next month, a contributor discourses on this matter.

Among other material, our contributor "Rocky Darby," who writes of ships as lovingly as he draws them, tells us of the old Port Phillip Bay "Edina," and her collision sixty years ago with the "Excelsior." All the usual features also: What the Navy is Doing, Maritime News, The World's Navy, and the latest from the Ex-Servicemen's Association. Order your October copy of "The Navy" NOW!

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LETTERS TO THE EDITORS

NAVY LEAGUE SEA
CADETS.

those who were, or are, in the
Sea Cadet Corps.
Ed., "The Navy."

Sir,

In the July issue of "The Navy" I read with interest the letter from Mr. C. H. Nicholls concerning the Drummoyne Corps of the Navy League, regarding which I may be able to add a little more information. I was an old Drummoyne Boy. I joined the Drummoyne Corps in 1921, and it was then commanded by Mr. Mellor. Our first meetings were held at the rear of Mr. Mellor's residence, next to the fire station. We then moved to the Drummoyne Drill Hall for a short while. Our next move was to Austin's shed, near Gladesville Bridge. It was here that we really got down to being sailors. Mr. Mellor obtained a thirty-two foot Cutter and a twenty-seven foot Whaler, and a Dinghy. An elaborate quarter deck was built on to the boatshed. At this stage, a Mr. Wood and a Mr. Hegarty joined up as instructors. Mr. Hegarty was most welcome, because he had a passenger launch service, and at regattas and long distance visits he always towed the Cutter and the Whaler. Our membership in those days would be round about seventy-five Cadets. We did not have an organised training syllabus as we have today. Uniforms were supplied to all boys as they joined up. I left the Drummoyne Corps in 1924, and joined my present Depot in 1947. I hope that this additional information may be of some interest.

Yours, etc.,
D. Lindsay,
Commanding Officer,
Training Ship "Beatty,"
Wollongong, N.S.W.

Thank you for your interesting letter, and for the information you give which will, without doubt, be greatly appreciated by many of our readers, especially

DECORATED OFFICERS
AND MEN.

Sir,

Please find enclosed in this letter postal notes for one year's subscription to your wonderful magazine. I have told you before how much I enjoy reading it, but I feel that I must again congratulate you. I have been reading "The Navy" for some time now, but have been collecting my issue from the local newsagent. However, there must have been a great demand for it, because last month — June — I missed out. Some time ago you had pages devoted to "Decorated Officers and Men," and I was wondering if you could continue this series, as I enjoyed them very much. Also the "Make and Mend" pages. Wishing "The Navy" all the success in the world,

Yours, etc.,
A. H. Higham, (Jnr.),
Church Street,
Wyong,
New South Wales.

Thank you for your letter, and for the enclosed year's subscription; "The Navy" for June and July have been posted to you, and succeeding issues will reach you next month. We would not be human if we did not feel gratified at your kind remarks regarding the magazine. It is most encouraging and helpful to meet with such enthusiasm among our readers. Thank you! With regard to "Decorated Officers and Men," they have on a few occasions recently been crowded out through lack of space; but the series is being continued, and even if we cannot get them in the September issue, they will reappear in later issues of the magazine.

Ed., "The Navy."

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LETTERS TO THE EDITORS

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

Sir,

Many thanks for trying to get the photograph of H.M.A.S. "Tobruk" for me. I read your note in the July issue of "The Navy" but photographs of this ship will not be available until she is completed, so guess I will just have to wait until then. The two articles in the July issue, "The Passing of a Convoy" and "Watchdog of Port Arthur" were certainly good reading. The first mentioned gave some valuable information about the old steamships and their histories. I recently got from a newspaper a photograph of a Dutch submarine now used for amusement purposes, which was blown ashore at Manly, N.S.W., and am wondering if she was originally "KXVIII", which visited Fremantle some time before the war. I would appreciate any information you can give me regarding this vessel. With best wishes to "The Navy".

Yours, etc.,

A. W. H. Lovejoy,
Nambour Street,
Ryde,
New South Wales.

Thank you for your letter. With the announcement of the appointment of a Commanding Officer to "Tobruk," it would seem that she must be approaching completion, so that you should not now have long to wait for a photograph of her. In the meantime, a recent photograph of "Tobruk's" sister ship "Anzac," in the fitting out berth at Williamstown, Victoria, is now available from the Public Relations Branch of the Department of the Navy, Navy Office, Melbourne. Regarding the Dutch submarine, enquiries are being made, and we will advise you when we have the information you want.

Ed., "The Navy."

The Navy

LETTERS TO THE EDITORS

CORVETTE, SLOOP,
FRIGATE

Sir,

Could you please tell me the difference between the following types of ships—corvettes, sloops, frigates? Congratulations on your fine magazine, which I have found most informative.

Yours, etc.,

G. Dudley,

10 Brookville Road,
Toorak,
Victoria.

Thank you for your letter, and for your congratulations on "The Navy." Corvettes, sloops and frigates all belong to the escort and anti-submarine class of warship, and revived the type names of earlier sailing warships engaged in their own day on similar auxiliary tasks. Our modern "sloops" were reintroduced in the 1914-18 war for anti-submarine patrol and minesweeping. They are still in a process of evolution, growing larger, faster, and more heavily armed. Their tonnage is up to about 2,000 tons, armament is of four-inch or four-point-seven-inch guns, speed round about twenty knots. Corvettes—originally known as "whalers"—were reintroduced in the recent war. Typical of them are the ships of the British "Flower" Class, of between 700 and 800 tons, armed with one four-inch and anti-aircraft guns, carrying depth charges, and with a speed of about seventeen knots. Frigates were also introduced again to the Navy during the recent war. They are in effect improved and enlarged corvettes, heavier armed and of greater tonnage, and with speeds of around twenty to twenty-five knots.

Ed., "The Navy."

September, 1949

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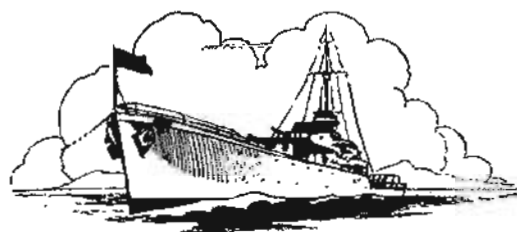
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Vol. 12 SEPTEMBER, 1949 No. 9

H.M.S. "AMETHYST"

The successful night dash of H.M.S. "Amethyst" down the Yangtse Kiang River under fire will be remembered as an outstanding achievement in the annals of the Royal Navy. Apart from the running the gauntlet of gunfire from forts and mobile batteries, the exploit is notable as a masterpiece of pilotage in a shoal-infested river of featureless banks, and with a strong tide: a river the navigation of which would normally not be attempted except under the guidance of a local pilot familiar to the point of second nature with every foot of the way.

The attempt was one that certainly demanded the "courage, skill and determination shown by all on board" upon which His Majesty the King congratulated them in his signal to the Commander-in-Chief of the Pacific Fleet, Admiral Sir Patrick Brind. Its success brought to an end an

unfortunate incident through which the Navy came with the greatest of credit.

"Amethyst" had been "imprisoned" in the river some forty miles below Nanking for three months. She was, when first fired on by the Communists and badly damaged, on—as Mr. Atlee told the House of Commons—"her lawful occasions," on her way to Nanking, with the knowledge and consent of the National Government of China, "so that in the event of a breakdown of law and order as the result of hostilities she would be able to assist in the evacuation of British nationals."

At the time she was fired upon, there was an armistice between the Kuomintang Authorities and the Communists, and had this armistice been observed by the Communists there would have been no question of the ship being hit. Following the firing on "Amethyst", and the damage and casualties inflicted on her and on the three ships which went to her assistance, the Communists refused any co-operation whatever, even to the extent of refusing to accept the British Consul's letters emphasising the urgent need of medical attention for the "Amethyst's" casualties, and requesting the issuing of instructions to prevent further firing upon ships of the Royal Navy.

FINE MORALE

In all, forty-two were killed by Communist fire in H.M. Ships "London," "Consort" and "Amethyst", while these three ships, and the "Black Swan," suffered in all fifty-three wounded, while a number of ratings from the ships are missing. Throughout, the high morale, cheerfulness, and anxiety to help their comrades in distress, among all the ships' companies involved, was most impressive.

As an Admiralty report says: "From the Commanding Officer of H.M.S. 'Amethyst', Lieutenant-Commander B. M. Skunner, R.N., who behaved with the utmost gallantry until he died of his wounds, to the boys who found themselves unexpectedly in action, the conduct was in the best traditions of the Royal Navy."

One of the remarkable features was the forbearance of personnel in refusing to ask for medical treatment until they considered that more urgent cases had been dealt with. "Marine Bernard Maurice Howe, aged twenty-one, in H.M.S. 'London', went for twenty-four hours with only a temporary dressing before asking for medical treatment for a hole right through his shoulder. Marine Robert McCarthy, twenty-eight, in H.M.S. 'London', had a piece of shrapnel the size of a large cork embedded in his neck but also did not seek medical treatment for twenty-four hours. When volunteers were sought to be flown to H.M.S. 'Amethyst', among the company of H.M.S. 'London' and H.M.S. 'Black Swan', there were almost acrimonious rivalry."

Certainly, in all its aspects, the story of the "Amethyst" in the Yangtse will remain in the annals of the Navy as one of which that Service, and the country at large, may be well proud.

RESERVE TRAINING

The Government's announcement that Reserve Training is to be resumed on the 1st of January, 1950, is news that will be received with pleasure by all interested in the welfare of the Navy. The fact, as pointed out by the Minister for the Navy, Mr. Ruordan, that Reserve officers and ratings would require a somewhat greater period of training than previously in view of the complexities of modern equipment, underlines the need for making a start with that training as soon as possible.

The history of the British People, living as they do by the sea and seaborne trade, and depending upon sea power for their security, shows that it has always been the office of the Navy, in the event of war, to bear the brunt of the first

enemy onslaughts, and to hold the field until the Nation has gained fighting strength in other arms. That being so, it is essential—more so today than in the past, and ever growing more necessary—that the greatest possible proportion of trained officers and men should be available to man ships and shore establishments immediately war breaks out.

This necessity was evident in 1919, when the destroyers of the Australian Flotilla which left for the Mediterranean within a few weeks of the opening of hostilities, were to by far the greater proportion of their ships' companies, manned by Reservists. Many of those, because of the fact that little financial provision had been made to enable the Navy to carry out adequate training, were to all intents and purposes raw hands, and had to be trained while the ships were on war service. Time, although short, did permit of that then; but it might not be the case in the future, especially with the advent of the "complexities of modern equipment" in the intervening years.

It is to be hoped that the Government will make adequate funds for Reserve Training available, so that the Navy will be in the position to offer to those with the interest to give their time, training of a scope sufficient to hold and intensify that interest; and calculated to encourage satisfactory recruitment in the Reserves.

A fruitful field for recruitment in to the Reserve should be the Sea Cadet Corps, and every possible assistance should be given to that organisation, to build up its existing Companies and establish new ones, not merely in the Capital Cities, but in other seaside towns and also in the country districts, so that a constant stream of interested youths, with a good grounding in the elementaries of the sea, could be coming forward into the Reserve ranks.

KEEPING COMMUNICATIONS OPEN

The raison d'être of the Navy is to secure our sea communications, to keep the sea routes open for trade in peace and to deny them to an enemy in war. During the recent coal strike, attempts were made by a minority section in the community to deny Australia the use of her sea communications in time of peace, by declaring "black" ships carrying commodities vital to the people, and by endeavouring to tie up the work in ports by refusing such services as the manning of tugs. The men of the Navy performed a signal service for the Community when they took over where necessary and, by discharging ships and manning tugs, enabled important traffic on the sea roads to fulfil its function.



A March Past of Midshipmen at Annapolis Naval Academy during Graduation Week.
By courtesy of "The Argus," Melbourne

Annapolis — Cradle of Admirals

IN THIS ARTICLE THE AUTHOR TELLS SOMETHING OF THE FAMOUS NAVAL COLLEGE OF AMERICA, AND OF THE HISTORY AND TRADITION WHICH NOW ATTACH TO THIS GREAT TRAINING ESTABLISHMENT.

by Wilson P. Evans

ANNAPOLIS is the Athens of America and the heart of the United States Navy. For over a century the future admirals of America have been trained as midshipmen within its Academy. Annapolis is to the American, what Flinders Naval Depot is to the Australian. It is less widely known as the capital of Maryland.

Annapolis has changed little in structure since early colonial days. In one of the old mansions was born Charles Carroll, who lived to the ripe old age of ninety-five. When he died, in 1832, he was the sole survivor of those who signed the Declaration of Independence. On St. John's College campus stands a huge tulip tree under which Washington held a conference with Lafayette. It is now surrounded by an ugly fence of steel spikes.

In the crypt of the Naval Academy chapel is the tomb of John Paul Jones. He is the most famous of all American naval heroes, yet he did not have American nationality. John Paul Jones lived and

died a Scotchman. His reply to a request to surrender was: "Sir, I have not yet begun to fight." His remains were brought back from France to be buried in the tomb at the Academy.

The chapel looks down upon the Severn River, which flows into Chesapeake Bay and is famous for its narrow-hulled, log canoes, hewn from tree trunks. These craft have tall slender masts and carry an enormous spread of canvas, including two or three square sails. Years of experience are necessary before a would-be yachtsman is fit to take his place as a member of a racing crew. Yachts as well as canoes race in the bay. Every year there is keen competition between the large yachts of the Gibson Island Yacht Squadron as they wing along the hundred-mile course of the Cedar Point Race.

The most famous monument in the Naval Academy grounds is that of Tecumseh, the chief of the Shawnee Indians, who joined the British, was made a Brigadier-Gen-

eral, and commanded the Indians in the war of 1812, taking part in the capture of Detroit, and being killed at the battle of the Thames in Canada, in 1813. The wooden original was the figure-head of the frigate "Delaware." The passing of time saw it so damaged that it had to be replaced with a bronze replica. The monument is showered with "pennies" by the midshipmen. This practice is said to enlist Tecumseh's aid in passing examinations. The quaint custom arises from the fact that the original figure-head was of wood, and so became the god of the less brilliant midshipmen. Dumb ducks in the Academy slang are said to be "wooden."

Afternoon infantry drill takes place on Worden Field just after three-thirty. Prior to the Civil War the midshipmen received no infantry instruction. Its introduction was very unpopular. A civilian instructor named Lockwood instituted it and immediately caused a mutiny. The midshipmen made a straw dummy of him and

burnt it while they used a Manual of Arms as a prayer book. The correct procedure for the various rifle drills was used as the Burial Service. The mutineers were court-martialled and charged with being guilty of "disrespect to a superior officer." To use a Hollywood gangsterism, the mutineers "beat the rap." They protested that Lockwood was not an officer and the charge against them was dropped. An Act of Congress was passed, whereby civilian instructors were commissioned as professors and rated as regular officers.

Midshipmen are forbidden to marry before Graduation Day. During the third year at the Academy the ring dance is held. Before that time the fiancée of the midshipman cannot wear his class ring. The betrothal is sealed by the couple kissing inside a huge model of the class ring.

In Academy slang the midshipman refers to his girl friend as a "drag," or his "one and only." He is allowed one hour after the end of the dance to act as an escort and bid his girl friend good-night. On Graduation Day, when the midshipman finally becomes an ensign, both his mother and fiancée help to fix his new insignia in position. The mother fastens on the left epaulet while the fiancée attends to the other. The midshipman commanding the company with the best yearly record selects the Colour Girl who assists at the ceremony of the Presentation of the Colours.

During the Civil War there was trouble between militia regiments and the city of Annapolis. The Academy was for a time removed to Newport, and the Naval Academy and St. John's College were used as military hospitals. Rear-Admiral Porter had the Academy almost fully rebuilt on the return of the midshipmen to Annapolis in 1856.

Rear-Admiral Porter purchased Ogle Hall upon his retirement. It remained in the Porter family for more than sixty years. During most of this time it was a favour-

ite port of call for midshipmen and officers of the Academy. No doubt this was due to the fact that history relates that the girls of the various Porter families were exceedingly pretty.

Active warfare seems to have infiltrated into the whole of the background of the Academy. While dredgers were reclaiming land to enlarge the playing fields, in 1914, the timbers of the "Peggy Stewart" were uncovered. This ship was a victim of a "tea-party," similar to that of the celebrated incident at Boston. The "Peggy Stewart" arrived at Annapolis in 1774 with a cargo of tea when the outcry against the hated tax was at its height. As a warning of what would happen if the ship discharged its cargo, a gibbet was erected outside the home of the ship's owner, Anthony Stewart, of Hanover Street, during the night. A few days later Stewart decided it was better to lose his ship and cargo than his life. He ran the "Peggy Stewart" aground and fired her.

The Academy freshmen are called "plebes." They undergo classes of intensive training. The morning is spent in class-room instruction. Not a single feature necessary for the understanding of modern naval warfare is omitted. The Academy boasts that it is the best equipped

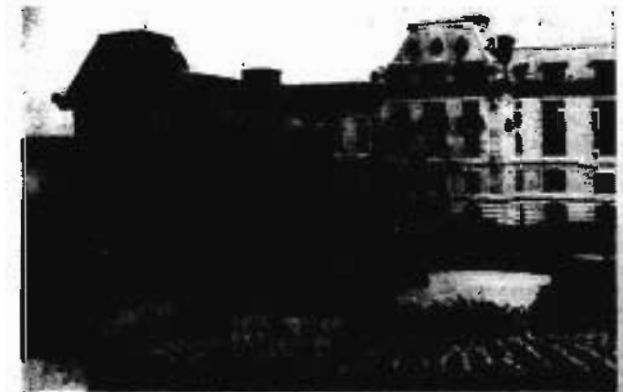
of its kind in the world. A look into the navigational instruction room is enough to convince the most disbelieving person that the statement is correct. Each single desk is equipped with the pantograph arm required for plotting board instruction. All other necessary appliances are to be found in various parts of the room.

The athletic training given to midshipmen is strenuous. The sporting syllabus includes both physical training and athletic practice. The swimming pool is fifty yards in length. It can be converted to a twenty-five-yard pool by the lowering of an adjustable boom.

The noon parade is one of the spectacles of the Academy. The entire brigade musters on the terrace before Bancroft Hall for the reading of daily orders. Afterwards it is marched off, company by company, to mess. Most of the remainder of the afternoon is taken up with periods of rowing, sailing, and seamanship.

The Academy houses many historical relics of interest. In the Memorial Hall, dedicated to the fallen, is the battle ensign used by Perry. The dying words of Lawrence of the "Chesapeake" stand out upon its blue field: "Don't give up the ship." The Museum

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Scene in the Tecumseh Court at Annapolis, on the occasion of the 100th Anniversary of the establishment of the Naval Academy in 1946.
By courtesy of "The Argus," Melbourne



Ratings of the Sick Berth Branch of the Royal Australian Navy. From left to right: A Sick Berth Attendant, a Chief Petty Officer, a Petty Officer, and a Leading Hand.

NAVAL SICK BERTH STAFF

Being A Brief History Of The Growth Of The Sick Berth Branch, Based On Information In The Manual Of The Royal Naval Sick Berth Staff.

By J. D. Hoysted.

BEFORE 1884 there were separate arrangements for nursing naval wounded ashore and in H.M. ships, and it will be seen from the account which follows that the Sick Berth Branch was evolved at sea, and proved itself of such value, that in 1884 the system was extended, to include nursing in naval hospitals.

In Tudor times, the sick and wounded were discharged from ships and no further care was taken of them, though when possible accommodation was found for them in taverns and lodgings.

There was little improvement up to the Commonwealth period, when the four Royal hospitals in London were directed to reserve accommodation for the Navy, and the mayors of the home ports

were ordered to make provisions for the wounded in their cities.

In 1693 the Board of Commissioners of the Sick and Wounded was established, and had authority to requisition accommodation for seamen in any civil hospital.

It will be seen that so far the chief concern had been for the housing of the sick and the wounded: nursing as a specialised occupation was unknown. At this time, however, the first great military nurse appeared on the scene in the figure of Elizabeth Alkin who, having done good service to the Parliament wounded during the Civil War, was better known as Parliament Joan. In 1692, at the outbreak of the war with the Dutch, Mrs. Alkin petitioned that she might be ap-

pointed to nurse the maimed seamen. She attended many wounded sailors at Portsmouth, and on one occasion accompanied four wagons full of wounded who were being transferred from Portsmouth to London. She expended her own money so freely that in 1693 she wrote from Harwich to the Admiralty that she was reduced to destitution. Unfortunately this devotion was the exception rather than the rule, but her service may have directed attention to the needs of the disabled.

In 1689 the first hospital entirely for naval use was requisitioned at Plymouth, and this practice spread rapidly to other ports, while a further advance was made when Haslar was opened in 1754, and the building of the naval hospital at Plymouth was begun two years later.

In all these hospitals the nursing was done by women, whose only connection with the Service was that they were often the widows of sailors or Royal Marines; they had no training, and the standard of care was low; hospital labourers were sometimes called in to give additional help, and it was they who cleaned instruments and prepared dressings. Already, however, some effort was being made to choose suitable people for nursing, and the Medical Officer had to "satisfy himself of the moral character, the bodily health, strength, sobriety, human disposition, and general fitness for the duty, of the party previously to her being entered for the situation."

This system continued for a hundred years, but in 1854, the year Miss Florence Nightingale went to the Crimea, male nurses began to take their place in naval hospitals, the system having been found satisfactory at sea. These men were chiefly old pensioners, and were employed on a temporary basis, according to the number of patients in the hospital. The term "Sick attendant" was applied to these men as opposed to "nurses", which was used for

the women. By 1883 the employment of women ceased.

The Sick attendants were still, however, untrained and unsuitable. The lame, the deaf, and even the blind being employed. They continued to be drawn from seamen and marine pensioners, while a few were discharged soldiers. They were paid at the rate of 1/6d. per day, with 1/2d. for victuals, and, in general, they were still employed on a basis of casual labor, though there were now a few who were permanently established.

A committee, appointed in 1883 to investigate these matters, found the whole situation ashore profoundly unsatisfactory, and advised an extension of the arrangements made in H.M. ships.

Thus it was that the Sick Berth Staff became an organised branch of the Service in the following year, with the purpose of caring for the sick both ashore and afloat.

During the years which have been under review the care of the wounded at sea had also undergone many changes. When King Henry VII. organised the Royal Navy, surgeons were not part of the complement of the King's ships; they were only to be found as the personal medical attendants of a few high officers. In time, surgeons were provided for ships' companies, but they had no assistants, and carried out all their own treatment. In the 17th. Century a "Lob lolly boy" was appointed from amongst the ship's company to attend on the sick, and derived his name from the gruel which he served to them at meal times.

In the 18th. Century the surgeons had the help of their apprentices, or "surgeon's mates", who now carried out most of the actual treatments. In 1741 we know that it was the practice for a boy to go round all the decks ringing a hand bell, and in rhymes composed for the occasion to invite "all those who have sores to repair before the morn'g" when they would be dressed by one of the

surgeon's mates.

In hospital ships, however, attendants were appointed at the beginning of the 18th Century in addition to nurses, thus anticipating the system introduced in 1874 to naval hospitals.

By 1833 Sick Berth Attendants had come to be recognised as a distinct rating, and boys were entered in the depot ships specially for this duty. They had to be 18 years old, able to read and write, have a fair knowledge of keeping accounts, and be medically fit; but they received no special training before going to sea, and were employed only in H.M. ships. Where one of these attendants was not carried, the Admiralty now directed that "in ships of the fifth rate and upwards a man of good character is to be selected from the complement and rated as 'Sick Berth Attendant,' whose duty it will be to attend exclusively on the sick, without being called away by the ordinary duties of the ship; and who is to be paid as an able seaman."

In the thirty years that followed, distinctions in rating came to be made, and we find assistant Sick Berth Attendants, Sick Berth Attendants, and Sick Berth Stewards borne, with the following rates of pay, 1/4d., 1/9d., and 2/5d. a day. A system of training also evolved, and by 1866 both Sick Berth Attendants and Assistant Sick Berth Attendants were given instruction at the home hospitals before going to sea. They were, however, to take no part in the nursing in these hospitals.

The results of this system afloat must have been found satisfactory, for in 1883 the committee already referred to decided to recommend the establishment of a trained Sick Berth Staff for employment both at sea and ashore, and this was authorised by an Order in Council, dated the 17th. October, 1884. This order introduced the further rating of Chief Sick Berth Steward, who was to be employed in the home hospitals only; Sick Berth Stewards

were also divided into two classes.

On the third of March, 1900, the scale of pay was increased, and three warrant officers were authorised with the rank of Head Wardmaster, one being appointed to each home hospital. The number of these warrant officers was increased by further order, which also made changes in pay; while in 1918 the rank of Wardmaster Lieutenant on retirement was instituted. In the following year the Nursing Acts were passed, offering a further incentive to the Sick Berth Staff, who were able to take the examination for S.R.N.

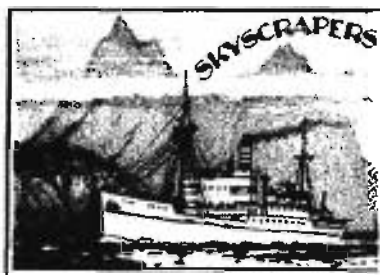
In 1920 the ratings of Leading Sick Berth Attendant, Sick Berth Petty Officer, and Sick Berth Chief Petty Officer were introduced, and the term "steward" followed his round jacket into oblivion. In the following year Wardmaster Lieutenants on the active list were approved, and promotion to Wardmaster, Lieutenant-Commander was authorised.

The Sick Berth Staff has had only a brief history so far: its traditions are largely those of the Service of which it is a part, its future is in the keeping of those who are at present serving, and those who are to serve, in this branch of the Navy.

ANNAPOLIS—CRADLE OF ADMIRALS

Continued from page 13
contains many battle relics and numberless paintings of naval engagements. Another interesting exhibit is a large collection of model ships. The corridors and auditorium about Mahan Hall are decorated with enemy flags captured in campaigns dating back to the War of Independence.

The recent announcement that the United States Navy is to establish an Annapolis of the West in a famous Californian hotel does not worry the Annapolitans unduly. "They can spend all the dough they like," they say, "but they can't buy history, and that's what we have right here."



SKYSCRAPERS

JUST SOUTH OF SHAN ON THE EAST COAST OF FORMOSA, ARE THE HIGHEST CLIFFS IN THE WORLD—THEY RISE 6,000 FEET STRAIGHT UP FROM THE SEA, WITH THEIR PEAKS NEARLY ALWAYS JUTTING OUT FROM LOW-LYING CLOUD BANKS.



SEA SOLDIERS

THE MARINES ARE TO BE PARADED EVERY MORNING AT 10 O'CLOCK, WHEN THE MEN'S HAIR IS TO BE WELL TIED AND COMBED, THEIR FACES AND HANDS WASHED, AND SHOES CLEANED. THEY ARE TO HAVE CLEAN SHIRTS ON SUNDAYS AND THURSDAYS. DRESSING ORDERS 1805.

HUGH WILLIAMS

THREE SHIPPING DISASTERS IN THE MENAI STRAIT, WALES, HAD REMARKABLE SEQUELS. THE FIRST OCCURRED DEC. 5, 1864, WHEN 94 LIVES WERE LOST. NEXT, ON THE SAME DATE IN 1785, CAUSED 60 DEATHS. THE THIRD HAPPENED ON AUG. 5, 1870—25 DROWNED.

IN EACH THERE WAS ONE SURVIVOR... AND IN EACH CASE HIS NAME WAS HUGH WILLIAMS.



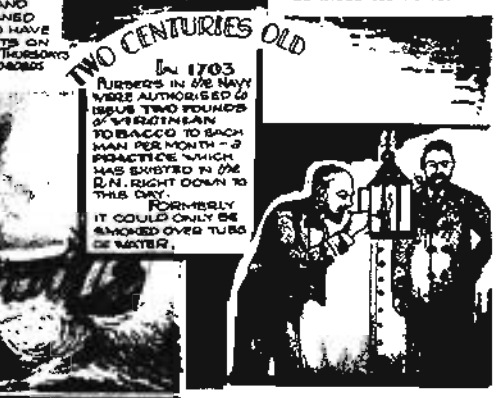
"DISLOYAL" LONDON

PRESENTED TO KING CHARLES II BY THE CITY OF LONDON IN 1666. H.M.S. "LOYAL LONDON" WAS BUILT AND SUNK BY THE DUTCH. WHEN RAISED THE CITY REFUSED TO PAY FOR THE REPAIRS, SO CHARLES STRUCK OUT THE WORD "DISLOYAL" AND FOR 50 YEARS THIS SHIP SERVED WITH DISTINCTION AS "H.M.S. LONDON".



"BARGAIN" SAIL

BOUGHT IN 1898 FOR £50 AS SHE LAY WRECKED ON A CORAL REEF AT NEW CALEDONIA. SHE 2075-TONS 4-MASTED BARQUE "FALLS OF GARRY" WAS RELOADED, TOWED TO SYDNEY AND REBUILT WHEN READY FOR SEA AGAIN AN ORDER OF £12,000 WAS REFUSED FOR HER, AND THE "BARGAIN" SAILED THE SEVEN SEAS TILL WRECKED IN 1911.



TWO CENTURIES OLD

IN 1703 RUMMERS IN THE NAVY WERE AUTHORISED TO DRINK TWO POUNDS OF VIRGINIAN TOBACCO TO EACH MAN PER MONTH—A PRACTICE WHICH WAS ABOLISHED IN THE R.N. RIGHT DOWN TO THIS DAY. FORMERLY IT COULD ONLY BE SMOKED OVER TUBS OF WATER.



ANNIVERSARIES OF THE MONTH

SEPTEMBER HAS BEEN BRITAIN'S GREAT INVASION MONTH. JULIUS CAESAR, WILLIAM THE CONQUEROR, THE ARMADA—THEY WERE ALL ROUND ABOUT SEPTEMBER. AND HITLER'S GREAT DATE IN 1940 WAS THE 15th OF THE MONTH.

by John Clark

SEPTEMBER has been an outstanding month in the history of Great Britain in the matter of invasions, and attempted invasions. It was on the 26th. of the month, in the year 54 B.C., that Julius Caesar sailed from Britain at the end of his second invasion. It was the last he saw of the country, and the last that Britain saw of the Romans for nearly a hundred years. He made the passage across to the Continent in good weather, "a very great calm," says "De Bello Gallico," "coming on, after he had weighed anchor at the beginning of the second watch, he reached land at the break of day and brought in all the ships in safety."

September was the month of the Norman invasion in 1066. Up in the north of England, Tostig, and Harald Hardrada, King of Norway, had laid siege to York. Harold of England would have come to terms with his brother Tostig, but would promise Harald Hardrada only "Seven feet of English earth for a grave." The Battle of Stamford Bridge followed on the 25th. September, both Harald Hardrada and Tostig being killed, and Harold marching south to meet the Norman invasion threat.

Meanwhile William of Normandy had sailed from Dives, near Trouville, on the 27th. September. His flagship was the "Mora," and his invasion fleet is believed to have been of some thousand transports and four hundred warships, the invading army consisting of sixty thousand troops. He landed at Pevensey Bay, Sussex, the following morning unopposed, Harold's fleet having been dispersed to port to revictual. A few days later the

Battle of Hastings, and the death of Harold, decided the future of Britain.

It was in September also, twenty-one years later in 1087, that William the Conqueror died, at sunrise on the 10th. of the month. It was at Rouen, in France, following an injury resulting from a fall from his horse. Richard of the high-sounding, "Coeur de Lion," was born on the 8th. September, 1157, and was thirty-five years of age when, in September, 1192, he made peace with Saladin to hurry home from the Crusades, and sailed for England on the voyage which was to result in his long imprisonment in Germany.

In September, 1348, the Black Death was sweeping through the West Country of England, having been brought to the island by a ship which arrived at Melcombe Regis, Dorsetshire, the previous month. By November the Plague had reached London, and within a few weeks half the population of the capital was dead. For many years after the Great Pestilence, Britain suffered from the shortage of manpower—especially on the land—which resulted from its devastating march through the country.

A century and a half later, in September, 1499, Vasco da Gama reached Lisbon at the conclusion of his first voyage to the East, when he had reached Calicut. The period of the great Discoveries had opened, and in September, 1578, Drake in his Voyage of Circumnavigation, on the 6th. of the month passed out of the Straits of Magellan into the Pacific in the "Pelican."

The Pacific was not pacific to them. The seventh day was driven by a great storm

from entering into the South sea two hundred leagues and odds in longitude, and one degree to the Southward of the Strait: in which height and so many leagues to the Westward, the fifteenth day of September fell out the Eclipse of the Moone at the hour of six of the clock at night: but neither did the Ecliptical conflict of the Moone impayre our state, nor her clearing againe amend us a whit, but the accustomed Eclipse of the Sea continued in his force, we being darkened more than the Moone seven fold."

Ten years later the month of September was one of tempest and wrecks on the Hebridean islands and Ireland, where many ships of the Armada, "after they were driven with many contrary windeas, at length, upon the second of September, they were cast by a tempest arising from the Southwest upon divers parts of Ireland, where many of their ships perished. And among others, the shippe of Michael de Oquendo, which was one of the great Gallieses: and two great ships of Venice also, namely, la Ratta and Belanzara, with other 36 or 38 ships more, which perished in sundry tempests, together with most of the persons contained in them."

The Spaniards were in trouble again in September, 1670, this time in the city of Panama, where Morgan and his Buccaneers, having marched across the Isthmus from Chagre and defeated the Spanish garrison, were busy sacking the city. Much of the city, the houses of which "were built with cedar, being of very curious and magnificent structure, and richly adorned within, especially with hangings and paintings," was

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Commander J. A. Walsh, R.A.N., Deputy Director of Manning

WHEN "The Navy" interviewed Commander Walsh for these notes, he was just replacing the telephone on its hook after a conversation, and was in high fettle as a result of what he had heard.

"A couple of years ago," he said, "I picked out an Able Seaman as being a pretty likely hand at Rugby. I've just been told he is the first selected for the Australian Team. So for the first time we have the R.A.N. in International Rugby."

There you have his major sporting interest, Rugby. He gained his Colours in Rugby at the Royal Australian Naval College, and played for Portsmouth Services and Hampshire while in England, and remains true to this love.

John Anthony Walsh was born in Queensland on the 8th. October, 1901, the son of Mr. and Mrs. Richard Walsh of Toowoomba, the birth-place, incidentally, of quite a number of officers of the R.A.N. He entered the Royal Australian Naval College in 1919; became a Cadet Captain; and gained his Colours for Rowing, Rugby, Swimming, and Athletics.

His first ship after graduating was H.M.A.S. "Adelaide." When the Special Service Squadron under Admiral Sir Frederick Field visited Australia in 1924, young Walsh was appointed as Midshipman in H.M.S. "Hood," proceeding overseas in her and remaining in her until 1926, when he took his Sub-Lieutenant's courses at Greenwich, securing five Seconds. There followed a series of appointments round the South of England, including service in the Signal School Destroyer "Truant," and he was then appointed to the "Iron Duke." It was at this time that he played Rugby for Portsmouth Services and Hampshire, and represented the Royal Navy in Athletics.

There followed a period in France, when he took the Interpreter's Course, and qualified; after which he was appointed for a while to H.M.S. "Tiger." In 1928, when H.M.A.S. "Canberra" commissioned, he was appointed to her, and in her returned to Australia, remaining in her, and in "Australia," until 1931, when he was appointed to "Adelaide" as Instructor Officer.

The year 1932 saw him going to the United Kingdom again on exchange duty, serving in H.M.S. "Malaya" in the Home Fleet, including a period when the ship was Guardship at Cowes, after which he was appointed to the Gunnery Firing cruiser "Curacoa." He was present at the King's Jubilee review at Spithead. At this time the second R.A.N. expansion programme was getting under way, and H.M.A.S. "Sydney" was building in the United Kingdom, and he was ap-

pointed to her on commissioning, being in her during her period with the Mediterranean Fleet in the Abyssinian Crisis. It was during this appointment that he put up his half stripe.

On his return to Australia in the "Sydney," he passed the Destroyer Command examination, and was appointed Number One of the Flotilla Leader "Stuart," then commanded by Captain Harcourt—now Admiral Harcourt. There followed a temporary appointment to H.M.A.S. "Cerberus," and then his first command—H.M.A.S. "Waterhen," which ship he commissioned from reserve at the time of the Munich Crisis. "Waterhen" paid off after the crisis, and Lieut. Commander Walsh was appointed to "Vampire" in command, and there followed a strenuous period while that vessel was Training Vessel at Flinders Naval Depot, and Training Vessel for Reserves.

He was in command of "Vampire" when hostilities opened in 1939, one of his first jobs being to carry out a search—which was not successful—for the German merchant ship "Strassfurt," which was then in Australian waters. "Vampire" then proceeded to Western Australia, being based on Fremantle with H.M.A.S. "Sydney," and remaining there until her departure with the rest of the destroyer flotilla overseas, via Singapore; "Vampire" arriving in Malta on Christmas Eve, 1939.

There followed a long period of hard work in the Mediterranean. Convoy escort work; screening the Battle Fleet: the "Tobruk Ferry Run"; the Tobruk-Bengasi patrol: Crete; and the general maid-of-all-work that falls to the lot of a destroyer—especially one that is no longer as young nor as agile as she once was. Her growing infirmities caused her complement some exciting moments—as on the occasion when, leaving Tobruk one night when German air raids were in progress, her funnel caught fire, and she advertised her presence far and wide whilst limping along at about two knots, with submarines reported in the vicinity for good measure.

It was during this year—1940—that he received promotion to Commander.

"Vampire's" increasing ailments put finish to her Mediterranean days, and she was sent out to Singapore to refit, and there Commander Walsh left her, returning to Australia to be, for a while, appointed to Darwin as Commanding Officer, "Melville," and Maintenance Commander. In November, 1941, came another sea appointment, as Executive Officer in "Canberra," and he was in her when she was sunk in action with Japanese



COMMANDER J. A. WALSH, R.A.N., DEPUTY DIRECTOR OF MANNING

cruisers and destroyers in the Battle of Savo Island on the 9th. August, 1942.

Since then he has held various shore appointments. First as Director of Personal Services at Navy Office, Melbourne; then as Commander (D) in "Platypus" in New Guinea and at Morotai; until, in 1944, he was appointed, with the rank of Acting Captain, as Naval Officer-in-Charge, Moluccas; an appointment he held until the end of the war. It was as N.O.I.C. Moluccas that he represented the Navy at the surrender of the Japanese in the Moluccas Group, Borneo, and New Guinea. This involved the collection and

concentration at different points of some 600,000 Japanese, the area subsequently being handed over to South East Asia Command.

Back in Australia, Commander Walsh was appointed to H.M.A.S. "Watson" in command, and in March of this year was appointed to Navy Office in his present appointment as Deputy Director of Manning.

Commander Walsh married, in 1937, Lonia Dean Dawson, the daughter of Dr. Dean Dawson of Adelaide; and he is the father of one son, Nicholas, whose ambition is to carry on the tradition of the family in the Royal Australian Navy.



One of the latest additions to the Shaw Savill Fleet, the new "Ceramic," though lacking the long graceful lines and distinctive appearance of her predecessor, is a handsome ship.

THE "CERAMIC" SAILS AGAIN

On Her Second Voyage, The Successor to The Old Four-masted Beauty Is A Handsome Ship. And A Credit To Shaw Savill.

WHEN the old 1914-18 war veteran "Ceramic" was torpedoed and sunk in the South Atlantic in the recent war, on the 6th, December, 1942, the Australian-United Kingdom trade lost one of the handsomest steamers that had ever graced the route. The writer of this note steamed on her beam for some weeks when she was leader of the port column of the Second A.I.F. Convoy in 1914, and she was always a joy to look at, sitting the water like a swan, with her long graceful hull, and raked four masts and funnel.

It is a good thing to see that the name of the grand old ship is appearing again in the Australian Trade, borne by one of the four new Shaw Savill steamers which have recently come into commission, the other three being the "Gothic," "Corinthic," and "Athenic."

The new "Ceramic," although not as handsome a vessel as her predecessor of the name, is a good-looking ship, as her picture

shows, and is well built and very finely appointed. Of sixteen thousand tons gross, she made twenty knots on her trials, and cruises at seventeen knots on her regular running. She was built on the Mersey, is powered with twin screws driven by geared turbines, and burns oil fuel.

She is a big cargo carrier, and five of her six holds are refrigerated, giving her some half-a-million cubic feet of refrigerated space. Her officers' accommodation is excellently situated on the bridge, the forward windows of the Captain's day cabin looking straight out on to the port side of the bridge, so that he is, in effect, on deck at all times.

"Ceramic" is not yet fitted with radar, but has direction-finding wireless, and gyro steering compass, with gyro repeats in each wing of the bridge.

Accommodation is provided for eighty-five first class passengers, and all cabins are single-berth with private bath, or twin single-berth rooms connected by a door,

with bathroom. There is also one private suite. General rooms are excellent, and decorated and furnished with restrained taste which is particularly pleasing.

The Dining Saloon impresses with the natural lighting through large windows which gives excellent views from wherever one is sitting at table. Panelling is carried out in a wide variety of African woods of great beauty of grain and colour; and a most sensible innovation is the naming of each type of wood in the different panelling, by means of a small, unobtrusive name plate fastened to the panel. The "Ceramic's" Dining Saloon has, as a centre-piece of decoration, an excellent painting of Old London Bridge executed in tempera; it is a most satisfying picture, inexhaustible in its appeal.

The Captain of the "Ceramic," Captain A. V. Richardson, is well-known in the Australian trade, in which he has sailed for many years. He was Captain of the "Booral" in the Commonwealth Government Line during the 1914-18 War, and remained in command with the Commonwealth Government Line until it was taken over by the Kylesant Group and became the Aberdeen and Commonwealth Line, when he transferred to Shaw Savill's, and has served with them in command ever since, first in command of the "Jervis Bay," and, during the recent war, in command of the "Waiotira," the "Themistocles," and the "Largs Bay."

He was in "Waiotira" when she was torpedoed in the North Atlantic on Christmas Day, 1940. Three torpedoes struck the ship, whose company were picked up by the destroyer H.M.S. "Mashona." In spite of her severe damage, "Waiotira" remained afloat for some time, and Captain Richardson and a party of volunteers returned to her with the hope of effecting salvage, but it was impossible to save her. While he was in command of "Largs Bay," that ship was mined

Continued on page 23

ADMIRALTY BOARD ROOM AGAIN IN SERVICE

The Board Of Admiralty Returns To Its Rightful Home On Completion Of Repairs To The Board Room Following War-time Damage.

(By Courtesy Of The United Kingdom Information Office).

IN the issue of "The Navy" of March last, we published a photograph of the Board of Admiralty at a meeting in makeshift headquarters at the Admiralty, which they utilised while the Board Room was being repaired following bomb damage it received during the war.

In the early hours of the 17th. April, 1941, the Board Room was shattered by blast, and the elaborate carvings, panellings, furnishings and pictures, were mutilated. For a time the Board of Admiralty met in a chilly atmosphere of austerity: first amid the bare brick walls of their shattered Board Room, and later in substitute headquarters. But recently they have returned to the comparative luxury of the Board Room itself which, now restored, becomes once again the focal point of British naval administration.

The restoration has been carried out with great skill, and in a manner which successfully preserves the atmosphere of the original setting, and makes only minor concessions to modernity. Over the fireplace, to the left of the photograph, can be seen the late 17th. Century wind dial, surrounded by the famous nautical wood-carvings of the school of

Gnoring Gibbons. This carving, with the oak panelling, is older than the present Admiralty building, which was erected in 1725. The large portrait is that of William IV, who, as the Duke of Clarence, was the last Lord High Admiral. The portrait is by Sir William Beechey, R.A. Above the door is a painting of a naval scene by Van der Velde the Younger, dated 1688.

The Members of the Board are here shown at their first meeting in the reconstructed Board Room, presided over by the First Lord of the Admiralty, Viscount Hall. Left to right as seated round



The Board of Admiralty meets once again in the now restored Board Room.

the table, they are: The Parliamentary and Financial Secretary, Mr. John Dugdale, P.C.; The Civil Lord, Mr. W. J. Edwards; The Assistant Chief of the Naval Staff, Rear-Admiral R. A. B. Edwards, C.B.E.; The Vice-Chief of the Naval Staff, Admiral Sir John H. Edelson, K.C.B., C.B.E.; The First Sea Lord and Chief of The Naval Staff, Admiral of the Fleet Lord Fraser of North Cape, G.C.B., K.B.E.; The Deputy Secretary, Mr. R. R. Powell, The First Lord of the Admiralty, Viscount Hall; The Permanent Secretary, Sir John G. Lang, K.C.B.; The Second Sea Lord and Chief of Naval Personnel, Vice-Admiral Sir H. J. Harcourt, K.C.B., C.B.E.; The Third Sea Lord and Controller of the Navy, Vice-Admiral Sir Charles S. Daniel, K.C.B., C.B.E., D.S.O.; The Fourth Sea Lord and Chief of Supplies and Transport, Vice-Admiral H. A. Packer, C.B., C.B.E.; The Fifth Sea Lord and Deputy Chief of the Naval Staff, Vice-Admiral Sir George E. Creasy, K.C.B., C.B.E., D.S.O., M.V.O.

QUESTION BOX

CONDUCTED BY

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

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

S. M. A. (Islington) asks for word of a steamer named "Chilka" of the British India line.

There were two ships of this name, the first being an Australian troopship early in the 1914-18 War. She was destroyed by fire in the Bay of Bengal in 1917. I think that the second "Chilka" is probably the one you want. She was almost a sister ship of the earlier vessel, being a twin screw steamer of 4360 tons, 390 feet long, by 52.7 feet beam and 23.2 feet deep, with a speed of about fourteen knots. She, too, had been engaged in the Bay of Bengal service between Madras, Calcutta and Rangoon.

This twenty-year-old ship had been engaged in the evacuation of civilians from Burma, when it was apparent that the Japanese would overrun that country. On her last voyage, she was under the command of Captain Walter Bird, and on her way to Padang on a similar mission. On 11th. March, 1942, in position 00.23 North, 95.41 East, she sighted a long grey submarine right astern, which shortly opened fire with two guns, "Chilka" immediately replying with her gun.

Soon, however, it was apparent that the ship was doomed, so her Captain hoisted a signal that he was abandoning ship, whereupon the submarine ceased fire. Five boats got away, and set out for the islands of Mentawai. The Captain's boat reached land on 16th. March, and soon was joined by the other four boats. Efforts were made to nurse the wounded, but the Japanese were advancing, and as Captain Bird had no desire to be their guests, he obtained a steel lifeboat from

the District Officer, and with the ship's surgeon, a seaman gunner, and some of the engineers, he set off for India.

After thirty-five days at sea in their small craft, they were, on 4th. May, picked up by a Greek steamer some thirty-five miles east of Madras, and finally landed at Karachi. A very noteworthy voyage.

A. L. B. (Fremantle). H.M.S. "Fiona," sunk on the Tobruk run, was not the steamer of that name owned by the Colonial Sugar Refinery Ltd., but a steamer named "Juna," owned by the British India line and requisitioned by the Admiralty, when she was renamed "Fiona."

J. McAuley (Mentone). The "Clan MacTavish," sunk by the German auxiliary cruiser "Mowe" in 1916, was replaced by a ship of the same name in 1921, of almost the same size, her first commander being Captain Oliver, the former ship's captain during her gallant fight. The second "Clan MacTavish" operated in her owner's services until the outbreak of war in 1939, after which she was taken over by the British Admiralty. She was in the Middle East and Indian Ocean until September, 1942, when she was making her way to Britain via New York with a cargo of 4600 tons of copper and a thousand tons of general cargo. At 4 a.m. on 8th. October, she was in position 35.20 South, 16.30 East, in the South Atlantic, when the Chief Officer sighted a light ahead. This seemed to be an electric torch, and it was flickering an S.O.S.

The ship was in an area that was considered fairly safe from

U-boats and where dimmed navigation lights were allowed. However, as the enemy had not been above using decoy S.O.S. signals, Captain E. E. Arthur, of the "Clan MacTavish," decided, as it was near dawn, to wait before investigating. After an hour, it was light enough to see a lifeboat under sail. The ship closed the boat at once, to find that it belonged to the ex-Danish steamer "Boringia," which had been sunk just after midnight. The thirty-five survivors were taken aboard and the "Clan MacTavish" was turned about to carry them back to Cape Town, for a number of them, including a stewardess, was injured.

Within an hour, the Clan ship received a mortal torpedo wound and within a few minutes had reared to take her plunge. The boats were cut away so that they would float clear as she sank, but the men were washed about by the seas as the ship sank. After the ship had gone, the half drowned survivors clung to what wreckage was left.

They managed to get to two damaged and upturned lifeboats, and some time later were sighted by a patrolling aircraft which signalled a rescue ship to come to their assistance. Out of a crew of ninety-one of the "Clan MacTavish," fifty-four, including Captain Arthur, were lost, and seven of the thirty-five survivors of the "Boringia" were also lost.

G. B. (Brighton). The "Wellington" was an iron ship of 1247 tons built in 1874 by Robert Duncan and Co., Glasgow, for Patrick Henderson's Albion Line (later the well known Shaw Savill and Albion Line), for the New Zealand trade. Her first master was Captain D. Cowan who had command of her for eighteen years. Her general passage to New Zealand was about eighty days, and after the amalgamation with the Shaw Savill firm, she was fitted with refrigerating machinery, for the frozen meat trade.

On one of her voyages she col-

lided with an iceberg and limped into Rio de Janeiro for repairs. In 1904, she was sold to the Norwegian firm of S. O. Stray and was abandoned on her beam ends on 12th. March, 1906, whilst on passage from Gulf ports to Rosario.

F. N. S. (Albany) asks for details of the ship "Royal Tar."

This vessel was a barque of 596 tons, built on the Nambucca River, N.S.W., by W. Marshall in 1876. She was constructed of hardwood and is believed to have been the largest barque built in N.S.W. She was employed in the coastal trade for many years until the early eighties, when she was transferred to the Sydney-New Zealand trade. She made a voyage to San Francisco via New Guinea in 1890. Her crew had contracted fever in New Guinea and only three men were fit for duty on arrival in San Francisco. A number had died including the Captain and Chief Officer. The ship returned to Sydney with a cargo of lumber, under the command of the Second Officer.

The "Royal Tar" was bought in 1893 by a party of Socialists headed by one William Lane, to take a number of emigrants to Paraguay to found a new Utopia or New Australia. The people were all to be equal and to have all things in common. The scheme, however, foundered on the weaknesses of human jealousies, and the majority of the settlers returned to Sydney. William Lane became the editor of the Auckland Herald, and died in 1897. The "Royal Tar" was purchased by J. J. Craig, of Auckland, and was in the inter-Colonial trade until November, 1901, when she was wrecked on the north coast of New Zealand. Some of the descendants of the early settlers to Paraguay, are still there.

F. T. (Kensington). The earlier "Gothic" in the Australian trade in 1911, was a steel twin screw four masted steamer of

7660 tons built in 1893 by Harland and Wolff, Belfast, for the White Star Line, Liverpool, and used by them in the London-New Zealand trade. On a homeward voyage in 1906, she was on fire, and though the fire was extinguished, she was badly damaged. After being repaired, she was transferred to the Red Star Line of Antwerp, a unit of the International Navigation Co. (of which the White Star Line was also a unit), and was renamed "Gothland," trading between Antwerp and New York. In 1911, she went back to the White Star line, being renamed "Gothic." In 1914 she reverted to the Red Star Line, taking the name of "Gothland" once again. She remained under that name until 1926, when she was sold to Italian shipbreakers, and finally broken up the following year.

THE "CERAMIC" SAILS AGAIN

Continued from page 20

and damaged at Naples during the Italian campaign, resulting in a long repair job at Baltimore, U.S.A.

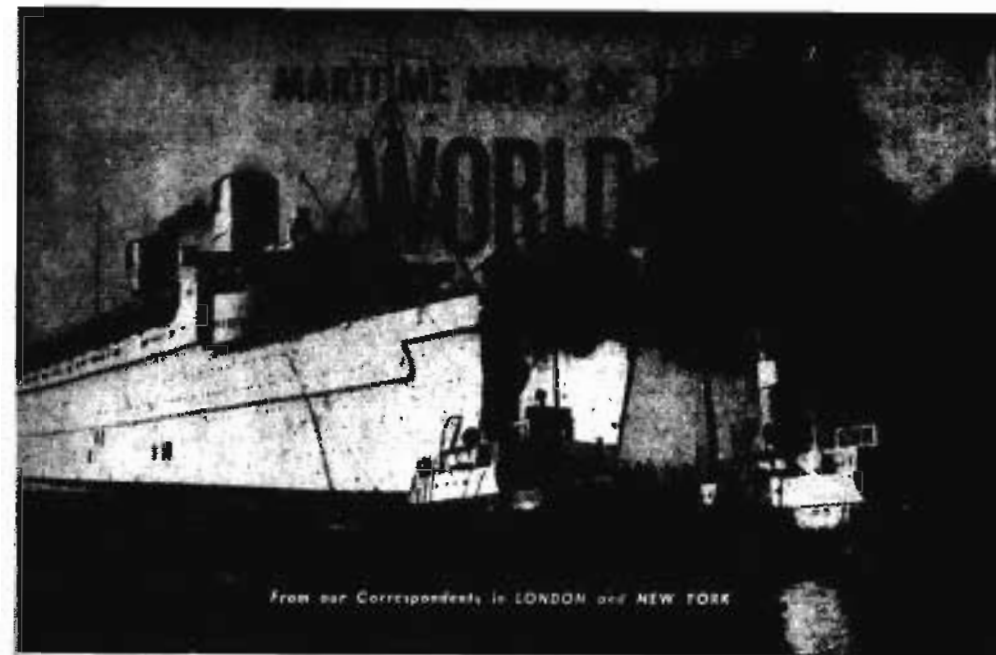
"Dicky" Richardson is a popular Commanding Officer, and his cheery and genial personality seems to be reflected in the whole of his ship's company.

In these new ships, Shaw Savill's have given the United Kingdom-Australian Trade something really worthwhile, alike to shippers, and to those travellers who enjoy solid comfort and a friendly "ship" atmosphere for their voyaging. They offer, also, a variety of passages, as they voyage as necessary via the Cape, via the Suez Canal, and by way of the Atlantic and Pacific and Panama.

NAUTICAL QUIZ

- (1) In "Two Years Before The Mast," Richard Dana speaks of sighting an hermaphrodite brig. What was an hermaphrodite brig?
- (2) A vessel is moving when she has way upon her, but must she be moving to be under way?
- (3) Tasmania was originally known as Van Diemen's Land. Do you know the connection between the two names?
- (4) On what great British shipping trade did the activities of William Wilberforce have a decisive effect?
- (5) As the result of a vessel sinking when mined off the New Zealand coast on the 19th. June, 1940, an epic salvage job was later carried out. Do you know the name of the ship, and the nature of the salvage?
- (6) In the August issue of "The Navy" was published a photograph of H.M.S. "Active" under "all possible sail." When was a ship under "all plain sail"?
- (7) Do you know the name of the first English ship to visit the Far East?
- (8) A famous clipper ship met her end by fire while in harbour at Geelong, Vic. Do you know her name?
- (9) By the way, apropos the name of the ship in the above question, eight years after she was lost another ship of the same name was commissioned in the Royal Navy. When you know the name, we wonder if you will also know what H.M.S. — was.
- (10) What do you know of the following merchant ships? "Roma," "Rex," "Normandie," "Bremen," "Empress of Britain".

Answers on page 44



From our Correspondents in LONDON and NEW YORK

INDIAN GOVERNMENT LINE.

The first ship in the recently inaugurated India-Australia service run by the Indian Government Line of steamers, arrived in Australia last month. A former Canadian "Victory" ship, she has been renamed "Bombay," which is also her port of registry. With the exception of her Master—who is an Englishman—all the members of her ship's company are Indians.

VICTORIA'S SECOND PORT?

Portland, scene of the first permanent settlement in Victoria, will possibly become the State's second port. In November next—on the 19th. of the month, the 115th. anniversary of the landing of Edward Henry—Portland, at present a borough, will be proclaimed a town; and with this increased status it appears that its long fight for the establishment of its harbour as a deep-water port is nearing a victorious con-

clusion. The State Cabinet has approved a plan for spending up to £2 million on this project. Portland has been pressing for the building of a breakwater and other facilities of a deep-sea port for almost a century, having long resented the anomaly of the exports of the surrounding rich area—wheat, wool, meat, butter, cheese, milk, and other products—being shipped through Melbourne and Geelong, 200 miles and more distant.

U.S.S.R. FAILS TO DEVELOP MERCHANT FLEET.

The American Merchant Marine Institute has recently commented that although Russia was expected to become a leading competitor in merchant shipping after the war, she has failed to do so. The Institute said that the Soviet merchant fleet is less active now on world shipping lanes than it was before the war, in spite of the acquisition of German ships and the retention of

86 United States lend-lease vessels. Only a small number of Russian cargo vessels now trade outside Soviet waters, and in the twelve months to the 30th. June last, only five Russian ships had called at New York.

HAMBURG-AUSTRALIA SAILINGS RESUMED.

A message from Hamburg last month states that the Port Line of Steamers has started regular sailings from Hamburg to Australia. These sailings had been suspended since 1939.

REBUILD GERMAN SHIPPING.

Speaking at an official reception of the Bremen Senate, Major-General J. McCloy, the new United States Military Governor, suggested that German shipping should be rebuilt, and her mercantile fleet again enter world trade, according to a report in the Melbourne "Argus." Major-General McCloy said that Ger-

many had been for too long isolated from the rest of the world. Her shipping should be revived, and the ports of Bremen and Bremerhaven should again take part in the world's commerce.

AMERICAN FREIGHT RATES UP.

From the first of this month, all freight rates from Australia to America and ports on the east coast of Canada will be twelve per cent. higher. Rates from America and Canada to Australia are likely to be increased by a similar amount. The increase means that American and Canadian buyers of Australian wool will have to pay from a farthing to a halfpenny extra for each pound of wool they import—a total of about £500,000.

BRITISH RATES ALSO UP.

British shipping companies have also announced increases in freight rates as from the first of this month, the increases varying from five to thirteen per cent. Average cargo rates for shipping to and from Australia will be 138/- Sterling a ton—an increase of 15/- Sterling on the previous rates. The reason for the increase is, it is stated, the deterioration in the turn around of shipping since before the war, largely owing to the slow rate of working in Australian and New Zealand ports.

NOVA SCOTIAN MIGRATION TO AUSTRALIA.

The year 1951 will mark the centennial of a Nova Scotian migration to Australia, and Nova Scotia will celebrate the occasion by sending a replica of the migrants' ship—the "Margaret"—on the same voyage. The Australian High Commissioner to Canada, Mr. F. M. Forde, has presented an Australian flag to the centennial committee "to show that Australia is actively interested."

"MANOORA" BACK ON COAST.

The Adelaide Steamship Company's crack passenger liner "Manoora" is back on the coastal run again after being reconditioned following her war service as an Armed Merchant Cruiser and Landing Ship Infantry. Back in trade once more, she is the first Australian merchant vessel to be equipped with radar. "Manoora" was the first of the Australian Armed Merchant Cruisers to get a blow in when Italy came into the war in June, 1940. In that month she intercepted the Italian motor liner "Romolo" in the vicinity of the Solomon Islands, the Italian scuttling herself, and her passenger and crew being picked up by "Manoora," after the A.M.C. had hastened the "Romolo's" sinking with a few six-inch salvos.

DESCENDANT OF JAMES COOK AT SEA.

Mr. Robert Cook, a descendant of Captain James Cook, is in American waters, sailing a 53-foot yacht on a voyage from New York to the Bahamas and South America. Sixty-five years of age, Mr. Cook was at the Sea Scouts' Headquarters in New York looking for youths to accompany him on the voyage, when thieves broke into the yacht, and stole £100 worth of food, clothing and equipment.

MIGRANT STREAM.

During the first three months of this year, 30,000 migrants from Britain and 22 other countries arrived in Australia. Most of the arrivals were from Britain, but others came from Baltic countries, Switzerland, Yugoslavia, Sweden, Germany, Greece, Holland, and the United States of America.

HALF-MILLION A YEAR ANTICIPATED.

According to a statement made by the Minister for Immigration—Mr. Calwell—recently, Australia's population would increase by half a million a year when an ex-

tended programme of British migration was in full swing. At present the natural increase in population is 100,000. Immigrants this year will total 150,000, of whom approximately half are British. Sufficient shipping space has been guaranteed to enable 239,000 British immigrants to reach the Commonwealth before the end of 1951.

H.M.S. "VINDEX"—"PORT VINDEX."

During the Second World War H.M.S. "Vindex" was an aircraft carrier which saw considerable service, including some in the Pacific Ocean. She had not originally been built as a carrier, but had been intended as a cargo-passenger vessel for the Port Line—to be named "Port Sydney." Now that the war is over she has been reconverted from a carrier back to her original conception as a Port Line ship: but she has not now been named "Port Sydney"—instead, she carried on memories of her war days as "Port Vindex," under which name she arrived in Australia last month.

"PORT SYDNEY" ASSOCIATION.

The "Port Vindex" brought to Australia a gift from the Port Line. It was a cabinet and gavel, to be used at meetings of the "Port Sydney" Association. This Association is composed of former Diggers of the 1914-18 War, who travelled home in the old "Port Sydney" in 1917. The Association some time ago wrote to the Port Line asking if they could have the ship's bell of the old "Port Sydney" "to call the annual banquet to order." This was not possible, as the old ship had been broken up and her gear dispersed; but from that request arose the gift of the Cabinet and Gavel. Captain H. H. Smith of the "Port Vindex"—who was an apprentice in the old "Port Sydney"—made the presentation on behalf of the Company while the ship was in Melbourne in August.

News of the World's Navies

BELL OF THE "AJAX."

The bell of the British cruiser "Ajax," one of the three ships that were responsible for so damaging the German pocket battleship "Graf Spee" in the Battle of the Plate in December, 1939, that she eventually scuttled herself, is being shipped from London to Montevideo, to be permanently hung in the Uruguayan capital.

VIKING INVASION OF BRITAIN.

To celebrate the 1,500th anniversary of the Viking invasion of Britain, the "Hugin," replica of a Viking ship, sailed from Esbjerg, Jutland, on the 18th. July, and effected a landing at Broadstairs, on the coast of Kent, the following day. The "Hugin" was manned by a crew of 52 "Vikings," 32 of them manning the oars at a shift.

ATOM BOMB HAS NOT ALTERED SHIP DESIGN.

In a recent broadcast, Admiral William Blandy, U.S.N., who was in charge of the "Operation Crossroads" at Bikini Island in 1946, said that the atom bomb blasts at Bikini showed that no major revision of ship design was needed to withstand atom blasts. He said that the target ship "Independence" was still radio active, and was still under study. Incidentally, the famous pig that was left swimming in the lagoon after the Japanese cruiser "Sakawa" sank, was still alive in the Washington zoo.

TANKING WATER TO "THE ROCK."

The concrete water run-offs, which are such a prominent feature on the slopes of the Rock of Gibraltar, have failed recently in their function of collecting and running rain water off into the Rock's storage tanks—the reason being the shortage of rain owing to a prolonged drought. As a

result, the tanker "British Loyalty" arrived at Gibraltar last month from Portsmouth with a cargo of 11,775 tons of water for the naval establishment there.

ANTI-ROLLING STABILISER.

The United States Navy has been testing a new stabilisation system which it is anticipated will reduce the rolling motions of ships by about eighty per cent., thus improving the accuracy of gunfire, and helping in the landing on and taking off of aircraft from the flight decks of carriers. The stabiliser consists of two pairs of large tanks on opposite sides of the ship, connected by ducts to transfer ballast water from one pair of tanks to the other. Electronic equipment automatically pumps water back and forth to counterbalance the ship's rolling motion, which is corrected as soon as it starts.

BRITAIN'S NEW DESTROYER.

Britain's newest large destroyer, which was launched last month, is a great advance on her predecessors in labour-saving equipment—all of which is electric. It includes vacuum cleaners, flails for chipping paint, washing machines, potato peelers, and laundry.

AMPHIBIOUS ASSAULTS.

Discussing the amphibious assaults carried out during the United States Navy's manoeuvres in the Caribbean earlier this year, Admiral Blandy pointed out that in amphibious work the principal need was for faster L.S.T.'s and transports for "quick manoeuvring, quicker movement to the objective, and quick dispersal." He explained that this need for greater speed was in part due to the development of the new deep-submergence, high-speed snorkel submarine.

U.S. ANTARCTIC EXPEDITION.

A new naval expedition to the Antarctic, headed by the veteran Polar explorer, Rear-Admiral Richard Byrd, will begin next winter, according to a report in the "New York Times." About 3,500 men and eight ships have been allocated for the expedition, which will have as its objective the mapping of a vast area of unknown territory in the Antarctic about as big as Europe. If present plans are approved, the first ship will sail in October. The expedition will establish a base in New Zealand and will remain in the Antarctic for about four months of the South Polar summer, and will return to the United States about April, 1950.

U.S. TANKER SITUATION.

The increasing surplus in world tanker tonnage, resulting in many privately owned and operated U.S. tankers being idle, is responsible for the United States Navy considering using commercial tankers to an extent instead of Government-owned tankers as at present. The U.S. Navy has been operating a fleet of fifty-seven tankers to which it took title after the war. They had been Maritime Commission vessels, and are serving the Navy and other military transport needs, augmenting the volume handled by the Navy's regular fleet of fifty-one oilers. Private operators now feel that the Navy should employ their craft, particularly when much of the private tonnage is tied up for want of hauling jobs. A recent survey showed that in one week eighty-four privately owned and operated U.S. flag tankers were idle, and the unoccupied fleet was growing steadily.

LARGELY QUESTION OF COST.

The Maritime Commission pointed out that the U.S. Navy had been forced into tanker business on its own account two years ago in the oil shortage crisis. The U.S. Navy agreed, and pointed out that when the shortage of fuel was developing in 1947, not a single privately-operating tanker company replied to a naval appeal. At that time oil transport was bringing a rate two hundred per cent. over the established Maritime Commission rate. "It cost the Government about 30,000,000 dollars to put these tankers we now use into service," said Rear-Admiral Wellings, who heads the Navy group, "and transportation through the chartering of privately owned tankers would cost more, since the Government craft are our own ships, and their cost written off." He added that, in considering the request of private operators to use their vessels, the department intended to formulate its decisions with the welfare of the military services and their budgetary obligations to the country as the primary considerations.

ROBOT COMMUNICATIONS SYSTEM FOR GUIDED MISSILES.

The U.S. Navy has developed a robot communications system for supersonic guided missiles, described as "the most advanced in existence," according to a recent official news release. The robot is capable of flashing in flight sixty simultaneous messages containing data about the missile's performance to ground control stations. The robot is a perfected radio-telemetering system consisting of a series of electronically controlled pick-ups placed at various points in the missile from which data are required, and connected electrically to a central point. These pick-ups convert information on the behaviour of the missile at speeds of 1,500

miles an hour or more into electric signals. At the central point the signals are combined and used to modulate a radio transmitter. The ground stations receive the missile's transmissions and separate and record the individual electric signals. In this manner flight information can be obtained from airborne missiles better than what could be obtained if human observers actually flew inside the supersonic missile.

NAVAL MINE MENACE LESSENING.

Since the war, one hundred and twelve ships and eighty-six trawlers have been sunk by explosions in the Baltic, Black Sea, Mediterranean, Home waters, and other war zones, according to a recent Admiralty report. An indication of the lessening danger to shipping from this cause is given by the fact that in the first six months after the war thirty-eight ships and twenty-seven trawlers were sunk; in the past six months only five ships and two trawlers have been sunk. Since the war only nineteen ships have been sunk in swept channels, and for more than twelve months now there has been only one swept-channel casualty—the three thousand tons Belgian mail boat "Princess Astrid," which was lost in the English Channel earlier this year.

DECK LANDING FOR HEAVY AIRCRAFT.

The Lockheed P2V-2 Neptune patrol bomber, a 60,000-pound twin-engined U.S. naval aircraft which holds the world's non-stop distance record and is capable of carrying the atomic bomb, is being prepared for experimental landings on a carrier's deck. The aircraft has taken off successfully on several occasions from the deck of the "Franklin D. Roosevelt" class of carriers, 45,000-ton ships. Using jet-assisted rocket units for take-off, these big twin-engined planes have no difficulty leaving the flight deck smoothly,

with 300 to 350 feet to spare. None has landed yet on a carrier's deck; but the big planes have been landed on a simulated flight deck marked out at a naval aviation field, and the actual test at sea will soon be made. Success is expected to provide effective refutation of contentions advanced by the American Air Force that heavy atomic bombers could take off from, but could not land on, the super-carrier that was projected and then cancelled.

Keep a Good Lookout

FOR THE NEXT ISSUE OF

The Navy

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H.M. NAVAL SURVEYING SERVICE

The Annual Report Of The Hydrographer Of The Navy Tells Of Useful Work Carried Out Last Year.

WITH six ships engaged on survey work, and surveying going on in Home waters, in the Mediterranean, the Persian Gulf, and the Far East, His Majesty's Naval Surveying Service had a busy and profitable time during 1948, according to an informative report recently issued by the Hydrographer of the Navy, Vice-Admiral A. G. N. Wyatt, C.B.

Four survey vessels, H.M. Ships "Seagull," "Sharpshooter," "Scott" and "Franklin," were employed in Home waters.

"Seagull" carried out surveys in the Thames Estuary and in the Bristol Channel. Test lines of soundings were run in Christchurch Bay following a report that movement had taken place in the sand banks there. A number of wrecks were swept after dispersal to ascertain the least depth. Tide and Tidal Stream observations were also obtained.

"Sharpshooter" was employed in the early part of the year on Radar trials for surveying bases in the Thames Estuary. Later, surveys in the approaches to Lowestoft, in the Wash, and for a new East Coast route were completed. With the assistance of four attached Surveying M.L.s, a large number of wrecks were swept both before and after dispersal.

H.M.S. "Scott," with reduced complement, was employed in surveys at Chatham and in the River Medway, and, with the assistance of two M.L.s detached from "Sharpshooter," on work in the Thames Estuary and at Harwich.

"Franklin," also with reduced complement, carried out surveys at

Chatham and in the Medway, and gave assistance to "Scott."

The South Coast of England Survey continued work in the Portsmouth area and Portland area, including sweeping for least depth over several wrecks and shoals.

Overseas, H.M.S. "Challenger" continued the surveys off the Qatar Peninsula in the Persian Gulf unit April, 1948, when she sailed for the Mediterranean. There, with the assistance of an attached Surveying Motor Launch, surveys were carried out off the west and north coasts of Cyprus until the beginning of June, when the ship sailed for Gibraltar for refit and drawing of fair charts. The boat survey at Gibraltar was completed.

At the end of June "Challenger" reduced to nucleus complement, recommissioning in mid-October, when she returned to the Persian Gulf and continued surveys off the Qatar Peninsula. Astronomical, tidal and magnetic observations

were obtained. "Challenger" has since returned to England.

H.M.S. "Dampier," the first of four "Bay" class frigates to be converted to Surveying Ships, commissioned in May, and sailed for the Far East station in June, 1948. A number of oceanographical and magnetic observations were obtained on passage and examinations of shoal water were carried out in several localities. Singapore was reached at the end of August, after which surveys were carried out at Tumpat on the coast of Kelantan; Bintulu in Sarawak; and in the approach to Klang Strait, Port Swettenham, on the west coast of Malaya.

In early December, while on passage to Hong Kong for refit and drawing of fair charts, further magnetic observations were obtained. The Mediterranean Surveying Unit with one motor launch, carried out small surveys at Zuara and Tripoli, Libya, early in the year. In May the Unit was attached for surveys with H.M.S. "Challenger."

Over 1,750,000 charts were issued by the Hydrographic Department, which received £223,989 from the sales of books and charts.



Bardsley's

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For a quicker
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more comfortable

SHAVE



A fully-manned lifeboat, launched from the deck of a moving United States Coast Guard Cutter, by means of the Pease Cradle, hitting the water.

NEW LIFEBOAT LAUNCHING GEAR

The American "Pease Cradle" Lifeboat Launcher Is Claimed To Launch A Lifeboat From A Moving Ship In Five Seconds—Using Only Two Men.

WE are indebted to the United States Information Service for this brief account, and accompanying picture, of the Pease Cradle lifeboat launcher, which is now being tested under service conditions in the United States of America.

The Pease Cradle is a device which launches a lifeboat from a moving vessel in five seconds—as compared to about three minutes under present methods. It is designed to speed the U.S. Coast Guard's efforts in rescue operations in ship and aircraft accidents at sea.

The new equipment, which uses a winch operated by compressed air, and a cradle crane that holds the lifeboat, requires the services of only two men. The crane, attached to the side of the mother ship, swings out and down under the control of the winch. The speed and momentum of the operation moves the

lifeboat from the cradle and into the water, clear of the mother ship, and on an even keel.

When the lifeboat returns to the mother ship, it is rowed into position immediately over the submerged cradle, and hoisted aboard by cable. It is pointed out by the U.S. Coast Guard that the conventional method of lifeboat launching from ships, which has been in use for many years, is relatively slow and dangerous. With it, the lifeboat is lowered by lines and pulleys from a davit overhanging the water.

It takes five men to swing the boat out and lower it horizontally. When the boat finally rests on the water, the falls must be disengaged, and the lifeboat crew must fend off quickly to avoid crashing into the side of the ship.

The lifeboat launching tests are an important part of the Coast Guard's research programme to improve the speed and safety of rescue operations.

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WHAT THE NAVY IS DOING

THE outstanding development since these notes were last written is the announcement of the change in appointment of the Flag Officer Commanding, His Majesty's Australian Fleet. It was announced by the Minister for the Navy, Mr. Riordan, on the 18th. of last month, that Rear-Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., who has held the command since 1946, has been appointed head of the Australian Joint Service Staff in the United States, and Australian Naval Representative and Naval Attache, Washington, the appointment to take effect early next year. He will be succeeded as Flag Officer Commanding, Australian Fleet, by Rear-Admiral J. A. S. Eccles, C.B.E., who has been appointed for a period of two years on loan from the Royal Navy.

Another important announcement is that of the decision to resume Naval Reserve Training on the 1st. January next year. This is a move that will be welcomed by Reserve Officers and Ratings, and it is to be hoped that when recruiting commences towards the end of this year, there will be a good response to the call.

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. Sydney (Captain R. R. Dowling, D.S.O., R.A.N.), which has been completing her working-up period, has transferred to the operational control of the Flag Officer Commanding, Australian Fleet. In company with H.M.A.S. Warramunga she has departed to join the Fleet in New Guinea waters, where, during this month, the Flag of the Flag Officer Commanding will be transferred to her from H.M.A.S. Australia. H.M.A.S. Sydney will be at Manus and in the New Guinea area the first half of this month, and is due to arrive at Honiara on the 20th., departing thence on the 22nd. for Brisbane, and sailing from Brisbane on the 29th. September—after spending two days in that port—for Sydney and Jervis Bay. She is scheduled to depart Jervis Bay on the 15th. October for Westernport, where she remains from the 7th. to the 19th. of the month; Melbourne from the 20th. October to the 2nd. November; Jervis Bay from the 4th. November to the 12th. November, arriving in Sydney on the same day. Sydney will have availability for

refit and leave from the 14th. November to 6th. January, 1950, and will sail from Sydney about the 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, is in New Guinea, where she remains until the 17th. of this month, during which period the Flag of the Flag Officer Commanding will be transferred to H.M.A.S. Sydney. Australia will be at Honiara from the 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 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. Har-

ington, D.S.O., R.A.N.) was in Melbourne during July, and did a job much appreciated by Melbourne citizens, when she proceeded up the Yarra, and her ratings discharged 6700 tons of coal from the steamer Haligoman Duke, which coal was urgently needed to replenish Melbourne's gas supplies, which had been seriously depleted by the coal strike. Warramunga is now accompanying H.M.A.S. Sydney to New Guinea, and on joining the Fleet will remain in company with the Flag on the southern cruise. On her return to Sydney in November, Warramunga will have availability for refit and leave from the 14th. of that month until the 6th. January, 1950, and will sail from Sydney in company with the Flagship about the 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 being relieved from her period of duty with the Allied Naval Forces in Japan about the 5th. of this month, and will join the Fleet at Manus about the 16th. 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 the 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 (Captain A. W. R. McNicoll, G.M., R.A.N.) departed Sydney on the 10th. August for Japan, to relieve H.M.A.S. Bataan, and is due to arrive at Kure on the 5th. of this month. She will be relieved in Japan about the 1st. February, 1950, by H.M.A.S. Shalhaven, and on her return to Sydney will have availability for leave and refit.

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

H.M.A.S. Shoalhaven (Lieut.-Commander Keith Tapp, R.A.N.), having completed availability for leave and refit, is cruising in the vicinity of Sydney, and using the technical schools. She is due to join the Fleet on the 28th. of this month. Shoalhaven is due to return to Sydney on the 8th. November, and commences availability for urgent defects and leave the following day, preparatory to departing for Japan on the 4th. January, 1950.

H.M.A.S. Murchison (Lieut.-Commander W. P. 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. Tarakan (Lieut.-Commander H. K. Dwyer, R.A.N.R.) has been in Melbourne at availability for refit and leave, and is operating 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.

GENERAL

New Zealand Squadron

The ships of the New Zealand Squadron which will take part in the series of joint exercises with ships of the Australian Fleet in October, are the Cruiser

H.M.N.Z.S. "Bellona" (Captain D. Hammersley Johnston, R.N.), Senior Officer, and the Frigates H.M.N.Z. Ships "Taupo," "Rotorua," "Pukaki," "Tutira," and "Kanieri."

Naval Reserve Training

It was announced by the Minister for the Navy (Mr. Riordan) on the 22nd. July that the Government has given approval for the resumption of Naval Reserve Training on 1st. January, 1950. Instruction will be carried out in Training Establishments in each of the capital cities. Reserves would require a somewhat greater period of training than pre-war in view of the complexities of modern equipment. Training Establishments will be fitted with modern instructional equipment before the end of the year. As much use as possible will be made of H.M.A. Fleet to provide the necessary sea-going experience. The services of experienced Reserve Officers and Senior Reserve Ratings with War

Service will be used to the maximum for the instruction of the new Force. Recruiting will commence towards the end of the year. Reserves will be paid for the training performed.

It is not intended to provide training for the Women's Royal Australian Reserve at present, but the question is to be further examined when Reserve Training is established.

"Sydney" and her Aircraft

The fact that the Aircraft-Carrier H.M.A.S. "Sydney," while exercising with her Carrier Air Group during her working-up period, did not fly off her aircraft during conditions of no wind, led to ill-considered and ill-informed reports that the ship's speed was too slow to fly off aircraft in light breezes. These reports have been denied by the Minister for the Navy (Mr. Riordan), who said: "These reports were a misstatement of fact, for all aircraft carried by H.M.A.S. "Sydney" can



The Fourth Naval Member of the Naval Board, and Commodore Air, Commodore Guy Wilton, R.N., talking with newly graduated Rating Pilots of the Royal Australian Navy at the R.A.A.F. Training School, Point Cook, Victoria.

be operated in conditions of no natural wind with the ship steaming at 25 knots.

Until the 20th Carrier Air Group of the Royal Australian Navy had returned to a fully operational state of training it was prudent to operate the aircraft from the deck with as big a margin of safety as possible. Therefore a wind speed over the deck, that is to say, a natural wind, plus the wind made by the Carrier, totalling about 30 knots, was desirable. It was for this reason that, during the working-up period, conditions of no wind were avoided.

New Zealand Frigates at Darwin

Two Frigates of the New Zealand Navy, H.M.N.Z. Ships "Tutira" and "Rotoiti," arrived at Darwin from the United Kingdom on the 9th. August, and remained there until the 12th., when they sailed for Cairns en route to Auckland. These frigates, which were acquired by New Zealand from the Royal Navy, were originally the Frigates "Loch Morlich" and "Loch Katrine." "Tutira" and "Rotoiti" will be seen in Australia again in October, when they will form part of the visiting New Zealand Squadron.

R.A.N. Rating Pilots Qualify

Eight Royal Australian Naval Aviation Rating Pilots who entered the Royal Australian Air Force Training School at Point Cook, Victoria, in February, 1948, passed out of the school at the end of July and were awarded their provisional wings. They are the first R.A.N. Rating Pilots to complete the course. They left Australia by the Orient liner "Otranto" at the end of August for the United Kingdom, where they will undergo naval operational flying training, and deck-landing training. Each of these graduates has done 65 hours' elementary flying in Tiger Moths, and 180 hours' service flying, including night flying and bombing practice in Wirraways. While they are overseas they will fly either Sea Furies or Fireflies, according to whether they are to become fighter or anti-submarine reconnaissance pilots. On



Ratings of the Royal Australian Navy, taken from Flinders Naval Depot in H.M.A.S. "Warramunga," unloading the coal cargo of the steamer "Helligaard Dule" in Melbourne. The coal was necessary to maintain Melbourne's rationed gas supply during the coal strike.

satisfactory completion of nine months' training, their award of wings will be confirmed, and they will be rated "Pilot 3a," a rating equal to that of leading hand. They will then return to Australia to take up their appointments in the Royal Australian Navy.

Ability, Intelligence, Physique

Commodore Guy Willoughby, Fourth Naval Member of the Naval Board and Commodore Air, visited the training school at Point Cook to address the graduating pilots who were "passing out," and to welcome new pilots who have recently begun training. Congratulating the pilots who were leaving the school, Commodore Willoughby emphasised that only men whose ability, intelligence, and physique were of the highest standard could become pilots in the R.A.N. He said that Air Squadrons of the Royal Australian Navy must be readily interchangeable with those of the Royal Navy, and because of that the utmost efficiency was essential. He knew that the pilots who were

about to leave for England would live up to the excellent reputation that the Royal Australian Navy had established there.

"Westralia" To Resume Trooping

During the early part of the war H.M.A.S. "Westralia" served as an Armed Merchant Cruiser, and in 1943 she was converted and commissioned as a Landing Ship Infantry. After hostilities, "Westralia" was employed in trooping duties between Australia and Japan until recently, when she was taken in hand with the intention of converting her back to her normal peace-time role on the Australian coastal trade. Owing, however, to the general shortage of trooping ships, the decision was reached to re-employ her temporarily as a trooper under charter to the United Kingdom Government.

PERSONAL

Reserve Officer Wins Gowrie Scholarship

Mr. Robert K. Morton, B.Sc., of Sydney, New South Wales, has been awarded the Gowrie Scholarship for 1949; this is a Research Travelling Scholarship valued at £500 sterling yearly, and is tenable for two years at universities abroad. During the war Mr. Morton was a Lieutenant in the Royal Australian Naval Volunteer Reserve, and served for five years, mostly in the Royal Navy, in the Atlantic, Mediterranean, France and North Africa. While at Sydney University he was awarded his Blue for hockey, and was a Council member and Secretary of the University Agricultural Society. He will enter Cambridge University to specialise in Bacterial Metabolism.

Commanding Officer, "Tobruk"

From being Commander of the Royal Australian Naval College at Flinders Naval Depot, Commander T. K. Morrison, O.B.E., D.S.C., R.A.N., has been appointed to the command of the Navy's first new Battle Class Destroyer, "Tobruk,"

now completing at Cockatoo Island Dockyard, Sydney. Before he was appointed to the Naval College, Commander Morrison was Director of Training and Staff Requirements at Navy Office, Melbourne. During the war he served in H.M.A. Ships "Hobart" and "Australia." He was in "Hobart" during the time she was Headquarters Ship at the evacuation of British Somaliland in 1940, at the Battle of the Coral Sea, and the invasion of Guadalcanal. In January, 1944, he was appointed to "Australia," and was in that ship for the landings at Hollandia, and the invasion of the Philippines. He was awarded the O.B.E. for his good services in the Somaliland operations, and the D.S.C. in July, 1945, for his work at Lingayen and Leyte. He was also Mentioned in Despatches in that year. Commander Morrison is a keen sportsman, playing golf and tennis, and representing the Royal Navy at cricket while doing his courses in England in 1932, 1936, and 1938.

Commander Of The College

Commander Morrison's successor as Commander of the Royal Australian Naval College is Commander J. McL. Adams, O.B.E., R.A.N., who recently returned from the United Kingdom to Australia in the Aircraft Carrier H.M.A.S. "Sydney."

Senior Officer 1st. Frigate

Flotilla Captain A. W. R. McNicoll, G.M., R.A.N., has been appointed to the command of H.M.A.S. "Culgoa" as Captain of the 1st. Frigate Flotilla. Captain McNicoll comes to this appointment from that of Director of Plans at Navy Office, Melbourne. He was awarded the George Medal in 1940 while serving with the 1st. Submarine Flotilla in the Mediterranean, the award being made on the recommendation of the Commander-in-Chief, Mediterranean, Admiral Sir Andrew Cunningham.

Director of Plans

Commander Richard Innes Peck, O.B.E., D.S.C., R.A.N., has been

appointed Director of Plans, Navy Office, Melbourne, in succession to Captain McNicoll. Commander Peck was previously Staff Officer Operations and Intelligence to Rear-Admiral Farncomb in the Flagship. He was Naval Commander of the Victory Contingent which left Australia for England in H.M.A.S. "Shropshire" in April, 1946, and while in the United Kingdom he did the Naval Staff course at the Royal Naval College, Greenwich, and at the end of the course was selected to undergo the Joint Services Staff course. During the war Commander Peck served in H.M.S. "Revenge," and in H.M.A. Ships "Hobart" and "Australia." He was awarded the O.B.E. for skill and gallantry during operations in Leyte Gulf in March, 1945, and the D.S.C. for gallantry, skill and devotion to duty in operations in Lingayen Gulf several weeks later. He is a Gunnery Specialist.

Director of Operations

Lieut. Commander Eric J. Peel, D.S.C., R.A.N., has been appointed Director of Operations at Navy Office, Melbourne. Lieutenant Commander Peel was previously in charge of the Petty Officers' School at Flinders Naval Depot, Victoria. His war service included service in H.M.A. Ships "Canberra," "Vendetta," "Vampire"—of which ship he was First Lieutenant when she was lost to Japanese air attack in April, 1942—"Australia," and H.M.A. Ships "Kalgoorlie" and "Gascoyne" in command. In addition to the D.S.C., he was awarded the American Legion of Merit for his actions in "Gascoyne" in the Philippines campaign.

Duke of Edinburgh To Sea

The Duke of Edinburgh has been appointed First Lieutenant of the "C" Class Destroyer H.M.S. "Chequers," serving with the 1st Cruiser Squadron in the Mediterranean. The Squadron is commanded by Vice-Admiral Earl Mountbatten.

Commandant, Imperial Defence College

Vice-Admiral Sir Charles S.

Daniel has been appointed to succeed Air Chief Marshal Sir John Slessor as Commandant of the Imperial Defence College. Admiral Daniel was until recently Third Sea Lord and Controller of the Navy. He was well known in Australia during the war, when he was for some months in Melbourne as head of the Royal Navy Planning Committee.

"Hobart" Shrine Pilgrimage In Melbourne

On the anniversary of the torpedoing of H.M.A.S. "Hobart" in the vicinity of the Solomons on the evening of 20th. July, 1943, and at the hour—1845—the torpedo struck, members of "Hobart's" Ship's Company at the time made a pilgrimage to the Shrine of Remembrance, Melbourne, to attend a service in memory of those of their shipmates who lost their lives in the explosion—those totalling eight officers and six ratings. The service was conducted by the Reverend J. E. Romanis, a former chaplain of "Hobart."



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BOOK REVIEWS

By G.H.S.

"THE SECOND WORLD WAR: Vol. II, 'Their Finest Hour,'" by Winston S. Churchill; Cassell and Co. Ltd., London.

The scope of the second volume of Mr. Churchill's story of the Second World War is, in time, from May, 1940, until the end of that year; a period pregnant with future-shaping events not only for Britain and the British Empire, but, largely through them, for the whole world.

The theme of the volume is, in its author's words, "How the British People held the fort alone, till those who hitherto had been half blind were half ready."

The title of the volume is from the closing words of Mr. Churchill's speech to the House of Commons on the 18th. June, 1940, "the morrow of the Bordeaux collapse," when he assured the world of Britain's inflexible resolve to continue the war: "Let us therefore brace ourselves to our duties, and so bear ourselves that, if the British Empire and its Commonwealth last for a thousand years, men will still say: 'This was their finest hour.'"

Certainly they have never had a finer hour. Certainly Mr. Churchill could never have a finer. It was, in greater measure than that of anyone else, his hour; since he embodied the unshakeable spirit of the whole of the British People at that time. He was—and none had the greater right to be so, nor could better have done it—the expression of that spirit to the world, its torch-bearer, its mouthpiece. And now this book is a worthy record of that magnificent hour in British history.

As a first duty, Mr. Churchill makes clear in his opening chapter the scale and force of the British contribution to what eventually became the common cause of many States and Nations. It is a good thing that this should be

on record. As he says, it is to the combined interest of the English-speaking world that the magnitude of the British war-making effort should be known and realised.

Here are some of the points. "Until July, 1944, Britain and her Empire had a substantially larger number of divisions in contact with the enemy than the United States. This general figure includes not only the European and African spheres, but also all the war in Asia against Japan. Till the arrival in Normandy in the Autumn of 1944 of the great mass of the American Army, we had always the right to speak at least as an equal and usually as the predominant partner in every theatre of war except the Pacific and the Australasian; and this remains also true, up to the time mentioned, of the aggregation of all divisions in all theatres for any given month."

"The British total dead, and missing, presumed dead, of the armed forces amounted to 303,240, to which should be added over 109,000 from the Dominions, India, and the Colonies, a total of over 412,240. This figure does not include 60,500 civilians killed in the air raids on the United Kingdom, nor the losses of our Merchant Navy and fishermen, which amounted to about 30,000. Against this figure the United States mourn the deaths in the Army and Air Force, the Navy, Marines, and Coastguard, of 322,188."

"Out of 781 German and 85 Italian U-Boats destroyed in the European theatre, the Atlantic and Indian Oceans, 594 were accounted for by British sea and air forces, who also disposed of all the German battleships, cruisers, and destroyers, besides de-

stroying or capturing the whole Italian Fleet."

"... Up till the end of 1943 the British discharge of bombs upon Germany had in the aggregate exceeded by eight tons to one those cast from American machines by day or night, and it was only in the spring of 1944 that the preponderance of discharge was achieved by the United States. Here, as in the armies and on the sea, we ran the full course from the beginning, and it was not until 1944 that we were overtaken and surpassed by the tremendous war effort of the United States."

"The analysis of shipping losses by enemy action suffered by all nations throughout the war should be borne in mind. Here are the figures: Of a total loss in gross tonnage of 21,194,000, British losses were 11,357,000 tons, or 54 per cent.; United States losses were 3,334,000 tons, or 16 per cent.; losses of all other nations outside enemy control were 6,503,000 tons, or 30 per cent. Of these losses 80 per cent. were suffered in the Atlantic Ocean, including British coastal waters and the North Sea. Only 5 per cent. were lost in the Pacific."

"This," points out Mr. Churchill, "is all set down, not to claim undue credit, but to establish on a footing capable of commanding fair-minded respect the intense output in every form of war activity of the people of this small island, upon whom in the crisis of the world's history the brunt fell."

Mr. Churchill took over the Premiership just as "the slowly-gathered, long-pent-up fury of the storm" broke, with the German invasion of Holland and Belgium and the attack on France. It was a matter of a very few short weeks, little more than days, before that stage of the fighting was over, and the Germans stood on the coasts of Europe from Norway to the Spanish border. The earlier chapters of this book deal with clarity and in detail

with the fighting in France, the subjugation of Holland and Belgium, the evacuation of Dunkirk, and all that led up to the period when Britain stood alone anticipating attempted invasion.

The possibility of her having to continue alone, and the question of her ability to do so, arose with dramatic suddenness. The ability was questioned, not only by a defeated France who had tasted of Germany's power in land warfare, but by friends and foes alike of the British Empire throughout the world.

In Britain itself, it was believed that the ability existed. At the darkest hour, shortly before Dunkirk, Mr. Churchill obtained from the British Chiefs of Staff, their views on the question: assuming France becoming neutral; the Belgian Army being forced to capitulate; terms being offered to Britain which would place her entirely at the mercy of Germany through disarmament, cession of naval bases, etc.; what are the prospects of Britain continuing the war alone against Germany and probably Italy?

The Chiefs of Staff concluded that the crux of the matter was air superiority. With the British Air Force in being, Navy and Air Force together should be able to prevent Germany carrying out a serious sea-borne invasion. If Germany gained complete air superiority, an invasion could not be prevented. The review considered the various factors, German bombing of aircraft industries and other war industries; the material effect of this bombing, and the effect on civilian morale; the numerical superiority of four to one in the air enjoyed by the Germans; the possibilities of counter action by bombing attacks on German industrial centres. "To sum up, our conclusion is that *prima facie* Germany has most of the cards; but the real test is whether the morale of our fighting personnel and civil population will counterbalance the numerical and material advantages which Germany enjoys. We

believe it will."

Mr. Churchill remarks that, reading this Chiefs of Staff review in after years, it was grave and grim. But there was at the time no discussion about it. The War Cabinet and the few other Ministers who saw it were all of one mind. The British people would continue the war whatever happened.

The story is not one resting on the fact that "Britain can take it." Throughout, the British spirit, as exemplified by the country's leader, was offensive. When things were at their worst, when France was cracking to capitulation, and fresh potential enemies were gathering for the spoils they could visualise, by no means all the emphasis was on preparation for the repelling of invasion.

With the impending entry of Italy into the war, avenues of hitting her were explored. The Prime Minister's Minute of the 6th. June is a typical one: "It is of the highest importance that we should strike at Italy the moment war breaks out, or an overbearing ultimatum is received. Please let me know the exact position of the servicing units which are on their way to the southern aerodromes in France." This aggressive attitude was to continue and grow.

Mr. Churchill comments on the appointment in 1940 of Sir Stafford Cripps as Ambassador to Moscow: "He willingly accepted this bleak and unpromising task. We did not at that time realise sufficiently that Soviet Communists hate extreme Left Wing politicians even more than they do Tories or Liberals. The nearer a man is to Communism in sentiment the more obnoxious he is to the Soviets unless he joins the party."

With the fall of France, the future of the French Fleet became of the greatest importance. Admiral Darian had, subsequent to the fall of the Reynaud Cabinet, declared that he would order the Fleet to British, American, or French colonial harbours. The next day he had changed his

mind, because "I am now Minister of Marine," in the Petain Government. Thus, says Mr. Churchill, he gave away the opportunity of being the Liberator of France.

There followed the step that "was obvious, and it was dire": the forcible immobilisation of the Fleet, if it would not peacefully pass into hands beyond the reach of Germany. It was a task, distasteful and bitter to the British Cabinet and the British Navy alike; the brunt, so far as the Navy was concerned, being borne by Admiral Somerville and "Force H" in the Western Mediterranean, at Oran. It was one of the examples, to be repeated, of the ruthlessness of the British now that they faced a relentless fate.

"The elimination of the French Navy as an important factor almost at a single stroke by violent action produced a profound impression in every country. Here was this Britain which so many had counted down and out, which strangers had supposed to be quivering on the brink of surrender to the mighty powers arrayed against her, striking ruthlessly at her dearest friends of yesterday and securing for a while to herself the undisputed command of the sea. It was made plain that the British War Cabinet feared nothing and would stop at nothing. This was true."

Invasion appeared imminent. Yet it was this period which saw the genesis of the "Commandos," of the Landing Craft Tank and its bigger sister, the Landing Ship Tank, and of other means of counter-attack. Britain's temper—"which I had the honour to express"—remained "buoyant and imperturbable."

Mr. Churchill tells of the Battle of Britain, which was to be the prelude to "Operation Sealion"; of the Blitz which followed Germany's defeat in that Battle; and of the "Wizard War" of radar and radio direction beams which accompanied the Blitz.

The story of the moves behind the transfer by the United States

of the fifty destroyers to Britain is a fascinating one. Mr. Churchill had said that, should Britain be over run, the fight would be continued with the British Fleet from overseas bases. But neither he—nor the British people—would for one moment allow the Fleet to be used as a bargaining basis for any help received.

In a Minute of the 7th. August, 1940, to the Foreign Secretary, Mr. Churchill said: "... we must never get into a position where the United States Government might say: 'We think the time has come for you to send your Fleet across the Atlantic in accordance with our understanding or agreement when we gave you the destroyers.' And, on the same day to the British Ambassador in Washington, Lord Lothian: "... I have already several weeks ago told you that there is no warrant for discussing any question of the transference of the Fleet to American or Canadian shores. I should refuse to allow the subject even to be mentioned in any Staff conversations, still less that any technical preparations should be made or even planned. Above all, it is essential you should realise that no such declaration could ever be assented to by us for the purpose of obtaining destroyers or anything like that. Pray make it clear at once that we could never agree to the slightest compromising of our full liberty of action, nor tolerate any such defeatist announcement, the effect of which would be disastrous."

Eventually the transference of the fifty destroyers was arranged, and Britain granted ninety-nine-year leases of air and naval bases in the West Indies and Newfoundland to the United States. But the story must be read as written by Mr. Churchill in order to appreciate the behind-the-scenes moves, and the way British interests were protected.

The defence of Britain was—as it had to be—the main British preoccupation. At the same time, the War Cabinet was determined

to defend Egypt against all comers; a task all the more difficult since Admiralty declared that all military convoys must go round the Cape, and the time factor—with the Italians on the move in Libya—was all important. "Thus we might easily rob the Battle of Britain without helping the Battle of Egypt. It is odd that while at the time everyone concerned was quite calm and cheerful, writing about it afterwards makes one shiver."

The Middle East was reinforced as much—including with Australians—and as rapidly as possible. In August, 1940, Churchill visualised the campaign for the Delta resolving itself into "strong defence with the left arm from Alexandria inland, and a reaching out with the right hand using sea power upon his communications ... All this might be put effectively in train by October 1, provided we are allowed the time."

It was in this month that he wrote to the Prime Ministers of Australia and New Zealand, outlining the position as it was seen in Britain, expressing hopes of holding Egypt, considering what would happen if Japan entered the war, and concluding with an assurance of what Britain would do should Japan attempt an invasion of Australia or New Zealand on a large scale: "I have the explicit authority of the Cabinet to assure you that we should then cut our losses in the Mediterranean and sacrifice every interest, except only the defence and feeding of this island, on which all depends, and would proceed in good time to your aid with a fleet able to give battle to any Japanese force which could be placed in Australian waters, and able to parry any invading force, or certainly cut its communications with Japan." This, as events were to prove, was no empty promise. It is something that we here must never forget.

The activity of the British outside the island itself in those weeks is amazing. Strength was

being built up in the Middle East—although Churchill did not manage to persuade the Admiralty to ship armoured vehicles and tanks through the Mediterranean; Malta was reinforced; an air reinforcement route for the Middle East was established from West Africa, at Takoradi, via Kano and Khartoum to Cairo, a total African distance of 3,700 miles; the Battle of the Atlantic was being waged with increasing fury; the Free French expedition to Dakar—abortive though it was—was planned and carried out. Shortly there was to be a new commitment in Greece and Crete, and, instead of a defence of Egypt, an attack on the Italians that was to drive them headlong across Libya. The down and out British were proving surprisingly alive.

"The summer," as Mr. Churchill says, "had crashed its way along with massive, rending shocks, but with growing assurance of survival." By October Britain felt strong enough—despite Japan "glaring inscrutably" in the Far East—to reopen the Burma Road, which had been closed for three months. There was the business of Vichy and of Spain—neither of whom would play Hitler's game as he wished it played. Spain in German hands could have made things very awkward, especially as regarded the Mediterranean. But Franco remained neutral.

In November, Mr. Eden, who had been on a mission to the Middle East, returned to London with a plan which delighted the Chiefs of Staff, and made Churchill purr "like six cats." The British Generals in the Middle East—Wavell and Wilson—proposed to go over to the offensive. "No longer were we to await in our fortified lines at Mersa Matruh an Italian assault, for which defensive battle such long and artful preparations had been made. On the contrary, within a month or so we were ourselves to attack."

Three days later Admiral Cun-

ningham delivered a hard naval air blow on the Italian battle fleet at Taranto, disabling at least half of Italy's battle line for at least six months, and decisively altering the balance of naval power in the Mediterranean. An ironic touch is imparted to this event by the fact that on this same day the Italian Air Force, at the express wish of Mussolini, took part in the air attack on Great Britain. Eight of their bombers and five of their fighters were shot down. "This was their first and last intervention in our domestic affairs."

The year ended on the high note of Desert Victory. Those in Britain "who brooded with accurate information at the summit of the scene" had no lack of cares. But "With a gasp of astonishment and relief the smaller neutrals and the subjugated states saw that the stars still shone in the sky. Hope, and within it passion, burned anew in the hearts of hundreds of millions of men. The good cause would triumph. Right would not be trampled down. The flag of Freedom, which in this fateful hour was the Union Jack, would still fly in all the winds that blew."

This Volume, this story of a great hour in the story of Humanity, is Winston Churchill at his best as a vivid, lucid, phrase-making writer. He tells a magnificent story as it should be told. It is a book not just to be read, but to have and to hold and to read again and again.

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LAZY DAYS OR HURRIED WAYS

THE SEA STILL RETAINS ITS CHARM FOR MANY TRAVELLERS, AND IN THESE DAYS OF SPEED AND BUSTLE OFFERS ONE OF THE FEW REMAINING LEISURELY ROADS TO FOLLOW.

by A. E. Mollison

AN advertisement in a contemporary newspaper, drawing attention to the virtues of air travel in a "flying hotel," tells of the attractions offered, surpassing those of any "earth-bound" caravan: "Meals of magic" served while you lounge in a deep arm-chair; individual ventilation and lighting; bar service; newspapers, magazines and strip maps; a completely equipped wash room. And travel at what, 250 and 300 miles an hour?

It is 90 years ago since an advertisement appeared in a Melbourne newspaper advising of the impending departure—to sail with strict punctuality—for London direct, of "the favourite frigate-built ship," *Owen Glendower*. The advertisement told of the mulch cow placed on board for the First Cabin passengers... of the "liberal variety of the best provisions" for the third class passengers, and the equally "liberal supply of ale, porter or spirits and weekly allowance of wine" included in the dietary scale of those travelling second class.

Arm-chairs there were on board, no doubt. Individual ventilation and lighting may have been lacking, but there is, surely, every evidence of an efficient bar service. Newspapers and magazines? If they had not come from ashore, ten to one the ship of the seas in those days would produce one of her own. Completely equipped wash room? Well, there may have been at times a shortage of fresh water, necessitating rationing, but one could not expect to have everything.

And speed? Ah! That was less than that of the present-day clipper of the air, which cover in one hour what their winged sisters of

the past at sea logged in 24 hours if they were fliers and conditions were favourable. Basil Lubbock, that incomparable historian of the sailing days, quotes a letter on the subject of speed, which Captain Enright, of the clipper "Lightning," wrote to his passengers when that fine ship logged 430 nautical miles when running her easting down in 1857—the second greatest 24-hour run ever made by a sailing ship.

"Ladies and Gentlemen," he wrote, "I cannot help informing you of the extraordinary run we have made during the last 48 hours—or, rather, allowing for change of time, 46 hours and 48 minutes. During this time we have run, by thoroughly good trustworthy observation, no less than 790 knots or 920 statute miles, being an average of nearly 17 knots or more than 19½ statute miles per hour. Yesterday our noble ship made no less than 430 knots, amounting to an average during the 24-hour (23½) hours of more than 18 knots. Our change of longitude has amounted to 18 degrees, each degree being equal to 24 miles. I firmly believe this to be the greatest performance a sailing ship has ever accomplished. I hope this information will in some degree compensate you for the inconvenience which the heavy weather has occasioned you."

Yes, the speed of the "Lightning" was not one-twentieth of that at which the passengers in a modern clipper of the clouds travel. But were not those passengers in the "Lightning" more conscious of speed than those suspended in a "flying hotel" some 10,000 or so feet above land or sea? Those earlier voyagers could, with the ship in which they journeyed, feel:

... the lift of a sea running under my heel,
The pull of the sail to the urging wind, the kick of a lively wheel,
And hear the clang of the wash-ports,
And the roar of a breaking sea,
The hum of the stays as a squall rides past,
Down south in Forty-Three."

Our modern flier hears but the muted, steady roar of the engines whose propellers drag him rapidly through space with no impression of speed, while below him, if visibility is good, he sees but a varicoloured carpet of earth or sea unrolling slowly and unceasingly.

Meals of magic? How was this for 95 years ago in the "Lightning"; here, surely, is variety and choice enough for dinner:

Soups—Vermiceli and macaroni.

Fish—Cod and oyster sauce.

Meats—Roast beef; bœuf à la mode; boiled mutton; roast veal; boiled turkey and oyster sauce; roast goose; roast fowl; boiled fowl; minced escallops; veal and ham pie; haricot mutton; ham.

Sweets—Plum pudding; rice pudding; roll pudding; tarts; orange fritters; small pastry.

Dessert—Oranges; almonds; Barcelona raisins; figs, etc.

Wines—Champagne; sparkling hock.

Magazines, newspapers, and strip maps? Many of the ships of the past produced their own, the owners putting a printing press in their ships, the printer usually being a paid member of the crew, and the editor and sub-editor be-

ing elected by the passengers, with passengers and crew members among the contributors. "Thus," says Mr. Lubbock, "the issue of the shipboard newspaper was something always to be eagerly looked forward to on Saturdays. In many an English and Australian home there are no doubt still to be found treasured, stained and tattered copies of these ships' newspapers. I have myself handled volumes of the 'Lightning Gazette,' the 'Eagle Herald,' and 'Royal Charter Times' and coming down to more modern days, the 'Loch Torridon Journal' and other Loch Line papers."

What modern winged ship of the skies carries a purser as obliging as he of the "Lightning" who would sell to his passengers, on application, cigars at 2d each, or 12/- the 100; or, for the epicurean smoker, "Do," Havannah, at 4d apiece? He could dispense, also, at what to-day appears to be ridiculously low prices, albeit they were sea ones, canvas "trowsers" at 3/6 a pair; oilskin ditto at 5/6; pilot cloth coats for 5/- and ditto "trowsers" for 12/6; Regatta shirts with printed fronts for 3/6; black alpaca coats for 12/-, and black glazed hats for 4/-, among other things.

Dancing is not very much indulged in on board aircraft, but the clippers of the seas encouraged it, and "even in bad weather the poops of these ships were always crowded with dancers every evening." The "Lightning" rejoiced in the good old-fashioned German band. It consisted of six musicians, and besides playing selections and accompaniments at the concerts, supplied the music for the daily dancing.

Concerts, charades, mock trials, plays—they all helped to pass the time. The voyages were long, but not, often enough, too long; often not long enough for the passengers of those days. Especially for those touched by the light finger of Romance, and the lure of the moon seen across the still, scarce-breath-

ing bosom of tropic night sea, when the ship—

... sailed at night on a sea of stars

Beneath a star-strewn sky," none of which, bright though they were, equalled the eyes of some fair fellow passenger.

Flying his its moments. It is a good and a comfortable way of getting from place to place in the minimum of time. But the sea, and still to-day as in the past, has its pearls for the voyager. It remains, and is likely to remain, the most pleasurable, fascinating road to follow. Even the gyro-compass, echo-sounder, wireless telegraphy and radar have not managed to depreciate it. Only the too obvious substitution of the "floating hotel" for the ship detracts from its charms. And to the many travellers who still have time to spare for lazy days, it offers the one leisurely road to follow in these times of increasing speed and bustle and hurried ways. Long may it continue.

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EX-NAVAL MEN'S

Association of Australia

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His Majesty The King

Federal Council

THE Federal Secretary has received reports from the Honorary Secretary of the Portchester Branch of the Royal Naval and Royal Marine Fellowship in the United Kingdom; these reports deal with the proposed formation of a huge Royal Naval Association to embrace existing organisations of ex-Naval personnel under one National body.

An address, on the above subject, was given by the Second Sea Lord as the R.N.O.C.A. Association's Rally, held at the Albert Hall, on 23rd October, 1948. The speaker began by saying how pleased he was to see such a magnificent muster of old shipmates for the Trafalgar Day Rally, which was a great occasion each year. He stated that he wanted to tell the gathering something about the Admiralty's attitude and policy in regard to the R.N.O.C.A. and other ex-Naval organisations, because, as you know, in the past year this has been the subject of a great deal of discussion, and he would like to make the position quite clear.

The Admiralty are naturally anxious that there should be a nation-wide Naval Association on a scale and with organisation worthy of the great service to which we all have, or have had, the honour to belong. We come to the conclusion that the Royal Naval Old Comrades' Association, with its numerous branches all over the country, formed the only possible basis for such an organisation. But there are in the country also a number of other local Associations and clubs for ex-Naval men, some of them with histories as long or longer than that of the R.N.O.C.A., with sturdy local constitutions and traditions of their

own. The Admiralty feel that the time has come when official recognition should only be extended to one National Naval Association, and the question therefore arises how the local Associations outside the R.N.O.C.A. can fit into the picture. We hope it will be by joining up with the R.N.O.C.A., but, of course, that is a matter between them and you; the Admiralty certainly do not want to force the issue one way or the other. But as many of these Associations have been granted official recognition in the past we feel that we have some responsibility for seeing that their position is very sympathetically considered. There will, of course, be no question of withdrawing official recognition from any local organisation which has once had this recognition and which is being properly run. It is hoped that they can join up with you without losing any of their local individuality, as the spirit of comradeship is so important in the small units. It must be repeated once more that the Admiralty, in naming the R.N.O.C.A. as the only National Naval Association with official recognition, do not in any way want to exercise official control over this organisation.

All we want to do is to help in any way we can, and that is the reason for the recent appointment, as a temporary measure, of an Admiralty Liaison Officer who can help with the reorganisation which will, no doubt, be necessary in the next few months, and who can be a means of communication between the Association and the Navy, through the Admiralty, on the many matters which are of mutual interest, and no doubt can avoid some of the many shoals and snags which crop up among the official

channels.

If we can deal with a single National Naval Association, we also feel that we shall be able to give it much more useful publicity in the Fleet than we could afford to do with numerous smaller bodies, and we are going to start by issuing a Fleet Order to tell the officers and men of the Fleet what the R.N.O.C.A. is and what our policy about it will be.

We want the outside organisations to feel glad of the chance to affiliate to the R.N.O.C.A., and that it is a nation-wide organisation fully worthy of our great Service. Some of these organisations already have the title "Royal Naval Association," and we at the Admiralty feel that that is much the best title for a general association which is to include both serving and ex-service officers and men. All of us appreciate the pride, loyalty and affection which you must feel for the title Royal Naval Old Comrades' Association, which has stood for the last thirteen years, and it is, of course, entirely for you to decide whether you wish to change it or not, but we like the title "Royal Naval Association"—that is our feeling and it is believed it is shared by a great number of your own members, old and young alike. It is noticed, incidentally, that among yourselves you prefer to refer to one another as "shipmates" rather than "old comrades" and "ship mates" is certainly the more sailor-like expression of the two.

The Second Sea Lord stressed that the external organisations will feel that not least among the attractions of affiliation to the R.N.O.C.A. will be the new residential club which, as we have heard from your President, is to

be set up in Central London with the aid of a generous grant from the King George's Fund for Sailors. It is hoped that this venture will be a great success, as there is still a great need for some place of this kind for naval men who want to spend a night or two in London, and to do it comfortably and inexpensively.

All this does not, of course, mean that we wish to change our attitude to other organisations, such as the British Legion, that cater for ex-servicemen; we shall still give them our full support, but we feel that the time has come when a comprehensive Naval Association can be brought together, and that if it is run in a way which inspires the confidence of officers and men past and present it will be of real benefit to the Service.

In concluding, the speaker said, "I should like to wish the R.N.O.C.A., on behalf of the Admiralty, the best of success in whatever form or name it assumes, and you may all be sure that the Board are only desirous of helping. They believe the R.N.O.C.A. can and will form a proper basis for the ideals of dedication, comradeship and good fellowship which are laid down as the objects of your enterprise."

Presiding over a conference of nation-wide Naval organisations held at the Union Jack Club in London, on the 5th March last, Admiral of the Fleet, Lord Tovey, opened the meeting by saying, "I wish to stress the fact that the Conference being held was purely of an exploratory nature, and no delegate would be required to commit his Association to any definite policy."

Delegates present were all of the same idea; they wanted to do their best for the men who have served and are still serving in the Navy to which we all belonged. It was the Chairman's experience, however, to find that men of the lower deck were unfortunately often very suspicious of anything which came from their officers, or from the

Admiralty, and his first task was to remove that idea. He wanted to assure the Associations represented at the Conference that the suggestion put forward by the Admiralty for the amalgamation of all Associations into one comprehensive Association had no ulterior motive behind it; the Admiralty or its officers had no intention of trying to usurp control. He himself was acting as an independent Chairman, and not as President of the R.N.O.C.A. Association.

Commander (S) D. H. Doig, who had been appointed Liaison Officer between the Admiralty and the R.N.O.C.A., had volunteered to act as Secretary to the Conference.

A general discussion amongst the assembled delegates took place on the subject: "What are the advantages of having one big Naval Association?" It was suggested that the R.N.B. Trust, in whom all ex-Naval men felt the greatest confidence, should be asked to sponsor a new National organisation. In regard to Admiralty sponsorship, the Secretary to the Conference said he must reserve comment, as experience had gone to show that moves by the Admiralty were received with suspicion, and that the question would have to be examined very carefully before the Admiralty took on anything of this kind.

The Birmingham delegate said he would like to put a definite resolution to the effect that the Associations represented at the Conference were in favour of some form of general amalgamation or affiliation of Naval Associations into a new organisation, to be sponsored either by the Royal Naval Benevolent Trust or by the Admiralty, but that they were not in favour of amalgamation into the present Royal Naval Old Comrades' Association organisation under that or any other name—and that steps necessary to further this proposal should be left in the hands of the Chairman.

The Chairman said that as the Conference was purely exploratory,

representatives were not empowered by their Associations to vote on policy, so he could not accept any resolution or put it to the vote, but he had taken due note of the views which were put forward.

There seemed, he thought, a great deal of agreement and much support for the view that it would be valuable if all Associations could in some way be assimilated into one Association without losing their identities; it would certainly seem better if such an Association had a name other than Royal Naval Old Comrades' Association, if it were to be a truly National Association. He thought that in the discussion they had really got quite a distance, but, as he stated in his opening remarks, he was not going to ask the Conference to come to any decision, and, therefore, he would not ask them to vote.

He would like to remind the representatives that the Admiralty could really do a good deal for one central organisation, particularly in the way of publicity, both inside and outside the Service, which they could not attempt to do for a large number of separate Associations. He felt that a properly run National Association would have a great appeal and that there was no reason why it should not show a great increase in numbers—perhaps to the hundred thousand mark.

A vote of thanks to Admiral of the Fleet, Lord Tovey, for his kindness in acting as Chairman was proposed and seconded by the Executive Committee of the R.N.O.C.A. and carried unanimously. Thanks were expressed on behalf of the visiting Associations to the R.N.O.C.A. for acting as hosts to the Conference. The proceedings then terminated.

The Federal Council of the Ex-Naval Men's Association of Australia was granted official recognition by the Admiralty in 1946.

—G.W.S.

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Naval Appointments, Etc.

**NAVAL FORCES OF
THE COMMONWEALTH.**

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

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

Appointments.—Lieutenant (E) William John Lovell is appointed on loan from the Royal Navy, with seniority in rank of 16th December, 1942, dated 23rd May, 1949. John Hubert Brettingham-Moore is appointed Lieutenant (E.) (Acting) (on probation), dated 17th June, 1949.

Promotions.—Lieutenant William Burns is promoted to the rank of Lieutenant-Commander, dated 1st June, 1949. Lieutenant (S.) Robert Nigel Forbes Glennie is promoted to the rank of Lieutenant-Commander (S.) (Acting), dated 1st June, 1949. Acting Temporary Senior Commissioned Gunner (T.A.S.) Herbert John Rayment is promoted to the rank of Temporary Senior Commissioned Gunner (T.A.S.), dated 1st April, 1949. Acting Temporary Senior Commissioned Air Engineer James Henderson is promoted to the rank of Temporary Senior Commissioned Air Engineer, dated 1st April, 1949.

Termination of Appointment.—The appointment of Eric Thomas Towey as Temporary Commissioned Wardmaster (Provisional) is terminated, dated 16th May, 1949.

AUXILIARY SERVICES.

Termination of Appointment.—The appointment of Lawrence James McHattie as Acting Temporary Senior Commissioned Instructor is terminated, dated 14th June, 1949.

**CITIZEN NAVAL FORCES
OF THE COMMONWEALTH.
ROYAL AUSTRALIAN NAVAL RESERVE.**
Termination of Appointment.—

The appointment of John Wallis Hornbrook as Surgeon Lieutenant is terminated, dated 13th May, 1949.

**ROYAL AUSTRALIAN NAVAL
VOLUNTEER RESERVE.**

Appointments.—Harold Sydney Macneice is appointed Lieutenant-Commander, with seniority in rank of 1st July, 1945, dated 22nd January, 1946. Rolf Eric Griffiths is appointed Lieutenant, with seniority in rank of 11th January, 1940, dated 9th January, 1946. Denis Angus Graham is appointed Lieutenant, with seniority in rank of 15th May, 1943, dated 2nd March, 1946. Arthur Henry Read is appointed Lieutenant, with seniority in rank of 25th June, 1943, dated 23rd July, 1947. Alastair Lionel Leslie Ferguson is appointed Lieutenant, with seniority in rank of 25th March, 1947, dated 26th March, 1947. Gordon Moffat Williams is appointed Lieutenant, with seniority in rank of 1st July, 1948, dated 20th May, 1949. John Watson Hill is appointed Lieutenant (A.), with seniority in rank of 13th September, 1945, dated 20th September, 1946. Ernest Robert Jones is appointed Sub-Lieutenant (A.), with seniority in rank of 26th June, 1944, dated 16th June, 1946. Thomas Johnston is appointed Engineer Lieutenant, with seniority in rank of 10th March, 1946, dated 27th July, 1947. Stephen Creighton Suggit is appointed Surgeon Commander, with seniority in rank of 31st December, 1946, dated 11th March, 1948. Thomas Edward Roff is appointed Acting Lieutenant-Commander (S.), with seniority in rank of 31st March, 1943, dated 27th December, 1946 (seniority as Lieutenant (S.), 1st March, 1941). Sydney Austin Bainbridge is appointed Lieutenant (S.), with seniority in rank of 8th November, 1943, dated 19th May, 1945.

Promotions.—The following Sub-Lieutenants are promoted to the rank of Lieutenant:—William Johnstone Frew, dated 10th March, 1947; Donald Clarence Burns, dated 1st September, 1947; Arthur Frederick Parry, dated 20th September, 1946. Ernest Hilary Marshall, dated 20th September, 1947; Neil Gilbert Browning, dated 21st October, 1947; Peter Samuel Sturges, dated 1st November, 1947; Adrian Schrader, dated 12th December, 1947; David Robert Watson, dated 23rd December, 1947; Bruce Douglas Barron, dated 26th January, 1948; John Bernard Weeks, dated 16th April, 1948; Lloyd Errill Chandler, dated 14th July, 1948; Alastair Mackie Kenardy, dated 16th December, 1948; Alan Herbert Burrows, dated 12th May, 1949.—(Ex. Min. No. 38—Approved 26th July, 1949.)

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

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Answers to

- (1) An hermaphrodite brig was the American equivalent of the British brigantine. She was a two-masted vessel, with square topsails and top-gallants, and fore and aft mainsail and foresail. She was halfway between the Brig and the Schooner.
- (2) No! A vessel is under way when she is afloat with no connection with the land, submerged or otherwise: i.e., when she "is not at anchor, or made fast to the shore, or aground."
- (3) The island of Tasmania was discovered by the Dutch sailor Abel Janssen Tasman on the 24th. November, 1642. He called his discovery "Van Dieman's Land," after Anthony Van Diemen, Governor-General of the Netherlands East Indies at Batavia; "In honour," as he wrote in his Journal, "of the Hon. Governor-General, our illustrious master, who sent us to make the discovery." The name of the island was changed to "Tasmania" in 1853.
- (4) On the Slave Trade. In 1788 Wilberforce threw his energies into the cause of anti-slavery, and fought for nearly twenty years until he saw some fruits of his labours in the abolition of the trade by the Act of 1807, while the Bill for the emancipation of the slaves passed its second reading three days before his death in 1833.
- (5) The ship was the 14,151-ton Canadian-Australian liner "Niagara," on her way to Vancouver from Sydney. She had hullion to the value of £2,379,000 on board, which was later salvaged in an epic diving operation.

Nautical Quiz

- (6) A vessel was said to be under plain sail when she had set only the basic sails which determined her rig, without the extra sails such as studding sails which she might use.
- (7) The first English ship to visit the Far East was the "Golden Hind," during Drake's voyage of circumnavigation in 1579.
- (8) She was the "Lightning," which was burned off the Yarra Street Pier, Geelong, on Sunday, 31st. October, 1869; and sank after being fired at by the artillery. In 1928, when dredging was in progress at Geelong, her wreck was found on the harbour bed.
- (9) She was H.M.S. "Lightning," the first torpedo boat in the Royal Navy.
- (10) They were all Western Ocean express liners, "Roma" and "Rex" being Italian, "Normandie" French, "Bremen" German, and the "Empress of Britain" British.

ANNIVERSARIES OF THE MONTH
Continued from page 17

burnt down by Morgan's orders. Not until February, 1671, did the Buccaneers depart from Panama, "or rather from the place where the said city of Panama did stand; of the spoils whereof he carried with him 175 beasts of carriage, laden with silver, gold, and other precious things, besides 600 prisoners, more or less, between men, women, children and slaves."

The treasures of Panama were the object of an expedition which sailed from England in September, 1740. In that year, "On Thursday the 18th. September, sailed from St. Hellens His Majesty's Ship 'Centurion,' Commodore Anson, with the 'Gloucester,' 'Pearl,' 'Severn,' 'Wager,' and

'Tryal', and two Store Ships; this Squadron was design'd round Cape Horn into the South Seas, to distress the Spaniards in those Parts. The Ships were all in prime Order, all lately rebuilt. The Men were elevated with Hopes of growing immensely rich, and in a few Years of returning to Old England laden with the Wealth of their Enemies."

These hopes, though realised by some, were vain for many. And small wonder since, among the ships' companies, were two hundred and fifty nine out-pensioners of Chelsea College, "literally invalids, most of them being sixty years of age, and some of them upwards of seventy. Indeed," says Richard Walter, Chaplain of the "Centurion," "it is difficult to conceive a more moving scene than the embarkation of these unhappy veterans."

September 29th., 1758, was a great day for Britain, for then, at the Vicarage of Burnham Thorpe, Norfolk, was born the sixth child of the Rector, Edmund Nelson; his son Horatio.

In September, 1759, was reaped a harvest of British Sea Power. On the 13th. of the month General James Wolfe was killed at the Battle of the Heights of Abraham, winning a

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victory which established British dominion in Canada, and which was made possible by the British Fleet's navigation of the St. Lawrence, with charts prepared by James Cook. In September of the year following, the surrender of Montreal ended French rule in Canada.

On the 23rd. September, 1779, was fought one of the great ship duels in naval annals. It was that between H.M.S. "Serapis," Captain Pearson, and the Scottish-American John Paul Jones, in the "Bon Homme Richard," in which John Paul Jones was the victor, capturing the "Serapis" after her captain had put up a very gallant fight. For his conduct in this action, Captain Pearson was knighted, which caused John Paul Jones to remark that if he had the chance of meeting him again he would certainly get him a peerage.

September, 1782, was the month of one of the encounters between Hughes and Suffren in the Indian Ocean; and was also the month in which, during the American War of Independence, in which Spain had joined with the hope of securing Gibraltar, the garrison of the "Rock" repulsed a powerful seaborne attack by using red hot cannon balls.

On the night of Friday, the 13th. September, 1807, Nelson left to begin his fateful last voyage. He wrote in his private journal "Friday night (September 13th.) at half-past ten, I drove from dear, dear Merton, where I left all which I hold dear in this world, to go to serve my King and Country. May the great God whom I adore enable me to fulfil the expectations of my country!" He arrived at Portsmouth and boarded the "Victory" early the following morning, and on the 29th. September, his birthday, arrived off Cadiz, there to await the coming of the Combined Fleet—and Trafalgar.

Coming down to the present century, September, 1914, was a busy month for the Royal Australian Navy, with the capture of Nauru, the occupation of Rabaul, the capture of Bitapaka Wireless Station, and the capture of a number of German vessels, including the "Sumatra," "Madang," "Nusa" and "Meklong."

September, 1939, saw the outbreak of the Second World War, and the Royal Australian Navy going to war stations for what was to be a prolonged conflict in which it was to add lustre to its name.

September, 1940, saw Britain facing her first threat of invasion since Napoleonic days, the deadline for Hitler's operation "Sea Lion" being fixed for the 15th. of the month. But Britain's victory in the air battles, and her command of the seas, prevented Germany from making the invasion attempt. Meanwhile the Royal Australian Navy was active, "Sydney" taking part in an attack on the Dodecanese Islands, and the destroyers being busy elsewhere in the Mediterranean—it was the month in which "Stuart" sank the Italian submarine "Gondar"—while "Hobart," "Yarra" and "Parramatta" were on operations in the Red Sea and Arabian Sea, and "Australia" was with the British and Free French force operating against Dakar, in West Africa.

"Quickmatch" joined the R.A.N. in September, 1942, the month in which the Japanese were defeated and withdrew from Milne Bay. It was the month, also, of the British occupation operations at Madagascar, in which "Napier," "Nizam" and "Norman" took part.

September, 1943, saw much activity in the South West Pacific for ships of the Australian Navy, with those of the Survey Group well to the fore. Salamaua was occupied, and Lae fell to Allied troops. Overseas, Italy surrendered unconditionally on the 8th., and on the 12th. the Italian Fleet arrived at Malta.

On the 15th. of the month in the following year "Australia," "Shropshire," "Warramunga," "Arunta," "Kanimbla" and "Manuora" were part of the Naval force at the Allied assault landing at Morotai.

And September, 1945, saw the final surrender of Japanese forces, and Australian ships present at those ceremonies in Tokyo Bay, Rabaul, Bougainville, Balikpapan, Kuching, Jesselton, Sandakan, Timor, Wewak, Nauru, and Ocean Island. It was, as Old Kaspar said, a famous victory!



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Guest: "Without one, I guess. There doesn't seem to be much traffic on these prairies."

TOO TRUE

Teacher: "Can you tell me what shape the world is?"

Smart Pupil: "A pretty had one just now, Sir."

DOUBLE ENTENDRE

Daughter: "Mother, what is social security?"

Mother: "Being in our set, dear."

PLEASE!

Indignant Elderly Golfer: "Allow me to tell you, young man, that I was playing this game before you were born."

Young Fellow: "Well, do try to finish it before tea-time. There's a good chap."

STILL PLAYING!

Indignant Elderly Golfer: "And I've never played on such a terrible course as this."

Caddie: "We left the course twenty minutes ago, sir. We're in the Jones's rock garden now."

EMANCIPATION

Billo: "Yes! I took your advice. I told Dusty just exactly what I think of him."

Oppo: "Good, old man. Now you can hold your head up."

Billo: "Yes! But it's still very tender and bruised."

COMING ROUND

Dusty, while on leave, was skittled while out on his motor bike, and was lying semi-conscious in a hospital bed.

"How is he this morning?" asked the doctor on his rounds.

"He keeps putting his arm out at right-angles to the bed," said the nurse.

"Good!" remarked the doctor. "Good! He's turning the corner at last."

BUT ON THE WAY

Tramp: "I've asked for money, I've begged for money, and I've cried for money."

Housewife: "And tell me, have you ever tried working for it?"

Tramp: "No Mum. You see, I'm going through the alphabet, and I haven't reached W yet."

SURE

Magistrate: "The policeman states that he found you two fighting in the street."

Defendant: "That's not right, your Honor. When he arrived we were trying to separate each other."

EXPLANATION ACCEPTED

Yvette: "What do you mean by telling your boy friend that I'm deaf and dumb?"

Yvonne: "I didn't say deaf."

REGISTERED

Fuel Control Official: "And do you use your car solely for pleasure?"

Motorist: "On the contrary, mainly for taking my wife out at week-ends."

RELATIVITY

Pat, employed in a local quarry, one day set off a stick of dynamite by accident and forthwith disappeared into the clouds with part of the surrounding scenery. The catastrophe was witnessed by Mike, who some time later was approached by the quarry owner.

"Where's Pat?" asked the latter.

"Gone," replied Mike.

"And when will he be back?"

"Well," said Mike, "if he comes back as fast as he went, bedad, he'll be back yesterday."

D.P.

Judge: "So you want to change your name, eh? What is it now?"

Applicant: "Joe Popadopyzacawrytz."

Judge: "I don't blame you. What do you want to change it to?"

Applicant: "Charlie Popadopyzacawrytz."

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October, 1949

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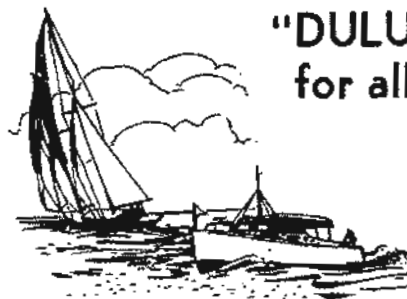


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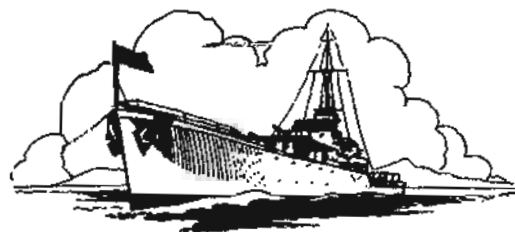
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THE NAVY FOR NEXT MONTH

Foretelling the future, even to the extent of one month ahead in regard to the content of a Magazine, is not always a simple job. Various things crop up to throw a spanner into the works and to upset the pre-arranged programme. In the case of this present issue of "The Navy" we said last month in this column that we would, in October, publish two articles—"The Emigrant Ships" and "The Middle." Then "topicality" got to work, and matter of more instant moment came to light and had to be used—the article in this issue on His Majesty's Royal New Zealand Navy, for example. So that publication of "The Emigrant Ships" and "The Middle" has had to be deferred. But they will appear eventually. Meanwhile, for the November issue, we have:

WINDJAMMING IN WARTIME

In this article the author—Lieut.-Commander John N. Burgess, R.A.N.V.R.—tells how, when the Scotch boiler of His Majesty's Armed Trawler "Dunston" developed tube trouble when bound from Walvis Bay to Takoradi in August, 1944, he and his Ship's Company sailed her, under a suit of sails including hatch covers, awnings, boat-sails, and recognition mats. And they made headway against the South Equatorial Current, and eventually reached port with the aid of steam—for some spare boiler tubes turned up to take over from sail.



WATCHER! OLD TIMER

"I.B." concludes this outline of the Australian Station from the beginning of the Century until the Royal Australian Navy took over in 1913.



GENERAL

There will be the usual features. "What the Navy is Doing," Maritime News, the World's Navies, news from the Ex-Service Men's Association and the Navy League, Naval Personality, Letters, etc. Order your copy of the November issue of "The Navy" now.

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LETTERS TO THE EDITORS

H.M.S. "PENGUIN" AND LIEUT. PASCOE.

This is not strictly a letter to the Editor. The correspondent, Mr. D. Johnstone, of Auckland, New Zealand, wrote to Navy Office, Melbourne, asking if they could let him have a photograph of the original H.M.S. "Penguin." This they were able to do, and we print here portion of Mr. Johnstone's letter of acknowledgment to Navy Office. In it he mentions old shipmates of whom

I told him I was only an Able Seaman. He said: "You do the work for nothing until you decide to go in for a higher rating." So after a month or two I decided to seek that L.S. rate. I believe Lieutenant Pascoe's son followed him in the Service, and I wonder if you could give me some news of these two. If you should meet either of them you can remember me to them, and maybe they would like to drop me a line.

Yours, etc.,
D. Johnstone,
C/o P.O. Oneroa,
Waikake Island,
Auckland, N.Z.

It would be appreciated, should any reader know anything of Lieutenant Pascoe or his son, if they could communicate with Mr. Johnstone. By the way, as a matter of interest, we reproduce here the photograph of the old "Penguin" drying her sails in Sydney Harbour.

Ed., "The Navy."

SEA CADETS.

Dear Sir,

I am interested in the Sea Cadets. Would you please send me full particulars concerning entry into the Corps.

Yours, etc.,
Jack Lyons,
77 Sandringham Road,
Sandringham, S.8,
Victoria.

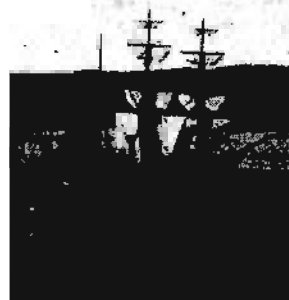
We have passed your enquiry on to the Hon. Secretary of the Navy League, Melbourne, and requested that he forward you the required information direct.

Ed., "The Navy."

H.M.A.S. "AUSTRALIA"

Sir,

Reading one of your recent issues, and seeing "Letters to the Editor," I decided to ask if you could give me some information regarding the present H.M.A.S. "Australia." I should like to



he seeks information, and it may be that readers of "The Navy" may be able to assist him.

Sir,

Thank you for the photograph of my old ship, H.M.S. "Penguin." I served five and a half years in her, surveying, and I also served in H.M.S. "Waterwitch." Our First Lieutenant was a Mr. Pascoe. He also served in H.M.S. "Penguin" with me. I left the "Waterwitch" as an Able Seaman. I went through Whale Island for my First Class S.G., then I joined the "Penguin" and finished up P.O. First Class in three years. When I joined the "Penguin" as an Able Seaman, I was surprised to see Lieutenant Pascoe there. He posted me as Second Captain Main Top.

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LETTERS TO THE EDITORS

know some of the facts concerning her. For example, her measurements, armament, and war record. Wishing you luck with your magazine.

Yours, etc.,
Allen Edmonds,
97 Pitt Street,
Sydney, N.S.W.

Thank you for your letter and for your good wishes. The following may provide the information you seek. H.M.A.S. "Australia" was first commissioned in the Royal Australian Navy in April, 1928. Of 13,630 tons maximum displacement, she is 630 feet in length, of 68 feet beam, and has a speed of 31½ knots. Her main armament consists of six 8-inch guns; in addition to which she has a powerful secondary armament of anti-aircraft weapons. She has a distinguished war record. In September, 1940, she fought in the operations against the Vichy French at Dakar. She was in the battle of the Coral Sea in May, 1942, and in the Allied attack against the Japanese in the Solomon Islands the following August. In subsequent stages of the war against the Japanese she played a leading part in the New Guinea campaign, and in the assault landings at Biak, Noemfoor and Morotai, and in the Philippines. At Leyte, in the Philippines, on Trafalgar Day, 1944, a Japanese aircraft crashed into her foremast and exploded, causing much damage and many casualties on her bridge, thirty of her company—including the Commanding Officer, Captain E. V. Dechaîneux, D.S.C., R.A.N.—losing their lives, while a further sixty-one were wounded. In the Lingayen Gulf, also in the Philippines, she was, in January, 1945, the victim of five suicide bomber attacks in

LETTERS TO THE EDITORS

four days, her casualties amounting to one hundred and thirteen, of which number forty-four were fatal. In spite of these losses, and with severe damage, she carried on according to programme. Until recently, when the Flag was transferred to H.M.A.S. "Sydney," she was Flagship of the Australian Fleet.

Ed., "The Navy."

N.L. SEA CADET CORPS.

Sir,
I have read with interest the comments on the early days of the Navy League Sea Cadet Corps in your previous issues. I was Commanding Officer of the Mosman Bay Company, which was formed during 1926. I have since been for a number of years in England, and while there I had the honour of commanding T.S. "Falcon," which accommodated Unit 373 of the Sea Cadet Corps. When this Depot was commissioned, I was informed that H.M.S. "Falcon" was the first ship to be commissioned in the Royal Navy. There has been a number of "Falcons" since, the last being a River Gunboat. I would appreciate any information you are able to give me of the "Falcons" of the past.

Yours, etc.,
H. R. Currington,
Lieutenant R.N.V.R.
(Sp. Br.) Retd.,
125 Cabarita Road,
Concord, N.S.W.

Thank you for your letter, and for your very interesting information. We are endeavouring to obtain some information for you regarding "Falcons" of the past. Meanwhile, if any reader has any points of interest on this matter, we should be pleased to hear from him.

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



ANCHOR BRAND



THE ROYAL NEW ZEALAND NAVY

THIS month we welcome to Australian waters and ports the ships of the New Zealand Squadron of the Royal New Zealand Navy, the cruiser H.M.N.Z. "Bellona," and the frigates H.M.N.Z. Ships "Taupo," "Kamere," "Tutira," "Pukaki," and "Rotorua."

The welcome they receive will be a sincere one. They are representatives of our nearest and closest relations, sharing the same problems with us, the most isolated members of the British Commonwealth of Nations. With the Government and people of Australia, those of New Zealand are fully seized with the importance of sea power in their scheme of defence. With us, they have participated fully in the schemes of Imperial Defence which have arisen from the various Imperial Conferences. Over the years they have consistently ranked second only to Australia among the Dominions in their per capita

contributions towards the Naval side of Imperial Defence.

In the development of her Navy, New Zealand is following in the path along which we here have advanced. Formerly both countries contributed to the maintenance of a British Squadron in Australasian waters by means of a financial subsidy. From this method Australia departed with the formation of the Royal Australian Navy in the first decade of this century. New Zealand followed suit in the years after the 1914-18 War, when she to quote from an official resumé of the development of her Navy: "having followed a consistent attitude towards the problem of Naval defence, by a natural process of evolution departed from the policy of subsidies, and thereupon assumed responsibility for a definite share in the material organisation of Naval defence. She undertook to maintain a seagoing Naval Force and a training centre under her immediate control. It was provided by Order in Council dated 20th June, 1921, that the official designation of this force should be 'The New Zealand Division of the Royal Navy'. In September, 1941, the King Graciously approved the proposal that the New Zealand Naval Forces should be designated the Royal New Zealand Navy."

How her Navy developed during the war, and has settled down as primarily a New Zealand force,

is indicated by the manning figures. In August, 1939, when H.M.N.Z.S. "Achilles" departed from Devonport Dockyard, Auckland, for her war station—shortly to be in action against the "Graf Spee" at the Battle of the River Plate—her Ship's Company consisted of 567, of whom twenty-six officers and 220 ratings were from the Royal Navy, and five officers and 316 ratings were New Zealanders.

At that time, permanent New Zealand Naval personnel serving totalled eight officers and 716 ratings, with 74 officers and 541 ratings on loan from the Royal Navy. The strength of the Royal New Zealand Navy today, with two cruisers, six frigates, and eighteen minesweepers and local defence craft, is 201 officers and 2,096 ratings, of whom 62 and 95 respectively, are on loan from the Royal Navy.

This is a big change, indicative of the rising stature of the Royal New Zealand Navy, and of its development, within that family of Navies which constitutes the instrument of sea power of the British Commonwealth, as a unit in its own right, and with a growing tradition based on sound achievement.

THE FLEET COMMAND

The appointment of Rear Admiral J. A. S. Eccles, C.B.E., as Flag Officer Commanding His Majesty's Australian Fleet in succession to Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O., an appointment which, in the words of an Admiralty news release, is "in the normal course of rotation of senior appointments in the Navy," is a further illustration of the close association between the Royal Navy and the Royal Australian Navy.

It is an association which has been proved in adversity, justified in victory, and which deepens with time. There were those who, when Australia first voiced her natural desire to possess a Navy of her own, feared a weakening of the Imperial bond as a result. Events have shown those fears to have been groundless.

Today the Royal Australian Navy has grown to maturity, with graduates of the Royal Australian Naval College holding the highest posts in its ranks. That growth has been fostered by the Royal Navy, and assisted and encouraged by the succession of distinguished and devoted senior Royal Navy officers who guided the destinies of the Royal Australian Navy until such time as that Navy's own officers had reached the rank when they could take over.

The result is the production of a team in which interchangeability is possible at any level; of an exchange of men and ideas which is of the greatest mutual benefit; and of a manifestation of that "free association" which characterises the relationship between the members of the British Commonwealth, and which differentiates it from that of any other combination of sovereign States.

TRAFALGAR MONTH

The great Naval battle of one hundred and forty-four years ago off Cadiz ranks as one of the decisive events to leave its mark on history. But even of greater significance, and exercising an ineradicable influence on the life and thought of the British people, was the character of the man who ended a life of triumph with this outstanding victory.

In his cabin in the "Victory" on the morning of Monday, the 21st. October, 1805, he wrote in his private diary: "At daylight saw the Enemy's Combined Fleet from East to E.S.E. bore away; made the signal for Order of Sailing, and to Prepare for Battle . . . May the Great God, whom I worship, grant to my Country, and for the benefit of Europe in general, a great and glorious Victory; and may no misconduct in any one tarnish it; and may humanity after Victory be the predominant feature in the British Fleet."

In these words did a great and noble man epitomise the genius that has made him an inspiration for all time to the people of his race.



'The Navy'
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to Naval Affairs

WOTCHER! OLD TIMER

In This, The First Of Two Articles On The Australian Station From The Opening Of This Century Until The War Of 1914-18, The Author Discusses Ships And Personalities On The Station Between 1900 And 1908.

by "LB."

THE beginning of the Twentieth Century heralded undreamt of changes in the realm of sea power. The Royal Navy, with years of peace since the glorious days of Trafalgar, had gradually passed from the ships of "heart of oak" to the stately ironclad. In the year 1900, except for the Royal Naval Brigades fighting with the late Admiral Sir Percy Scott's patent mounted guns in South Africa and China, the Navy carried out the peacetime evolutions to which it had now been accustomed for decades, varying these with occasional showings of the flag where this was necessary.

The two main battlefleets were those of the Channel and the Mediterranean, the Channel Fleet being under the command of Vice-Admiral Sir Henry R. Rawson, K.C.B., in "Majestic," and the Mediterranean Fleet under Vice-Admiral Sir John A. Fisher, K.C.B., in "Renown." Fisher's second-in-command was Rear-Admiral Lord Charles Beresford, C.B., in "Ramilles." The rivalry between these two admirals in later years split the Royal Navy into two bitter camps; but it was a lucky thing for England that Fisher took over the helm in 1914.

Born in 1844, the son of Captain W. Fisher of the 78th Highlanders, "Jacky" entered the Royal Navy in 1854. He served in the Crimean War of 1855, the China War of 1859-60, and in the Egyptian War of 1882, being then in command of "Inflexible." From 1883 to 1896 he held shore appointments in England, in "Excellent" and at Admiralty, followed by command of the North

From the Top—

The German "Hansa," another 1901 visitor. She was of 5450 tons, and mounted two 9 in. and eight 6 in. guns. Her speed was 20 knots.

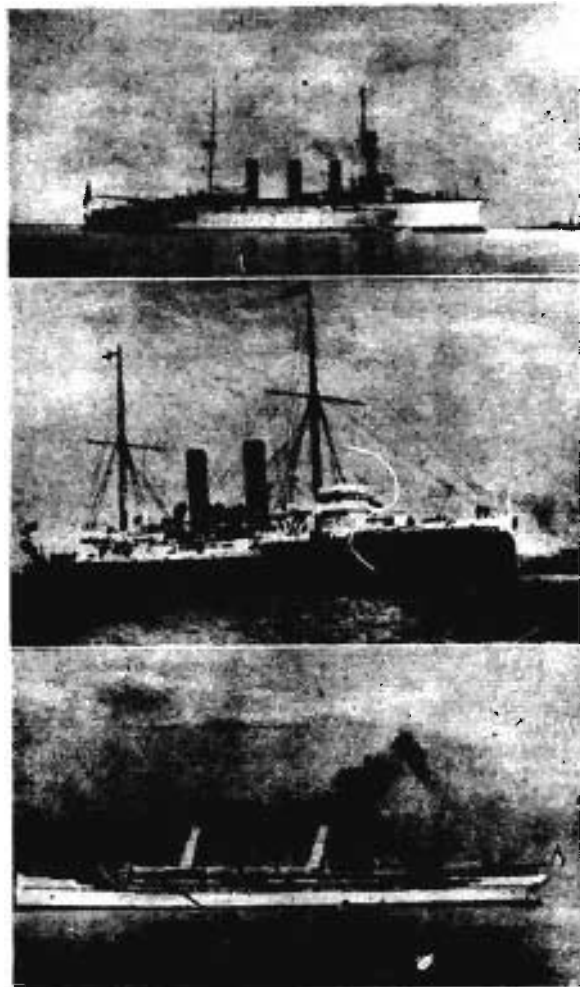
H.M.S. "Royal Arthur," flagship on the Australian Station from 1897 to 1902. Of 7700 tons, she mounted one 22-ton gun, and 12 6 in. guns at main armament. Her speed was 19.7 knots.

The Royal Yacht "Ophir," which brought the Duke and Duchess to Australia in 1901. Of distinctive silhouette, she was of 6910 tons.

The Russian "Gromoboi" at the time of her visit to Australia in 1901, the largest warship to enter Port Phillip Bay. Of 12,336 tons, with a speed of 23 knots, she mounted 84 guns of varying calibre.

American Station, the Mediterranean, and Portsmouth, before becoming First Sea Lord in 1904. A staunch friend, an implacable enemy, the stories regarding him are legion. He was an intimate friend of the late King Edward the Seventh: was created Baron Kilverstone in 1909, his honours including K.C.B., G.C.B., G.C. V.O., and O.M. Lady Fisher died in 1918, and the old Admiral followed her two years later, leaving one son and three daughters.

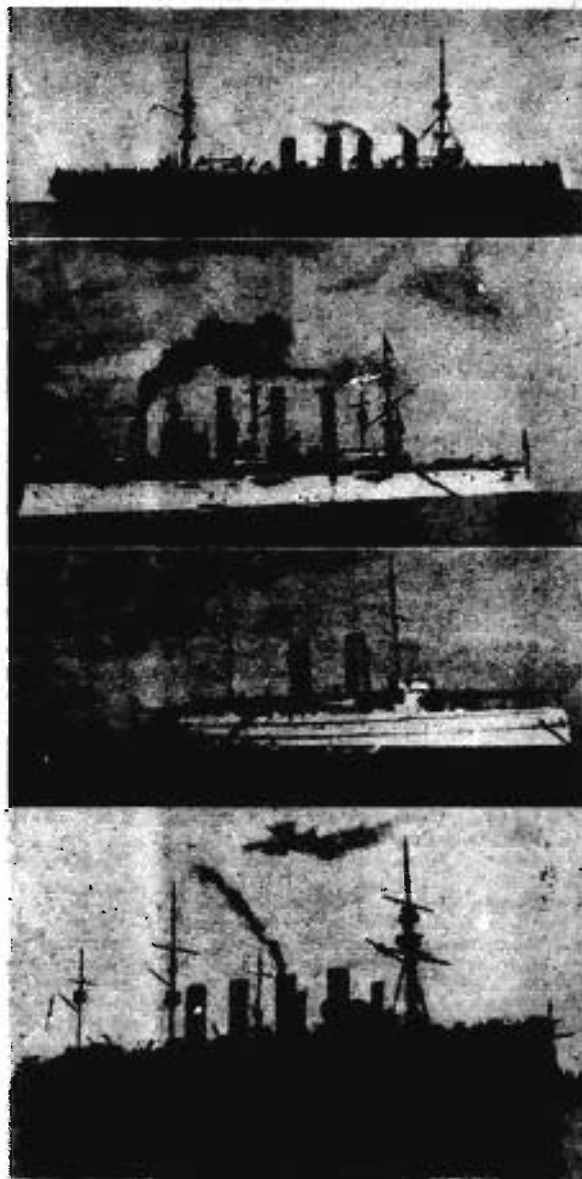
Lord Charles Beresford was born in 1846, second son of the Rev. John, 4th. Marquis of Waterford. He entered the Navy in 1859, and came prominently into the public eye when, as Commanding Officer of "Condor" at the bombardment of Alexandria in 1882, he earned the signal "Well done Condor." He was at various times M.P. for Waterford, Marylebone, and York, and was A.D.C. to H.R.H. the Prince of Wales, and to H.M. the Queen. He resigned his position as a Lord Commissioner of the Admiralty in 1888 on the question of the strength of the Fleet—the beginning of his feud with Fisher was Rear-Admiral Mediterranean, from 1900 to 1902; Commander-in-Chief, Channel Fleet, 1907-9; and retired in 1911. Created 1st. Baron of Metemeh and Carraghmore in 1916, G.C.B., K.C.B., K.C.V.O., Admiral, he died in 1919.



Top—H.M.S. "Powerful," Flagship of the Australian Squadron from 1905 to 1910. In her time she was one of the two largest cruisers in the world, displacing 14,200 tons, with a broadside of 2188 lbs., speed 22 knots.

U.S.S. "Brooklyn," the American representative in Australia during the visit of the Duke and Duchess of York in 1901. She was of 9215 tons, and mounted eight 8 in. guns.

Below—The Netherlands cruiser "Noord Brabant," 4033 tons, with two 5.9 in. and six 4.7 in. guns. She visited Australia in 1901.



Of the other important Stations in 1900, Vice-Admiral Sir F. G. D. Bedford, K.C.B., was C-in-C. North America in "Crescent". There were here two links. His Majesty King George V. served in "Crescent", and Vice-Admiral Bedford was Governor of Western Australia from 1903 to 1909. Rear-Admiral L. A. Beaumont was C-in-C. Pacific Station in "Warspite"; Vice-Admiral Sir E. H. Seymour, K.C.B., commanded the China Station in "Centurion". Rear-Admiral Day H. Bosanquet the East Indies Station in "Highflyer." In 1914, "Highflyer" accounted for the German raider "Kaiser Wilhelm der Grosse" in a pretty brisk action.

The writer remembers as a little boy attending Governor Bedford's Children's Ball at Government House, Perth. That was in 1906, and the picture remains of the cheery, red-faced old Admiral shaking hands with his little guests on their departure. Born in 1838, he was the son of an Admiral, entered the Navy in 1852, served in the Crimea, and was Commanding Officer of the "Monarch" at the Gordon Relief Expedition. He died, full of years and honours, at Weybridge in Surrey, in January, 1913.

On the Cape Station, Rear-Admiral Sir R. H. Harns, K.C.M.G., commanded in "Doris." This ship, under Captain Frank Larkin, R.N., caused considerable havoc along the Syrian coast in 1914-15.

Rear-Admiral Hugo L. Pearson was C-in-C., Australian Station, at the beginning of the Century. Ships on the Station were the twin screw Third Class Cruiser "Archer," 1770 tons, Commandet J. P. Rolleston, R.N.; the twin screw Torpedo Gunboat "Boomerang," 735 tons, Lieutenant E. M. Hale, R.N.; the twin screw Third Class Cruiser "Katoomba," 2375 tons, Captain H. L. F. Royle, D.S.O., R.N.; the twin screw Third Class Cruiser "Mildura," 2375 tons, Captain C. E. Kingsmill, R.N.; the twin



A group of Petty Officers of the period. A photograph taken circa 1900.

screw Third Class Cruiser "Porpoise," 1770 tons, Commander A. H. D. Ravenshill, R.N.; the twin screw Third Class Cruiser "Pylades," 1420 tons, Commander P. G. O. Tupper, R.N.; the twin screw Third Class Cruiser "Ringarooma," 2576 tons, Captain F. St. G. Rich, R.N. "Katoomba," "Mildura," and "Ringarooma," were specially employed for the protection of the Australian floating trade.

Flagship was the "Royal Arthur," twin screw First Class Protected Cruiser, Captain G. C. Dicken, R.N. In addition, were the First Class screw gunboat "Ringdove," 805 tons, Lieutenant R. A. Ayscough, R.N.; and the screw sloop "Torch," 960 tons, Commander N. G. Macalister, R.N.

Lieutenant Guy R. A. Gaunt, was Navigator of "Porpoise." He was the eldest son of Judge Gaunt, of Melbourne, and both he and his younger brother, E. F. A. Gaunt, served with distinction at Jutland, and both retired as Admirals.

The famous, or infamous, Kelly Gang of Australia, have nothing on the Kelly Brothers of the R.N. for sheer pluck and determination. Lieutenant John D. Kelly, R.N., was serving in "Royal Arthur" when she was flagship of the Australian Station. In

1914, as Captain, and Commanding Officer of "Dublin," he, with two destroyers in company, endeavoured to cut off "Goeben"—Admiral Souchen—and "Breslau," in the Mediterranean. His brother, Captain W. Howard Kelly, R.N., commanding "Cloucesster," hung on the "Goeben's" heels until recalled by signal from Admiral Sir Berkeley Milne, C-in-C. Mediterranean.

The Australian Squadron was then, as now, based on Sydney, but was under the direction of Admiralty in those days. It paid rare visits to other States, with the annual cruise to Melbourne for the Cup, and perhaps a jaunt to Hobart for the Regatta.

The death of Queen Victoria at Osborne on the 22nd. January, 1901, marked the end of an epoch. Her eldest son, Edward the Peacemaker, ascended to the throne as our one and only sovereign of the House of Saxe-Coburg-Gotha.

Early in that year, Their Royal Highnesses the Duke and Duchess of York, visited Australia to open the first Commonwealth Parliament at Melbourne. The Orient liner "Ophir" was specially chartered by the Admiralty for the tour, being commissioned by Captain A. R. Winsloe, R.N., as Acting Commodore, 2nd. Class. The Number One was Commander R. F. Wemyss, R.N., and the Navigator Lieutenant P. Nelson-Ward, R.N., a distant connection of the hero of Trafalgar.

The late Admiral of the Fleet Lord Wester-Wemyss was born in 1864, and entered the Navy in 1877. He became Captain in 1901, and Rear-Admiral twelve years later. Many stories circulated at Gallipoli about "Rosy" Wemyss, as he was affectionately known, especially regarding his pompous manner and monologue. He was C-in-C. East Indies 1916-17, and was present on the Tigris at the fall of Kut el Amara. First Sea Lord, 1917-19, and created 1st. Baron Wester-Wemyss, he retired in 1929, Admiral of the Fleet, G.C.B., K.C.B.,

C.M.G., M.V.O., and died in 1933.

Nelson-Ward was born in 1866 and served as a snottie at the bombardment of Alexandria in 1882, and saw service in China in the flagship "Barfleur" in 1900. Director of Navigation, Admiralty, 1913-16, he retired as Admiral, and was Manager of the Lord Roberts Memorial Workshops, London, for many years, and was also a Director of the Mercantile Marine Officers' Association. He died in 1938.

"Ophir" was escorted by H.M. Ships "St. George," Captain E. S. Poc, R.N.; and "Juno," Captain G. E. Cherry, R.N. The Royal visit was hailed with joyous greetings throughout the Commonwealth. Triumphant arches, flowers, flags and bunting, decorated the cities visited, while Lord Mayors and Mayors read fathom-long addresses of welcome. Once again a naval officer added lustre to our long associations with the "Boys of the Bulldog Breed."

On the "Ophir's" arrival in Australian waters, she was met by the Australian Squadron, while as a mark of respect, foreign countries sent units of their navies to greet the Royal visitors. Foreign ships present on the occasion of the visit were the U.S. Cruiser "Brooklyn"; the German "Hansa"; the Netherlands "Nord Brabant"; and the Russian Cruiser "Gromoboi," who later steamed and fought most successfully at the Battle of Tsushima, in August, 1904.

The C-in-C. of the Australian Station—Rear-Admiral L. A. Beaumont, who had succeeded Pearson, and hoisted his flag in the "Royal Arthur" on the 19th. January, 1901—was born in 1847, entered the Navy in 1866, became Rear-Admiral in 1897, was C-in-C. Pacific Squadron 1897-1900, and C-in-C. Australian Squadron 1901-03. He retired—after being C-in-C. Devonport, 1905-08—as Admiral, K.C.B., K.C.M.G.

In 1901 the Australian Squadron consisted of "Royal Arthur"—recommissioned at Sydney on the 16th. April by Captain T. P. Walker, R.N.—"Mildura," "Katoomba," and "Ringarooma"; "Archer"; the twin screw First Class Torpedo Gunboat "Karrakatta," 735 tons, Lieutenant G. E. Corbett, R.N.; the twin screw First Class Gunboat "Lizard," 715 tons, Lieutenant J. C. Watson, R.N.; the twin screw Third Class Cruiser "Phoebe," 2575 tons, Commander the Hon. F. C. B. Addington, R.N.; "Pylades"; the screw First Class Gunboat "Sparrow," 805 tons, Lieutenant O. V. Coates, R.N.; the twin screw Third Class Cruiser "Wallaroo," 2575 tons, Captain F. C. M. Noel, R.N.; and the sloop "Torch."

In 1902 Captain J. G. M. Field, R.N., succeeded to the command of "Katoomba," and the name J. C. T. Glossop, R.N., appeared in the Australian naval story, as Lieutenant in command of "Lizard." It was he who later, as Captain Glossop, Commanding Officer of H.M.A.S. "Sydney," scuppered the "Emden" at Cocos Island in November, 1914.

On the 19th. January, 1903, Rear-Admiral A. D. Fanshawe hoisted his flag as C-in-C. of the Squadron, and Captain R. D. F. Purefoy, M.V.O., R.N., assumed command of the "Royal Arthur." The son of Admiral Sir E. G. Fanshawe, Rear-Admiral Fanshawe was born in 1847, was C-in-C. of the Channel Squadron 1889-1900, C-in-C. Australian Station 1903-05, C-in-C. Portsmouth, 1908-10, and retired Admiral of the Fleet, K.C.B., G.C.V.O.

This year—1903—"Archer" and "Karrakatta" returned to pay off, and were sold out of the service, while the following year the "Royal Arthur" and "Lizard" also returned to England, the latter ship being sold.

On the 5th. January, 1904, "Royal Arthur's" successor as Flagship, the "Euryalus"—a twin screw First Class Armoured Cruis-

er of 12,000 tons—was commissioned at Devonport by Captain C. L. Napier, R.N. She later saw much service during the 1914-18 War, and was at the Dardanelles, 1914-16, under the command of Captain Rudolf M. Burmeister, R.N. While under Burmeister's command, she was flagship to Admiral Wemyss when he was C-in-C. East Indies, and at the time of the surrender of Kut she was at anchor off the mouth of the Shatt-el-Arab.

Other newcomers at this time—1904—to the Australian Station, were the screw sloop "Cadmus," 1070 tons, Commander H. du C. Laund, R.N., who commissioned at Sheerness on the 13th. April; the twin screw Third Class Cruiser "Challenger," 5880 tons, commissioned at Chatham on the 3rd. May by Captain F. C. T. Tudor, R.N.; and the screw sloop "Clio," 1070 tons, commissioned at Sheerness on the 19th. January by Commander H. D. Welkin, R.N.

"Cadmus" was later attached to the China Station, and in 1916 took part in quelling the mutiny of the 110th. Indian Regiment at Singapore; while during the 1914-18 war "Clio" did good work in the East Indies and on the Tigris, under Commander Colin Mackenzie, R.N.

Also joining the Squadron in 1904 were the screw sloop "Munite," 980 tons, Commander E. E. Lacey, R.N., from China; and the twin screw Third Class cruiser "Psyche," 2135 tons, which was commissioned at Devonport on the 22nd. September, 1903, by Commander R. E. Cunningham-Foot, R.N. "Pylades," "Torch," and "Wallaroo," recommissioned at Sydney this year, by Commander H. C. C. Da Costa, R.N., Commander H. J. O. Millar, R.N., and Captain F. C. M. Noel, R.N., respectively.

In 1905, Rear-Admiral Fanshawe was created K.C.B. for services in China and Australia. The Squadron this year comprised "Euryalus," as flagship; "Chal-

lenger"; "Katoomba," recommissioned at Sydney on 9th November, 1904, by Captain D. L. Dent, R.N.; "Mildura," Captain C. W. Wilmington-Ingram, R.N. The "Pegasus," twin screw Third Class Cruiser, commissioned at Chatham by Captain W. H. D'Oyly, R.N., on the 31st January, 1903. "Mildura" and "Phoebe," the latter having been commissioned by Captain H. R. Robinson at Chatham on the 1st November, 1904—were to be paid off and replaced by "Pioneer" and "Pyramus." Robinson retired as Rear Admiral in 1909, and was Director of Harbours and Lights, Egypt, 1914-16, retiring in that year with a K.C.M.G.

"Prometheus," twin screw Third Class Cruiser of 2135 tons, commissioned at Devonport on the 24th September, 1904, by Commander M. Woolcombe, R.N. "Psyche," Commander R. E. Cunningham-Foot, R.N., and "Walleroo," Captain W. S. Rees, C.B., R.N., recommissioned at Sydney in September, 1904. "Py-lades" returned to Chatham, and "Ringarooma" to Devonport, and both sold out of service in this year. The gallant but ill-fated old "Pegasus" was destroyed and sunk at Dar-es-Salaam in 1914. In 1905 the "Royal Arthur" became flagship of the North American Station.

In the following year, 1906, the Australian Station was raised to the status of a Vice-Admiral's command. Early in the year Rear-Admiral Sir A. D. Fanshawe returned to England in "Euryalus" to pay off, and Vice-Admiral Sir W. H. Fawkes, K.C.V.O., R.N., hoisted his flag in "Powerful." Born in 1846, Vice-Admiral Fawkes entered the Navy in 1860. He commanded the Royal Yacht "Osborne," 1884-86, and the "Terrible" 1899-1901. Rear-Admiral 1902, C-in-C. Australian Station 1905-08, C-in-C. Portsmouth 1908-12, he retired as Admiral, K.C.B., K.C.V.O.

In 1906 the Squadron consisted of "Powerful," flagship, commis-sioned at Pompey on the 3rd Oc-

tober, 1905, by Captain Lionel Halsey, R.N.; "Challenger"; "Pegasus"; "Prometheus"; "Cam-brian," twin screw Second Class Protected Cruiser, 4360 tons, commissioned at Haulbowline on the 3rd October, 1905, by Cap-tain Ernest F. A. Gaunt, C.M.G., R.N.; "Pioneer," twin screw Third Class Protected Cruiser of 2200 tons, commissioned at Chatham on the 3th September, 1905, by Captain G. H. Barrett, R.N.; and "Pyramus," Third Class Protected Cruiser, 2135 tons, commissioned at Devonport on the 16th of the month by Captain M. Fitzmaurice, R.N. Commander C. V. de M. Cowper, R.N., assumed command of "Psyche" on the 5th November, 1905. "Katoomba" proceeded to England early in the year to pay off, and sold out of the service. "Walleroo" acted as tender to "Powerful," and then proceeded to England, paid off, and was at-tached as a depot ship for me-chanics at Devonport in 1906.

The "Powerful" and her sister ship, "Terrible," were huge vessels, poorly gunned, had steamers, and in every way useless as fighting ships. The late Ad-miral Sir Percy Scott commanded "Terrible" in China in 1900.

Captain Lionel Halsey, born 1872, the fourth son of the Right Honourable Sir Frederick Halsey, 1st Baronet, entered the Navy in 1885. He served in the defence of Ladysmith in the Naval Brig-ade, 1899-1900, and was specially promoted to Commander for gal-lantry in action. Captain in 1905, Rear-Admiral 1917, Vice-Admiral 1921, and Admiral re-tired 1926. He was Captain of the "New Zealand" during the Empire Cruise of 1913, and dur-ing the actions in Heligoland Bight and Dogger Bank in 1915. Commodore First Class, and Cap-tain of the Fleet in the flagship "Iron Duke" at Jutland; Rear-Admiral Commanding the Aus-tralian Fleet 1918-1920; he was Chief of Staff to the Prince of Wales during the Canadian and Australian tours of 1920, and the

Indian and Japanese tours of 1921-1922. He retired with a wonderful string of orders: G.C. M.G., G.C.V.O., K.C.M.G., K.C. I.E., K.C.V.O., C.B., C.M.G.

From 1906 to 1909 the Aus-tralian Station was in the heyday of its power and glory before pass-ing over to the R.A.N. In 1907 the Squadron consisted of "Pow-erful"; "Cambrian"; "Challenger," which recommissioned at Singapore by Captain J. R. Brid-son on the 2nd March, 1906; "Pegasus," recommissioned at Colombo by Lieutenant R. C. Davenport, R.N., on the 1st July, 1907. "Pioneer," recom-missioned at Singapore by Com-mander C. B. Millar on the 22nd August, 1907; "Prometheus," re-commissioned at Hong Kong by Commander R. W. Bentinck, R.N., on the 20th September, 1906; "Psyche," recommissioned at Singapore on the 22nd Aug-ust, 1907, by Commander M. H. Cobble, R.N.

"Encounter" now appears on the scene, she having recommis-sioned at Chatham by Captain H. V. W. Elliott, R.N., on the 1st December, 1905. "Torch" re-commissioned at Sydney by Com-mander G. C. Quale, R.N., on 1st April, 1907. Captain Fitz-maurice still had "Pyramus." He later commanded the ill-fated "Swiftsure," which was dramati-cally sunk at the Dardanelles in 1915.

A number of changes occurred in 1908, a year of splendid isola-tion for the British Empire, with the Royal Navy at the height of its glory and a power on all the seas. "Cambrian" had recom-missioned at Colombo on the 10th October, 1907, by Captain P. Vaughan-Lewes, D.S.O., R.N. The following January, "En-counter" also recommissioned at Colombo, her new Commanding Officer being Captain H. A. S. Fyler, R.N., who later was Cap-tain of "Agamemnon" at the Dardanelles, 1914-1916. Captain C. I. Prowse, R.N., succeeded Captain Halsey in command of "Powerful" on the 1st January.

Continued on page 45



A Frigate of the Royal New Zealand Navy

THE ROYAL NEW ZEALAND NAVY

SHIPS AND PERSONNEL OF THE NEW ZEALAND SQUADRON ARE WELCOME VISITORS TO AUSTRALIA, AND ARE PARTICIPATING IN JOINT EXERCISES WITH THE AUSTRALIAN FLEET.

THIS month, the people of Australia are happy to wel-come to our ports ships of the Royal New Zealand Navy, which are on the station on a cruise, and carrying out joint exercises with the Australian Fleet.

Senior officer of the New Zea-land Squadron is Captain D. Hammersley Johnston, M.V.O., O.B.E., R.N., in the cruiser H.M.N.Z.S. "Bellona," the re-mainder of the ships being the five frigates H.M.N.Z. Ships "Taupo," Commander A. B. Gil-fillan, V.R.D., R.N.Z.N.; "Kan-iere," Commander C. C. Stevens, R.N.Z.N.; "Tutira," Lieutenant-Commander F. J. Rand, R.N.; "Rotoiti," Lieutenant-Commander A. C. B. Blomfield, D.S.C. and Two Bars, R.N., and "Pukaki," Lieutenant-Commander L. E. Herrick, D.S.C., R.N.

With the visit of the ships of our sister Dominion, the time is opportune for a brief picture of the Royal New Zealand Navy—it has held this title, by gracious approval of His Majesty the King, since September, 1941—and survey of its development.

As with Australia in the earlier days, New Zealand's contribution to Imperial Naval Defence orig-inally took the form of a subsidy to assist in maintaining an Imper-ial Naval Force in the South Pacific. From 1887 until 1903 the amount contributed by the Dominion was £20,000 annually. It was then doubled; and in 1909 was again increased, to £100,000 annually.

The Imperial Conference of 1909 focussed interest on the Naval Defence problem; and whereas Australia embarked then on the formation of her own Navy, New Zealand made a practi-cal gesture by presenting to the Imperial Government the battle cruiser "New Zealand." This ship was commissioned in 1911, and served with the Grand Fleet throughout the 1914-18 War, taking part in the actions of the Heligoland Bight, Dogger Bank, and Jutland.

In 1913 New Zealand decided to prepare a naval organization for the purpose of manning ships to be employed in New Zealand waters; and the Naval Defence

Act of that year empowered the Dominion Government to raise and maintain Naval Forces, and authorised the transfers of ships and personnel as between the New Zealand Government, the Imper-ial Government, and other Do-minion Governments. The Act provided that whenever Great Britain is engaged in hostilities, the Naval Forces of the Domin-ion pass automatically under the control and disposition of the Government of Great Britain. During periods of strained rela-tions or emergency, the Govern-ment-General may by Proclamation place the Naval Forces under Im-perial control.

In 1913 H.M.S. "Philomel" was detailed as a sea-going train-ing ship, but with the outbreak of war the following year was with-drawn for service in the Red Sea and Persian Gulf until, at the end of the war, she was presented by Admiralty to the Government of New Zealand, becoming the nu-cleus of a Dominion Naval or-ganisation, and remaining at Auckland until her disposal to ship-breakers in 1946.

In 1920, after Earl Jellicoe had reported on New Zealand's Naval defence, the Dominion Government decided to give effect to the Act of 1915, and H.M.S. "Chatham" was lent by the Imperial Government for service under the New Zealand Government, and the first batch of New Zealand recruits joined H.M.S. "Philomel" the following year.

The Dominion Naval Forces are administered by a Naval Board consisting of the Minister of Defence as Chairman, a Captain, R.N., as First Naval Member with the rank of Commodore; a Captain, R.N., as Second Naval Member with the rank of Captain; and a Commander (S) R.N., as Naval Secretary and Member with the rank of Captain (S). The First Naval Member holds office also as Chief of the Naval Staff, New Zealand; and the Admiralty have vested in him the charge and direction of Imperial Ships and Imperial Naval interests on the New Zealand Station.

By a natural process of evolution therefore, New Zealand departed from a policy of subsidies, and assumed responsibility for a definite share in the material organisation of defence. She undertook to maintain a sea-going Naval Force, and a training centre under her immediate control. By an enactment passed in 1922, a Naval Volunteer Reserve Force, officered by and recruited from volunteers who do not follow the sea as a profession, was formed; it has headquarters at Wellington, Christchurch, Auckland and Dunedin, and is under the general direction of the Naval Board.

New Zealand contributed a total of £1,000,000, in annual subsidies, towards the cost of Singapore; and undertook the responsibility for the maintenance of modern cruisers when the Singapore subsidy lapsed, which it did in 1936. During the years between the wars New Zealand,

from 1924, maintained two cruisers on the station—first "Dionede" and "Dunedin," and later "Leander" and "Achilles"; while Admiralty maintained two escort vessels on the Station, they being under the operational control of the Chief of Naval Staff, New Zealand.

In 1939, the New Zealand Division of the Royal Navy—as it was then known—consisted of the cruisers "Leander" and "Achilles," and the minesweeping trawler "Wakakura." The permanent New Zealand Naval personnel then serving totalled eight officers and 716 ratings, together with 74 officers and 541 ratings on loan from the Royal Navy. In addition there was in New Zealand a Royal Naval Volunteer Reserve organisation totalling 70 officers and 600 ratings.

Expansion during the 1939-45 war was great, and at September, 1944, the permanent New Zealand naval personnel serving in the Royal New Zealand Navy comprised 27 officers and 899 ratings, together with 80 officers and 641 ratings of the permanent Royal New Zealand Naval Volunteer Reserve; in addition there were 1565 temporary officers and 5966 "hostilities only" ratings. Of the total personnel of the Royal New Zealand Navy in September, 1944, some 3,200 New Zealand Officers and ratings were serving in ships and establishments of the Royal Navy, including about 650 in the Fleet Air Arm. There were at that time, also, more than 500 personnel in the Women's Royal New Zealand Naval Service.

The present strength of the Royal New Zealand Navy is: 201 officers, including 62 on loan from the Royal Navy; 2,096 ratings, including 95 on loan from the Royal Navy; while the W.R.N.Z.N.S. comprise two officers and 78 ratings.

The New Zealand Navy took an active and distinguished part

in the 1939-45 war. It was early in action, when "Achilles" was one of the three British ships in the Battle of the River Plate in December, 1939. "Leander" operated in New Zealand waters and the Indian Ocean and Mediterranean previous to the entry of Japan into the war, and during this period intercepted and sank the Italian raider "Ramb I."

In August, 1940, the liner "Monowai" was commissioned as an Armed Merchant Cruiser, and was employed on patrol and escort duties in the South Pacific. In addition, New Zealand fitted out a number of coastal vessels and trawlers as minesweepers, and formed the 25th. Minesweeping Flotilla, which swept the considerable minefield laid off Auckland in June, 1940, by a German raider. The minesweeper "Puriri" was lost in this operation.

Subsequent to the entry of Japan into the war, "Achilles" and "Leander" took part in many operations in the South Pacific and Solomon Islands areas, "Achilles" suffering damage and casualties from a bomb hit, and "Leander" similarly suffering as the result of a torpedo attack, this latter being in the night action against Japanese cruisers and destroyers in July, 1943—the Battle of Kolombangara, in which two American cruisers and "Leander" were damaged by torpedoes, while the Japanese lost one cruiser and three destroyers sunk, and one destroyer severely damaged.

"Leander" was replaced in the New Zealand Navy by "Gambia," and she and "Achilles"—which had refitted in England—operated with the British Pacific Fleet in the Sakashima Gunto, and also took part in operations against Japan.

Smaller units of the New Zealand Navy—ships of the 25th. Minesweeping Flotilla—also took part in the operations in the Solomon Islands, and were concerned

in the sinking of two large, powerfully armed Japanese "I" Class submarines in surface actions.

Of the personnel of the New Zealand Navy serving with the Royal Navy, two officers and 148 ratings were lost in H.M.S. "Nepenthe," when that ship was sunk by mines in the Mediterranean in December, 1941, with only one survivor from her whole ship's company.

During the post war demobilization period, H.M.N.Z. Ships "Gambia" and "Achilles" reverted to the Royal Navy, and have since been replaced in the Royal New Zealand Navy by the light cruisers "Bellona" and "Black Prince."

The change of status of the New Zealand Naval Forces in September, 1941—when they became the Royal New Zealand Navy—meant that on the cessation of hostilities in 1945 the New Zealand Naval Board were faced with major policy decisions for the foundation and development of the first peace-time New Zealand Government-controlled and operated Navy.

The post-war New Zealand Navy began to take shape in March, 1948, when six "Loch" Class frigates were bought from the United Kingdom Government, and money was voted to acquire or build a surveying vessel. The first four frigates "Taupo," "Kanieri," "Hawea" and "Pukaki," arrived in Auckland in January of this year. The last two, "Tutira" and "Rototiti," reached Auckland in August.

It has been decided to build a surveying vessel, but for the interim period H.M.A.S. "Lachlan" has been acquired from the Commonwealth Government on loan.

Today the Royal New Zealand Navy comprises the cruisers "Bellona" and "Black Prince"; the six frigates—which constitute

the 11th. Frigate Flotilla—and a number of anti-submarine minesweeping vessels and harbour defence launches.

"Bellona," the Senior Officer's ship of the visiting Squadron, is a cruiser of the "Improved Dido" Class, the "Dido" and "Improved Dido" Classes being the first cruisers built for the Royal Navy with a main armament of "dual purpose" guns.

"Bellona's" main armament is of eight 5.25 guns in four twin turrets, with in addition a plentiful supply of powerful anti-aircraft weapons, and six 21-inch torpedo tubes. Of 5,770 tons, "Bellona" is 512 feet in length and of 504 feet beam, and has a speed of 30½ knots. During the war—then with the Royal Navy—she performed notable service and was many times in action, including the Normandy Landings, attacks on the "Tirpitz" in Alton Fjord, and work with the North Russian Convoys.

She is the seventh ship of the Royal Navy to bear the name of the Goddess of War. The first one was in 1747, during the War of the Austrian Succession, when

the French Privateer "Bellona" was captured, and was added to the Royal Navy under her own name. The second "Bellona," a Seventy-Four launched in 1760 during the Seven Years War, began her exploits with the capture of the French Seventy-Four "Courageux." The next year she was present at the Relief of Gibraltar, and thereafter saw much action in the French Revolutionary Wars. She had fifty-four years of full life when she was broken up at Chatham in 1814. The third "Bellona" was a small gunboat commissioned in 1794 and broken up in 1805, after taking part in the defence of England against the French Invasion Flotilla. The fourth "Bellona" was a Seventy-Four launched in 1812 and broken up in 1868; the fifth was a Third Class Cruiser, and the sixth a light cruiser launched in 1908, which served throughout the 1914-18 war, and fought at Jutland.

With such an ancestry, the present "Bellona" has an imposing list of Battle Honours: "Courageux, 1761; Gibraltar, 1782; Trinidad, 1797; Copenhagen, 1801. Jutland, 1916; Ile

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The R.N.Z.N. has six of these "Loch" Class vessels, which constitute the 11th. Frigate Flotilla. Five of them have accompanied the Squadron to Australia.

ANNIVERSARIES OF THE MONTH

OCTOBER CARRIES ONE DATE OF OUTSTANDING IMPORT IN BRITISH NAVAL ANNALS, AND IS A MONTH IN WHICH VARIOUS EVENTS OF SIGNIFICANCE TO THE R.A.N. OCCURRED

by John Clark

THE sea comes into the picture in October Anniversaries in Royal manner. For it was in this month, in the year 1216, that King John narrowly escaped the fate of Pharaoh when, on his way north on one of his predatory tours through his kingdom, he crossed the Wash at the Cross Keys.

At low water the sands of this estuary are dry, so as to admit of a passage across for horses and vehicles. But it is liable to a sudden influx of the tide. John and his cavalcade had almost reached the opposite shore in their passage when they heard the roar of the advancing tide. John and a few reached safety, but the carriages and sumpter horses which carried the King's stores and treasure, were overwhelmed in the whirls and eddies caused by the confluence of the tide and the current of the river Welland. The incident probably contributed to John's death, which occurred at Newark Castle a few days later, on the 18th. October, 1216.

In October, 1651, was fired the final spark which started the conflagrations of the Dutch Wars, when, on the 9th. of the month, the Navigation Act was passed by the British Parliament. Events had been leading to a clash between England and Holland for some years. There had been fighting in the East. The Dutch herring fishing along the English coast was a cause of increasing friction. And English competition as a sea carrier was being seriously felt by the Dutch. The passing of the Navigation Act was all that was needed to start the blaze, and within a few weeks the countries were at unofficial war on the seas, the

declaration of hostilities coming not long afterwards.

But it was in the following century that the October anniversaries occur. On October 12th., 1702, Admiral Sir George Rooke, with an Anglo-Dutch fleet, heavily defeated a Franco-Spanish force under the French Admiral Chateau Renault at Vigo. Twenty-four men-of-war were taken or burnt, and seventeen galleons of the Spanish treasure squadron were destroyed, treasure of a colossal value falling to the victors.

A well-known figure in British naval history met his death on the 22nd. October, 1707, when Admiral Sir Cloudesley Shovel lost his life with the wreck of his flagship, the "Association," on the Bishop and Clerk's Rocks, the Scillies. The Fleet was homeward bound from Gibraltar, and the navigation was out in thick weather. The Admiral was a strong swimmer, and was apparently within reach of safety when a woman, bearing in mind the difference between robbing a live man and a corpse, killed him with a rock—it is said for an emerald ring. In all, four ships of the fleet and nearly two thousand men were lost on this occasion.

Forty years later, on the 14th. October, 1747, Rear Admiral Edward Hawke won a decisive victory over a French fleet under Admiral Herblais de l'Etendure off Finisterre. The French fought with great gallantry and skill, but they lost six of their eight big ships to the superior English force. But the English lost Philip de Saumarez, who was in command of the "Nottingham," and whose death was a serious loss to the Navy.

The following year, on the 1st. October, 1748, Rear Admiral Charles Knowles met a powerful Spanish squadron off Havana, and after an unsatisfactory action took one 64-gun ship, the Spaniards themselves destroying their flagship a few days afterwards.

In the final stages of the Seven Years' War, Spain threw her Navy into the struggle beside France, and one result was the English attack on Manila, which was taken by Cornish on the 5th. October, 1761.

The Battle of Camperdown was fought off the village of that name on the 11th. October, 1797. Duncan had been blockading the Dutch coast under difficulties. It was the time of the Mutiny of the Nore, and for a while only his flagship, "Venerable," and the 50-gun "Adamant" remained on the station, the "Adamant," in sight of the Dutch, exchanging signals with an imaginary fleet below the horizon. There were 90 Dutch ships in the Texel, but Duncan had selected a spot where the "Venerable," if scuttled, would block the channel, and he remarked that he had taken the depth to a foot, and if the ships were sunk his flag would be flying above the water. Eventually his fleet returned, and early in October, the Dutch, taking advantage of the weather driving him from his station, slipped out. Duncan, however, came up with the Dutch force of fifteen sail of the line and eleven small craft under Vice Admiral J. W. de Winter, and after a stubbornly contested action, forced ten of the Dutch ships to strike, thus breaking the Dutch Naval power for the time being.

Eight years after Duncan's victory at Camperdown, in October, 1805, came the victory of Trafalgar. At dawn of the 21st., the rival fleets—the combined French and Spanish under Villeneuve, the British under Nelson—were about eleven miles distant from each other, the British with the weather gage. Shortly before noon all was ready for the attack, with the British, in two lines, bearing down as rapidly as a light wind would permit, on the enemy line, "Victory" flying Signal No. 16—"Engage the enemy more closely"—at the main.

"Victory" was taken into the thickest part of the enemy line, against the French flagship "Bucature," the Spanish 120-gun "Santissima Trinidad," and the "Neptune" and "Redoubtable." It was shortly before 1.30 p.m., that Nelson was struck by a bullet from the mizzen-top of the last named ship, the wound proving fatal. But the battle was won, and he lived to know of his great victory, and that fourteen or fifteen of the enemy had struck. Trafalgar put finis to Napoleon's plans for an invasion of England, and gave the British undisputed command of the seas for over a hundred years.

October has been an important month in the story of the Royal Australian Navy. It was in that month—in the year 1911—that His Majesty the King granted the title of "Royal Australian Navy" to the Naval Forces of the Commonwealth. It was also in October of that year that the battle cruiser "Australia" was launched on the Clyde, and in October two years later—in 1913—that the Fleet entered Sydney Harbour for the first time, "Australia"—wearing the flag of Rear Admiral Sir George Patey, K.C.V.O.—leading "Sydney," "Melbourne," "Encounter," "Warrego," "Parramatta," and "Yarra."

In October of the following

year, the Royal Australian Navy was at war, and the Fleet was operating against the German Pacific Squadron, and occupying various points in the Bismarck Archipelago. By October, 1915, the larger units were overseas with the Grand Fleet and in the West Indies, the destroyers being employed in Malay Archipelago patrols. By October, 1917, the destroyers—the flotilla reinforced by the Australian-made "Huron," "Swan," and "Torrens"—were in the Mediterranean; and at this time the R.A.N. Brigade, which had begun mine-sweeping in Australian waters, discovered the minefield which had been laid by the German raider "Wolf" off Gabo.

Coming down to more recent times, it was in October, 1928, that the present cruiser "Australia" first arrived on the Australian Station. And it was in October, 1939, that the five destroyers of the "Scrap Iron Flotilla"—"Stuart," "Voyager," "Vendetta," "Vampire," and "Waterhen"—left these shores for the Mediterranean, to make a name for themselves and for Australia; while at the same time "Hobart" also left Australia for service overseas.

October, 1940, saw the Australian destroyers, and "Sydney"—which had gone overseas early in the year—having a busy time in the Mediterranean, while "Yarra" was in action with Italian destroyers in the Red Sea. Out in Australia, German raiders were making their presence felt, and the steamer "Ringwood" was sunk some 500 miles from Nauru.

By October, 1942, the Allied offensive was taking shape, both against the European Axis and their Eastern partner, and in that month "Stuart"—now back in these waters—and the new destroyer "Arunta," landed Australian troops on Goodenough Island.

happening. In bombardments of the Nicobar Islands carried out by the British Eastern Fleet, the Australian destroyers "Napier," "Neptun," "Nizam," "Norman," "Quiberon," and "Quickmatch" took a hand. The corvette H.M.A.S. "Geelong" was lost by enemy action in the South West Pacific. H.M.A. Ships took a prominent part in the U.S. landings at Leyte in the Philippines; and on Trafalgar Day, 1944, "Australia" was crashed by a Japanese suicide aircraft, and suffered heavy casualties among those on her bridge structure, her Commanding Officer, Captain E. V. Dechaineux, D.S.C., R.A.N., and twenty-nine others being killed or dying of wounds, and Commodore Collins and forty others being wounded.

It was the month, also, of the Battle of Surigao Strait, in which a Japanese battlefleet was destroyed and Japan's naval power broken by an Allied Naval Force which included H.M.A. Ships "Shropshire" and "Arunta."

By October twelve months later the Second World War was over; a war in which the ships and men of the Royal Australian Navy had taken an honourable and not unimportant part, and had, in building their own tradition of fine service, added to that of the great parent Navy from which they took their being.

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NAVAL PERSONALITY OF THE MONTH

Commander R. I. Peek, O.B.E., D.S.G., R.A.N., Director of Plans

RICHARD Innes-Peek was born on the 30th. July, 1914, at West Tamworth, N.S.W., the son of Mr. and Mrs. J. N. Peek, of Penrith, N.S.W. He entered the Royal Australian Naval College in 1928, while it was still at Jervis Bay, and was thus at the College at the time of its transfer to Flinders Naval Depot.

It was while he was a Cadet Midshipman, also, that Captain E. S. Fogarty Fegen, V.C., R.N., then A/Commander E. S. F. Fegen, R.N., was Commander of the College. Captain Fegen won his posthumous V.C. for his gallant defence of Con-

voy H.X.84 in the North Atlantic in November, 1940. He was Commanding Officer of the A.M.C. H.M.S. "Jervis Bay," which fought the attacking German raiding battleship "Scheer" against hopeless odds until she was sunk, and thus saved thirty-two of the thirty-seven ships of the convoy.

But to return to the subject of this outline. Young Peek graduated from the College in December, 1931, being awarded "Maximum Time" and the prize for engineering-navigation-seamanship. His first ship as Midshipman was H.M.A.S. "Canberra"—his initial cruise to Java and the

Celebes—and he remained in her until the beginning of 1933, when he went overseas with the remainder of his Year, and was appointed to H.M.S. "Royal Sovereign" in the Mediterranean, one of his Commanding Officers in this ship being B. H. Ramsay who later as Admiral Sir Bertram Home Ramsay, K.C.B., K.B.E., M.V.O., was Naval Commander-in-Chief of the Allied Expeditionary Force for the invasion of Europe.

Varying his battleship experience with four months in the destroyer "Active"—whose Commanding Officer was Philip Vian—Young Peek proceeded to England and took his Sub-Lieutenant's and Lieutenant's courses, securing five Firsts. He then returned to Australia and to H.M.A.S. "Canberra," being promoted Lieutenant in 1936. After two years in "Canberra," he returned to the United Kingdom in 1938 in "Albatross"—going home for sale to Admiralty—and took the Long Gunnery course at Greenwich and Portsmouth, being pulled away just before the end of the course—tension mounting in Europe—to join H.M.S. "Revenge" on commissioning. In her he was at the 1939 Review of the Reserve Fleet at Weymouth, and, following the outbreak of hostilities, spent the remainder of 1939 escorting North Atlantic convoys from Halifax.

To Australia early in 1940 and—slightly disgruntled at a shore appointment—to Flinders Naval Depot and the Gunnery School, where he remained until May, 1941, when he was appointed to "Hobart" as Gunnery Officer and Squadron Gunnery Officer. In "Hobart" to the Mediterranean—which he describes as a moderately quiet time, a few bombardments of the Libyan Coast, and Fleet sweeps. But with the entry of Japan

into the war, the moderately quiet time ended. "Hobart" returned to Far Eastern waters, and there followed the trying period of Singapore, Java, and the aftermath of those events, in which "Hobart" played a considerable part; and later the Coral Sea Battle, the Coral Sea patrols, and the attack on Guadalcanal in August, 1942—and Coral Sea patrols again.

Lieutenant Peek left "Hobart" in June, 1943, and joined "Australia" as Squadron Gunnery Officer, remaining in her throughout her period with Seventh Fleet in the Allied advances in the South West Pacific—including her Japanese suicide aircraft experiences at Leyte and Lingayen Gulf—until her return to Australia in February, 1945, gaining his half-stripe while in her. There followed an appointment as D.T.S.R. at Navy Office, Melbourne, where he remained until April, 1946, when he proceeded overseas in "Shropshire" as Commanding Officer of the Naval portion of the Victory Contingent, "and," he says, "a great crowd they were."

In England he took the Naval Staff Course and the Joint Services Staff Course, returning to Australia in 1947 to an appointment as Staff Officer Operations to the Flag Officer Commanding, Royal Australian Naval Squadron, in "Australia"; an appointment he held until his recent assumption of the position of Director of Plans, Navy Office.

He was promoted Commander on the 30th. June, 1948. For his services in "Australia" at Leyte he was awarded the O.B.E.; and for his part in the Lingayen Gulf operations, the D.S.C.

He married, in 1943, Margaret, daughter of Mr. and Mrs. L. G. Kendall, of Dee Why, N.S.W. Left a widower three years later, he is the father of a small son.

SEA CADETS WITH THE FLEET.

The Naval Board Makes A Training Cruise Possible For New South Wales And Victorian Boys.

Through the helpful co-operation of the Naval Board and the Commanding Officers of the Ships concerned, a number of Officers and Cadets of the Navy League Sea Cadet Corps are to have the benefit of sailing in H.M.A. Ships on a training cruise during the period of the joint exercises with the Royal New Zealand Navy this month. Equal numbers of Victorian and New South Wales Sea

Cadets will enjoy this training cruise, and by arranging parties over two periods, a total of fifty-six Sea Cadets will be accommodated.

On the 7th. October, twenty Cadets—ten from New South Wales and ten from Victoria—will embark in H.M.A.S. "Australia" and sail in her from Sydney. On the 15th. of the month, sixteen Cadets—eight from each State—will sail in H.M.A.S. "Sydney" from Jervis Bay. The Fleet will arrive in Melbourne on the 20th. October, when the Cadets in both ships will disembark. This will end the first period.

On the 2nd. November, when the Fleet leaves Melbourne, twenty Cadets—ten each from New South Wales and Victoria—will embark in "Australia," and will remain in her until her return to Sydney on the 12th. November, thus making the total of fifty-six Cadets to have the experience of the cruise in H.M.A. Ships.

The Council of the Navy League of Australia, and the Australian Commonwealth Naval Board, are to be congratulated on having arranged these cruises for the boys; and the lads themselves are to be envied for an experience which will be both enjoyable and enriching for them.

A cinematograph film which is certain to excite wide interest was released last month in England by the Central Office of Information, and it is to be hoped that we shall have an opportunity of seeing it here in Australia. Entitled "Wonders of the Deep," it consists of a series of underwater shots taken by "frogmen" divers of the Royal Navy, and welded together into an entrancing documentary by the Crown Film unit.

These are not synthetic shots, taken in a tank, but genuine under-sea pictures, in some cases taken at considerable depths, and showing such unusual views as those of a submerged submarine firing torpedoes. The film is the result of a new technique in underwater cine-photography developed by the Admiralty for obtaining records of submerged wrecks, submerged submarines, submerged parts of ships, fish, and other forms of marine life.

The technique has been developed from the frogmen method of diving, with self-contained breathing apparatus and the web-like rubber shoes, which were used in the recent war. This enables photographs to be taken in translucent water. Orthodox divers, with their heavy weights and lead-soled boots, moving clumsily along the sea bed, stir up ooze and mud and cloud the water. The frogmen, on the contrary, swim like fish, and leave the water clear. This enables them, among other things, to "stalk" fish with the camera. They have proved that they can take effective moving pictures, either by daylight or artificial light, one hundred feet below the surface in reasonably translucent water.

Sponsored by the Admiralty departments of the



FROGMEN PHOTOGRAPHERS' FASCINATING FILM

Underwater Cine-Photography Technique Developed By Admiralty
Has Wide And Important Implications
(By Courtesy of Department of Chief of Naval Information, Admiralty)

Top—Wearing self-contained breathing apparatus and rubber "Rippers," a camera-man in action 80-100 feet below the surface.

Left—Photographed in her own element. The gunduck of the submarine H.M.S. "Auriga," with the vessel submerged in the Mediterranean.

Right—A unique underwater picture. A torpedo emerging from one of the tubes of the submerged submarine "Auriga" in the Mediterranean—taken from a distance of 100 feet.

Director of Boom Defence, who is responsible for Naval salvage, and the Director of Physical Research, a small team of divers carried out trials in the Mediterranean during the latter part of 1948 and the early part of this year. The diving members of the team included Lieutenant H. J. Hodges, R.N.V.R., and Mr. J. B. Collins, of the Admiralty Research Laboratory.

The results were so good that the shots they took were handed to the Crown Film Unit for the making of a connected film feature. This includes such series as those of grim pictures of the "Brecconshire" as she lies in her watery grave—a reminder of the days of the Malta Convoys; fascinating glimpses of fish, and of camera men swimming in the clear water, and H.M.S. "Auriga"—one of the "A" Class submarines—submerged and firing a torpedo.

This is the first time that a picture has been taken of a torpedo leaving tubes underwater. The camera operator for this particular shot, Lieutenant Hodges, approached within fifteen feet of the submarine, and tread water in order to make the picture.

As Commander J. P. Whitford, O.B.E., R.N., the Assistant Director of Boom Defence, has pointed out, the implications of this new technique are very wide and most important, capable of various and valuable application.

"While from the public point of view some of the marine life and swimming pictures are beautiful and interesting," he said, "this form of underwater cine-photography has applications in marine salvage and ship repairing. For instance, a ship with a damaged propeller can be inspected, and a pictorial record made without drydocking."



WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

FRENCH MERCHANT
TONNAGE NEARS PRE-WAR

Mons. Andre Colin, Minister of Merchant Marine in the French Government, recently announced in Paris that the French Merchant Fleet now totals 2,500,000 tons—only 400,000 tons below the pre-war figure.

SWISS MERCHANT FLEET

United States jokers about the Swiss Navy had their guns spiked recently when the 3,142-ton Swiss merchant ship "General Guisan" entered New York Harbour, with the red and white ensign of Switzerland waving over her taffrail. Built by W. Gray and Co. Ltd., of West Hartlepool, England, the ship is named after General Henri Guisan, former commander of the Swiss Army, who launched and named her in June, 1947. The "General Guisan" has an Italian Master and Mate, a Swiss Second Mate, and a crew of Swiss and Italian nationals. She has accommodation for six passengers in three large cabins, and the cargo she took to the United States consisted of 700 tons of toys, chinaware and novelties from Kobe, Japan; and 7,000 tons of sugar from the Philippines.

U.S. WAR SHIPPING PLAN

Plans to assure an effective merchant marine in the event of

another war were recently laid in the United States at a meeting held by the Special Sea Transport Survey Group of the National Security Resources Board. The Sea Transport Survey Group is the third unit to be organized under the Office of Transport and Storage, which aims at preparation of all transport in advance of an emergency. The other two units cover the fields of air and inland domestic transport.

SHIP REPAIR PART BY AIR

Transatlantic air cargo service contributed substantially to the speed of transatlantic sea cargo service recently with the delivery of an 8,500 lb. rotor from New York to London in little more than twenty-four hours. At four p.m. one day, the North American Shipping and Trading Company of New York received a cable that its Diesel tanker "Seven Seas" was disabled in London for part of a rotor. The heavy part was found within twenty minutes on Staten Island, and one hour later was being shipped from there to the New York International Airport, Idlewild. At eleven thirty-two p.m., a transatlantic aircraft took off with the rotor for London, where it arrived the following evening.

RUSSIAN MERCHANT FLEET

According to a report in "The New York Times," the Russian

announcement in 1946 of a five-year plan to expand its merchant fleet by doubling the pre-war tonnage of 1,600,000 tons, shows little signs of materialising. As at January 1st, 1949, the Russians had 423 ships of 1,788,000 tons deadweight tons. More than half of this fleet is at least twenty years old, and has a speed of less than twelve knots. Although an entire shipyard had been dismantled and moved from Germany, there have been few reports of Russian shipbuilding.

HAVE RETAINED U.S.
SHIPS

"If Russia is to reach its goal of 3,200,000 tons in 1950"—the "New York Times" report adds—"it will be attained chiefly by keeping eighty-six American ships which it has refused to return to that country. These will add 811,000 deadweight tons to its merchant fleet, and will give it ninth place in world shipping". . . . For almost three years the State Department has been attempting to bring about the return of the ships, and its last note of 11th. January, 1949, received no reply from the Soviets. Maritime Commission officials told the House Appropriations Committee recently that it is "nearly hopeless to hope" that the ships will be returned.

FRANCE'S MARITIME
POSITION

France's Minister of Merchant Marine, Mons. Andre Colin, has stated that France has re-evaluated her maritime position. "We are no longer interested in ocean speed records and giant ships," he explained. "If people want speed, we recognise that they will go by air." But it is felt that the relative comfort of ship's travel will continue to attract a major part of overseas passenger traffic. The country is stressing for small, 10,000 to 15,000 gross ton passenger-cargo ships—and tankers. The tanker programme is in line with the modernization of French industry, a shift from coal to oil operation.

FRENCH SEAMEN'S WAGES

The French Minister of Merchant Marine said that he would like to correct the general impression that the wages of French seamen are much lower than those of other maritime countries. He conceded that actual basic pay was lower than that of some nations, but that the difference was made up in liberal bonuses, pensions, and welfare arrangements, and in unusual food allowances.

U.S. SEA-BORNE TRADE

America's water-borne foreign commerce in 1948 amounted to 139,000,000 long tons—or 25,000,000 less than the 164,000,000 reported for 1947. Despite this loss, the 1948 figure far exceeded those of the immediate pre-war and post-war periods, according to a survey summarized by the United States Department of Commerce. The amount of the nation's foreign commerce carried in American bottoms was forty-eight per cent., compared with fifty-four per cent. the previous year, and sixty per cent. in 1946. The greatest decline in trade assigned to United States ships was in dry cargo, with exports showing a more pronounced drop than imports.

SUEZ CANAL TRAFFIC

As a result of the unprecedented increase in oil shipments, a record total of eight thousand, six hundred and eighty-six ships, with a nett tonnage of over fifty-five million tons, passed through the Suez Canal last year, according to the directors' report of the Suez Canal Company. In 1948 a total of forty-nine million, three hundred and sixty-nine thousand tons of cargo moved through the Canal, of which nine million, seven hundred and sixteen thousand tons represented southbound traffic. Total cargo movements showed an increase of sixty-one per cent. over 1947, and are forty-three per cent. higher than in 1929.

CANAL BY-PASS

To improve the passage through the Suez Canal of ships using the convoy system of transit, the Suez Canal Company proposes a two-to-three-year programme of excavating and dredging to create a seven-mile, one-way bypass, two-thirds of the way between Suez and Port Said. The project calls for deepening of the tanker station at Lake Timsah from ten to twelve metres, and for new anchorages in Port Said Harbour to facilitate the formation of convoys. Construction of the bypass will involve dry excavation of two million five hundred thousand cubic metres and the dredging of eleven million cubic metres.

DISTRIBUTION OF U.S.
SHIPPING TRADE

Of the fourteen hundred and fifty-five vessels of the U.S. merchant service operating in March of this year, eighteen of the passenger-cargo ships were in nearby foreign trade, six in transatlantic service, five on transpacific routes, twelve on South American runs, and five in domestic service. Seventy freighters were in nearby foreign service, four hundred and nine on transatlantic

routes, two hundred and forty-one in transpacific, seventy operating to South America, thirteen sailing foreign to foreign, and one hundred and seventy-three on domestic routes. Sixty-eight tankers were on nearby foreign runs, thirty-three transatlantic, five transpacific, one South American, sixty-five foreign to foreign, and two hundred and sixty-one domestic.

OBITUARY

We regret to report the death of Jean Girdwood, ex-P/O. M.T.D., O.N. WR/730.

Prior to joining the W.R.A.N.S. she was Senior Science Demonstrator at the Presbyterian Ladies' College, East Melbourne, from 1935-1938. After leaving the Service she became Librarian at the Munition Supply Laboratories, Maribymong, Vic.

Among other qualifications, she had been Chaperone to Young Australia League Tours, and also Secretary and Treasurer to Thorn-ton Branch of Red Cross. In 1946 she was one of the successful applicants for the W.R.A.N.S. scholarship for social studies, but owing to a very serious accident, she was unable to commence her studies until the beginning of this year.

She was doing the social service course at the Adelaide University, where she showed very definite promise, and it was hoped that eventually she would become one of our Naval Welfare Workers.

On Friday, 16th September, she had a sudden seizure and died. The funeral took place in Adelaide, and was attended by a number of ex-W.R.A.N.S., who provided a very beautiful wreath in the form of an anchor.

All who knew her will regret her passing.

News of the World's Navies

R.N. FLIGHT, ENGLAND-MALTA.

Four Naval Fighter aircraft, flying in formation, recently flew non-stop from London airport to the Royal Naval Air Station, Hal-far, Malta, in three hours, twenty-three minutes, twenty-one seconds. They were Hawker Sea Furies, Mark II day and night fighter bombers; and the flight was led by Lieutenant-Commander W. R. MacWhirter, D.S.C., R.N. The Sea Furies, which were for normal replenishment of Mediterranean Naval Air Squadrons based on Malta, are fitted with Centaurus 18 Engines, and are in general service in the front line squadrons of the Fleet. They mount four 20-MM guns, and either twelve 60-lb. rockets or a one-thousand pound bomb. Their flight is believed to have set up an international record, for a flight from London to Malta.

U.S. SHIP-LAUNCHED ROCKETS

Rockets fired from the deck of a United States Navy surface ship—U.S.S. "Norton Sound," a tender specially fitted out to study the launching of guided missiles at sea—have recently soared to an altitude of more than sixty-five miles. These rockets are pencil-shaped "Aerobees," a rocket missile type developed for the Navy Bureau of Ordnance by the Aerojet Corporation of Azusa, California.

ATTENDANT DIFFICULTIES.

The altitude reached by the rockets, despite the tremendous difficulties of handling such giant weapons at sea, is of particular significance because the V-2 rockets which bombarded London from the Continent of Europe during the war usually had a top trajectory of around sixty-four miles. The launcher used

for the U.S. Ship borne rockets is a large lattice tower, some twelve feet or more in diameter, and extending one hundred feet or so above the deck. Each rocket fired from the "Norton Sound" carried one hundred and fifty pounds of scientific instruments for recording data at high altitudes.

R.N.V.R. AIR SQUADRON TRAINS AFLOAT

The first training afloat of R.N.V.R. Air Squadrons began in July last, when Number 1832 Squadron, based at Culham, embarked at Portsmouth in H.M.S. "Implacable," Flagship of the Home Fleet. Some twenty volunteer pilots, from various walks of life, exercised with Sea-fires, and their aircraft were maintained by ratings of the Royal Naval Volunteer Reserve.

AMPHIBIOUS HELICOPTER

The United States Air Force has installed amphibious landing gear on its standard helicopter for search, rescue, and liaison work. Pontoon-like floats, equipped with wheels, enable the craft to operate over land or water with equal facility. The landing device was designed and developed by the Sikorsky Aircraft Corporation.

"VANGUARD'S" MEDITERRANEAN CRUISE

During her six-months cruise in the Mediterranean this year, the Royal Navy's largest battleship, "Vanguard," steamed 14,350 miles, and visited Gibraltar, Algiers, Toulon, Naples, Malta, Tripoli (Libya), Venice, Palermo, Port Said, Beirut, Rhodes, Salonica, Famagusta, Athens, Tarento, Navarin and Marseilles. The ship's company had to familiarize themselves with nine different foreign currencies, the cooks prepared and served 1,019,000 meals, and the bakers made 213,000 pounds of bread.

THE "DROOP SNOOT"

The U.S. Navy's new jet aircraft, the Panther, is in the 600-mile-an-hour class. An innovation called the "droop snoot" gives it added braking power to aid it in stopping short on carrier decks. The "droop snoot" effect is caused by the leading edge of the wings moving down when the landing flaps are lowered. This will aid in slowing the fast approach which is one of the main differences between landing jet aircraft and those of conventional type on carrier decks.

SOUTH AFRICAN NAVAL FORCE AND R.N.

Units of the Royal Navy's South Atlantic Squadron and of the South African Naval Force participated in joint exercises recently, the exercises including air co-operation. They were carried out in heavy weather with winds of gale force, but the Commander-in-Chief, South Atlantic—Vice-Admiral E. D. B. McCarthy, C.B., D.S.O.—said that valuable experience was gained, in spite of the weather. Ships of the Atlantic Squadron taking part were H.M. Ships "Nigeria" (Flag), "Nereide," and "Actaeon"; and those of the South African Naval Force the "Transvaal" and "Natal."

TELEVISION TRAINING FOR NAVAL RESERVISTS.

The U.S. Navy has carried out an initial eight weeks' training period of Naval Air Reservists in classrooms at three widely separated points. By means of television, a Navy Lecturer at Port Washington, Long Island, gave instruction directly to reservist students in television classrooms at the Floyd Bennett Field, Brooklyn; Willow Grove, Pennsylvania; and Anacostia, Maryland. The project will aid in measuring television's effectiveness as a medium of instruction.

R.N. REVIEWS BATTLESHIP STRENGTH

In order to meet "the essential need of the present time of having in full commission as many as possible of the smaller vessels of the Royal Navy," the Admiralty has been led to review the types of ships which are to be kept in commission. As a result of decisions reached, four of Britain's five battleships are to be placed in reserve, these being "Duke of York"—which will become Flagship of the Flag Officer Commanding Reserve Fleet; "King George V."; "Howe"; and "Anson." "Vanguard" will join the Training Squadron in place of "Anson," but she will remain available for special duties, if required.

IN LINE WITH OTHER NATIONS

The battleship reduction plan has been adopted in order that a sufficient number of smaller ships may be kept in full commission to meet peace time commitments and, in particular, to ensure that a maximum provision for convoy protection can be provided immediately in the event of an emergency. It is pointed out that the policy is in line with that of other Nations, including the United States, who have fourteen battleships in reserve and only one in training commission—"Missouri," now Flagship of the Midshipmen's Training Squadron.

U.S. EXPERIMENT ON SUBMARINE POWER

The U.S. Navy is to spend part of its fiscal 1950 building appropriation on a completely new type of propulsion for submarines. The Navy has stated that the proposed propulsion changes were so great and the test work so hazardous that "safety and security considerations require this work to be performed in specially planned, partially isolated, sections of an activity devoted to experiment and development." It is understood that the new power

plants would produce higher underwater speeds, and allow longer periods of submergence, than could be achieved with Diesel engines and storage batteries.

U.S. INTER-SERVICE RIVALRY

Mr. Hanson Baldwin, in an article in "The New York Times," sees in the recent decision of the U.S. Secretary of Defence to approve modernisation of two more U.S. aircraft-carriers after cancelling the Navy's projected 65,000-ton flush deck carrier, an echo of the air rivalry between the U.S. Navy and Air Force. The proposed new carrier would, he says, "have been large enough to handle planes capable of a tactical radius of more than 1,500 miles, as compared with the 750-miles tactical radius planes that the modernized carriers will launch. Why deny a weapon that will permit longer range and permit one that will allow shorter range?" Cost played a part in the decision, "but there was also

another consideration—the Air Force fear, and not without foundation, that the Navy was trying to 'horn in' on strategic bombing, and it is clear 'first priority in Air Force thinking.'



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

P. McLay (Auckland), submits a list of names of ships of the P. & O., and other lines and asks for information as to their fates. "Eston," P. & O. S. N. Co. 1,487 tons, was sunk by a mine off Blyth, Northumberland, on 28th. January, 1940.

"Dunbar Castle," Union Castle Line, 10,002 tons gross, sunk by mine in position 51° 23', 01' 34' East, on 9th. January, 1940.

"Dunvegan Castle," 15,007 tons gross, built in 1936. Commissioned by the Royal Navy in December, 1939, as an Armed Merchant Cruiser, sunk by U-boat torpedo west of Ireland on 28th. August, 1940.

"Warwick Castle," 20,107 tons gross, Union Castle Line, sunk by U-boat torpedo in 39° 16' North, 13° 25' West, on 14th November, 1942.

"Windsor Castle," 19,141 tons gross, Union Castle Line, was first damaged by the bombs of an enemy aircraft in 54° 12' North, 13° 18' West on 3rd. November, 1940, but escaped. Was sunk by a U-boat torpedo in 37° 28' North, 01° 10' East, on 23rd. March, 1943.

"Gloucester Castle," 8,006 tons gross, Union Castle Line, was sunk by an enemy raider (surface) in the estimated position 0.8° South, 01° East on 16th. July, 1942.

"Llandaff Castle," 10,799 tons gross, Union Castle Line, sunk by U-boat torpedo in 27° 20' South, 33° 40' East, on 30th. November, 1942.

"Richmond Castle," 7,789 tons gross, Union Castle Line, sunk by U-boat torpedo in 50° 35' North, 35° 05' West, on 4th. August, 1942.

"Rowallan Castle," 7798 tons gross, damaged by an enemy aircraft bomb in 34° 54' North, 19° 40' East, and was later sunk by one of His Majesty's ships.

"Roxburgh Castle," 7,801 tons gross, Union Castle Line, sunk by U-boat torpedo in 38° 12' North, 26° 22' West, on 22nd. February, 1943.

"Walmer Castle," 906 tons gross, Union Castle Line, was sunk by a bomb from an enemy aircraft in 47° 16' North, 22° 25' West on 21st. September, 1941.

"Durham Castle," 8,240 tons gross, Union Castle Line, was operating as a Royal Navy Special Service Ship when she was sunk by a mine when off Cromarty Firth, on passage to Scapa Flow on 26th. January, 1940.

"Beaverbrae," 9,956 tons gross, Canadian Pacific Line, was sunk by bombs of an enemy aircraft in position 60° 12' North, 09° 00' West on 25th. March, 1941.

"Duchess of York," 20,021 tons gross, Canadian Pacific Line, sunk by bombs from an enemy aircraft in position 41° 18' North, 15° 24' West on 11th. July, 1943.

"Montrose," 16,402 tons gross, Canadian Pacific Line, was commissioned by the Royal Navy as an Armed Merchant Cruiser under the name of "Forfar" in November, 1939. She was sunk by a U-boat torpedo west of Ireland on 2nd. December, 1940.

"Empress of Russia," Canadian Pacific Line, was built in 1913, and served as an Armed Merchant Cruiser in both World War I and II. She arrived at Barrow in Fureas, after VJ Day to be prepared for sale to scrappers, for her war service had taken its

toll. She took fire and was burnt out in September, 1945, and as she was a total constructive loss, she was finally broken up in March, 1948.

J.G.B. (Frankston, Vic.) has noted the arrival of a ship named "Port Vindex," and says he believes her to be an ex-aircraft carrier named "Vindex." He asks for her history, or some of it.

THE MOTOR VESSEL
"PORT VINDEX."

The motor vessel "Port Vindex," recently in Australia on her maiden voyage as a merchant ship, was laid down as a mercantile vessel for the Port Line by Swan Hunter and Wigham Richardson, Ltd., Wallsend on Tyne, in 1941. She was taken over by the British Admiralty for conversion to an escort carrier, being launched in May, 1943, under the name of "Vindex" (after a cross-channel steamer of the same name, which had been converted into a seaplane carrier in 1916). She was completed in December, 1943, had a displacement of 13,555 tons, dimensions being 524 feet long, 68 feet beam and 25½ feet deep, propelled by twin screw diesels, and carrying a number of Swordfish torpedo planes.

Her naval career began immediately, for at that time German submarines were taking heavy toll of merchant ships in the Atlantic and Arctic Oceans. On 15th. March, 1944, whilst operating with the Second Escort Group of sloops with a convoy, she flew off aircraft to search for enemy submarines. Swordfish "A," of 825 Squadron, Naval Air Arm, sighted U653 on her Radar screen, and called up H.M. sloops "Starling" and "Wild Goose," which sank the U-boat in position 53.46 North, 24.39 West, in the North Atlantic. This was the thirteenth submarine sunk by vessels of Second Escort Group. At that time, eleven escort carriers and seventeen mercantile aircraft carriers were operating with the Convoy.

On 6th. May, 1944, while with a convoy escorted by H.M. sloops "Bickerton," "Bligh" and "Aylmer," "Vindex" had flown off Swordfish aircraft and planes "X" and "A," 825 Squadron, Naval Air Arm, sighted U765. Again, the aircraft guided the sloops to the spot, and the submarine was sunk. This was in position 52.30 North, and 28.28 West, North Atlantic.

The sphere of operations of "Vindex" now shifted, for on 22nd. August, 1944, she was with a convoy in the Arctic, when her aircraft sighted U354, Swordfish aircraft "C" of 825 Squadron Naval Air Arm, successfully bombed this submarine in position 74.54 North, 15.26 East, and sank her.

Still in the Arctic, on 2nd. September, 1944, she was in company with a convoy, the escort of which included H.M. flotilla leader "Keppel," the destroyer "Whitehall," and the sloops "Mermaid" and "Peacock" (sisters of the now famous "Amethyst"). Swordfish "A" of 825 Squadron, Naval Air Arm, bombed the U-boat, and the escorts depth charged her, finally sinking her.

As the Battle of the Atlantic was, by that time, almost ended, she was transferred to the Pacific, and "Vindex" operated in Japanese waters.

After the Japanese surrender, "Vindex" made a number of voyages as a troopship from ex-Japanese occupied territory. She landed all her aircraft and three hundred of her men to make room for returning Australian prisoners of war to their homeland.

In October, 1945, she arrived in Sydney with members of 2/21st. Battalion, A.I.F., who had been taken prisoners by the Japanese while defending Ambona Island. Some of these men had

been transferred to Hainan Island by the Japs, and had been rescued by American parachutists. Thanks to the attention given to these men by the crew of "Vindex," they were in fairly good condition on arrival in Sydney.

In December, 1945, she was at Station Pier, Port Melbourne, to take Admiral Sir Hugh Binney, Governor-designate, to Tasmania, after which she proceeded to Britain, carrying 100 tons of food parcels.

In October, 1947, her conversion to a mercantile vessel began, and was completed in May, 1949, her flight deck and hangars being removed and the normal accommodation of a cargo ship installed. It was decided to depart from the usual practice of the naming of all Port Line ships after ports in Australia and New Zealand, and perpetuate her famous name by renaming her "Port Vindex." The word "Vindex" is, of course, Latin for "Avenger."

NAUTICAL QUIZ

- (1) "In my opinion, as the motor-vehicle has driven the horse from the road, so has the submarine driven the battleship from the sea." The foregoing statement was made just before the outbreak of war in 1914. Do you know by whom?
- (2) Talking of submarines, do you know when they were first introduced into the Royal Navy?
- (3) What, in Naval parlance, are "Nettles"?
- (4) In 1938, the flagship of the South African Squadron of the Royal Navy was H.M.S. "Amphion," which later became closely associated with Australia. Do you know how?
- (5) Many of you who have travelled in passenger ships—and some who have not—know of "bibby" cabins. Can you describe them, and do you know how they got their name?
- (6) This is the month of Trafalgar, which was fought in 1805, so that H.M.S. "Victory" is now 144 years older than she was on that fateful day. Do you know how old she is now?
- (7) A Merchant Sailor, Captain Francis Light, was the founder of Penang. His son is famous in Australian history. Do you know for what?
- (8) Mehalahs, killicks, bellums, and goufahs, are craft peculiar to a certain river. Do you know it, and anything of these vessels?
- (9) The entrance to Port Phillip Bay, Victoria, is famous for its broken water known as the "Rip." Do you know what causes it?
- (10) It was a sailor who first suggested the name "Australia" for this continent. Do you know his name?

Answers on page 48



The "Manoora" in war-time, wearing her war paint as H.M.A.S. "Manoora." Landing Ship Infantry.

"MANOORA" REHABILITATED

After A Distinguished War Career As A.M.C. And L.S.I., The Liner Is Once More A Lady, And Back In The Coastal Trade.

By "Supercargo."

NOW making her first trip in the interstate passenger and cargo trade since 1939, the Adelaide Steamship Company's motorship "Manoora" has just completed a very thorough reconversion at Cockatoo Dock.

The ship was taken over by the Royal Australian Navy in October, 1939, for conversion to an armed merchant cruiser. She was commissioned as H.M.A.S. "Manoora" in December, 1939, under the command of Commander A. H. Spurgeon, R.A.N.

In her capacity of armed merchant cruiser, "Manoora" served with distinction in the waters to the North and West of Australia. She was employed mainly on patrol work, and in June, 1940, intercepted the Italian motorship "Romolo" off the North Queensland coast. The "Romolo" was set on fire and scuttled by her crew when challenged by "Manoora," survivors were rescued by the "Manoora" and taken prisoner.

In November, 1941 "Manoora" carried the then First Naval Member of the Australian Commonwealth Naval Board—Admiral Sir Ragnar Colvin—and his staff to Singapore, where they arrived in December. "Manoora" was in the port when the Japs. launched their first air attack, but fortunately she escaped serious damage.

From Singapore the "Manoora" went to Calcutta to engage in convoy escort work between that port and Rangoon.

After completing that assignment, "Manoora" returned to Sydney, where she was converted for service as a Landing Ship Infantry—L.S.I. She was recommissioned as an L.S.I. in February, 1943, and went to the Allied Commando Training School at Port Stephens, N.S.W.; this establishment was known as H.M.A.S. "Assault."

At Port Stephens, the "Manoora" carried out practice landings with U.S. troops and Ma-

lines. After spending several months at the school, "Manoora" was diverted to temporary duty as a troop transport, and carried Australian reinforcements to Milne Bay.

On her return from Milne Bay, "Manoora" began her work as an L.S.I. in earnest. Starting with the landings at Tanamerah Bay in April, 1944, the ship took a prominent part in most of the landings in the South West Pacific area.

She landed U.S. troops at Tanamerah Bay, Wakde Island, Morotai, Leyte, Panaon Island and Lingayen. Following the return of the famous Seventh and Ninth Divisions of the A.I.F. from the Middle East, "Manoora" landed the men at Tarakan, Brunei Bay and Balikpapan.

In July, 1945, "Manoora" returned to Sydney, and was in port when the war ended. After the wars end, the ship was employed in the repatriation of the Australian troops from New Guinea. When that task was completed she repatriated Dutch and Indonesian civilians to the Netherlands East Indies. She then made one trip to India to repatriate British Nationals following the granting of that country's independence.

Until the completion of her Naval service in 1947, "Manoora" served with the occupation forces in Japan as a troop and supply transport. During the war she travelled 195,810 miles on active service.

She has now been fully restored to her pre-war luxury. Refitted and refurnished, she has been decorated in the modern trend. The most modern radar equipment has been installed by A.W.A. Ltd. The ship will now be under the command of Captain V. L. Adie, who until recently commanded the "Manunda."

AUSTRALIAN SEA CADETS IN CANADA

They Have Met With Wonderful Hospitality From The Navy League And Sea Cadets Of Our Sister Dominion, And Are Now The Guests Of The Navy League Of Great Britain.

The Australian Sea Cadets who have been in Canada as Australia's representatives at the British Empire Sea Cadet Camp arranged by the Navy League of Canada, have been having a great time, and enjoying wonderful hospitality, according to reports. In a letter to Commander John Bates, V.R.D., R.A.N.V.R., President of the Council of the Navy League in Australia, Mr. L. E. Forsythe, who is Commanding Officer of the Snapper Island Sea Cadet Company, and is in charge of the Australian Sea Cadets at the Canadian Camp, tells something of their experiences.

"After a very nice trip across in the 'Aorangi,'" he writes, "we reached Vancouver one day late according to programme. Here the whirl of events to follow started. Arriving at 5 p.m. on the 23rd. July, clearing Customs by 5.30 p.m., then to a Welcome Reception, then to dinner and to catch the train at 6.50 p.m. We left the dinner with a police escort, and with screaming sirens, travelling against the traffic on a one-way road, we reached the station on the dot. We had to load our baggage, which delayed the train about ten minutes. 'Oh! But that doesn't matter. It's the lads from Down Under. They're our guests.'"

"During our four days' travel over the Rocky Mountains, the local Navy League Branches were waiting on the stations to welcome us, and to produce bags of fruit, sweets, cakes, etc. They have

Branches at Calgary, Regina, Ottawa, Winnipeg, Montreal—all of whom gave us a great welcome. From the 26th. July until the 5th. August we were at the Empire Sea Cadet Camp at Choisy—pronounced 'Swasy.' It was a great success. The Australian and New Zealand lads made a grand impression on everyone for their efficiency.

"On the 5th. August we left Montreal for the capital, Ottawa, where we were again thrown into a whirl of events. Official Welcome, Lunch, visit to the Royal Canadian Mounted Police Training Depot; then to the Government Experimental Farm, where we were entertained to dinner. Back to the city to attend a theatre evening; then supper, and we entertained at midnight, just fifteen hours in Ottawa. What a day!

"On the 6th. August we arrived at Kingston at 7.30 a.m., and after an official welcome, were taken to the local barracks for breakfast. There followed an inspection of the Royal Military College, where three Services are now trained. After inspection, we had lunch at the College; then to inspect one of the Canadian forts used in the war against the United States. It is still manned by troops wearing the uniform of the old days, and they still carry out their drill as in the days gone by.

"From the 7th. to the 14th. August we were in Toronto—welcomes, luncheons, dinners, tours of inspection, which included a trip to the Niagara Falls—were the order of the day for the whole period of our stay. The people of Canada have done everything possible to make our stay enjoyable, and something we will never forget.

"From the 15th. August to the

8th. September we were at the second Sea Cadet Camp, at a place called Georgian Bay on Lake Huron. The Bay is 187 miles across, and is studded with thirty thousand islands of all sizes. The Camp was held on one of them, one with an area of 57 acres. It was a summer resort, and two gentlemen, a Canadian and an American, presented it to the Navy for the sum of one dollar, in 1943, to be used as a training camp. We had plenty of boating there, and swimming and other sports. Our lads have been away on two-day cruises in a thirty-one foot cutter. They are having a wonderful time.

"After the Camp we went back to Toronto for the Canadian National Exhibition. This was followed by a tour of the Maritime Provinces, including a trip to Sydney, Nova Scotia; and Halifax, Nova Scotia; and St. Johns, New Brunswick. Then on to New York. We returned to Montreal in time to embark for England in the 'Empress' of Canada, on the 30th. September."

Australia's Sea Cadets—they were the guests of the Canadian Navy League while in Canada, and will be the guests of the Navy League while in Great Britain—are, then, having a great time. They are: L. E. Forsythe, Commanding Officer of the Snapper Island Sea Cadet Company, Sydney, and State Commandant in New South Wales; two Sea Cadet Chief Petty Officers of the Snapper Island Company, J. H. O'Connell and J. G. Humphrey; and a Victorian, Sea Cadet Phillip H. Stuchbery, of the Portland Sea Cadet Company.

When they return to Australia in the near future, they will bring happy memories of a marvellous experience, and one in which they will have helped in strengthening those bonds which exist between the peoples of the British Commonwealth of Nations, and between their respective Navy Leagues and Sea Cadet Corps.

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.

THE BIG BALLOON

X.M.N. It is probably still spoken of at sea as "the night the Third Mate saw the big balloon." We were finishing a lessurely cup of supper in the mess room. The "Old Man" had joined us, and all was peace. Suddenly in burst the Third Officer, obviously agitated, and very much out of breath.

"There's a big balloon coming along the water," he managed to get out, in between breaths, before making a hurried departure up the bridge ladder again.

Now, balloons sailing along the water in the South Atlantic Ocean are sufficiently scarce to warrant investigation by all present. To confound the sceptical, there it was, about two miles away on the port bow, a big white balloon, rolling over the sea towards us. It grew and grew before our astounded gaze, the profound silence unbroken by anyone with a theory. The man at the wheel alone broke the stillness with his nervous coughs.

Suddenly a blinding revelation! A red light showed under the "balloon." The spell was broken, and we were all wise at once. As her morse lamp spelled out "a pleasant voyage," the "Abraham Ryberg" burst the Third Mate's big balloon.

ANOTHER FISH YARN

Bait. "X.M.N.'s" note, "A Spot Of Fishing" (General Cargo, August issue of "The Navy") makes me fishily reminiscent. I have only once experienced deep sea fishing of the

type he mentions. That was during the war, when steaming up inside the Barrier Reef in the "Islander," we trolled quite successfully for kingfish, and enjoyed a very nice meal as a result.

The easiest fish to catch I have ever struck is the mackerel but he it understood that I do not claim to be a fisherman, nor to know anything about it. But I do remember two occasions on which I could not go wrong.

One was when I went out with a professional fisherman from Lymestone, South Devon, and from about four o'clock in the morning until ten or so, we trolled off Dawlish with lines on rods andships and a line over each quarter, and caught eleven and a half dozen of mackerel very quickly.

Two things stand out in my recollection of that morning. One was the callous way the professional cut narrow strips of flesh from either side of the tail of the still-wriggling first mackerel hauled in, to use as bait for his fellows; the other was the bitterness of the same professional when we got ashore at Lymestone with the catch around noon. He sold the catch to an agent on the pier, and within five minutes the agent had resold it, merely by a telephone call, and made more than the fisherman with all his time and trouble.

The other occasion when I could not go wrong was in Cape Town dock one day. The water was literally alive with mackerel. They were so thick and, apparently, voracious, that one hauled

them out of the water as fast as one could, using unhaited hooks. And that is not a fishing yarn.

FIRE UP ABOVE

Corposant: The story "Light Right Ahead" ("St. Elmo," General Cargo, issue of May, 1949) reminds me of an experience some years ago crossing the North Atlantic west bound. It was blowing a westerly gale, with the wind of such force that the sea could not rise. Up on the bridge in the first night watch, the roar of the wind—full of driving rain and hail—was such that one could only communicate by voice by shouting right into the other person's ear.

I was peering over the dodger alongside the Old Man, when he suddenly grabbed my arm and shouted to me to look overhead. Our wireless aerials, brightly glowing between the masts, looked as thick as eight-inch hauling lines; and there were balls of fire on the mastheads and the extremities of the signalling yard. Incidentally, the noise was so loud that we did not know until some time later that the wind had lifted the emergency boat slung outboard in its davits immediately under the bridge—clean out of the grips, and flung it down on the deck some feet below, where it lay smashed and stove in.

RULE OF THUMB

"Blue Paper": Does any reader of "The Navy" who chances to have sat for his Merchant Service tickets in London, remember "Bill" Bailey, the little bearded clerk who used to hand round the examination papers in the written sections of the examinations?

In the days when contestants had to answer every question correctly within the time limit for a pass, the legend was that, when handing back a paper in which a mistake occurred, the unlucky recipient should watch carefully the position of "Bill's" thumb, for that indicated the point where the mistake occurred, a matter of great importance when one was trying to "beat the clock."



A unique photograph. Howard Smith's "Eumeralla" being launched "all standing"

AN UNUSUAL LAUNCHING

Howard Smith's "Eumeralla" Took The Water "All Standing," As This Photograph Shows, With Masts, Funnel, Boats In Place, And Circulating Pump Working.

By Norman Allen.

VERY few vessels have been launched all standing, as was the Howard Smith steamer "Eumeralla." How often would spectators at a launching see a vessel slide down the ways practically ready to start off on her maiden voyage, with masts, funnels, and boats in position; steam raised; and auxiliary machinery working? Yet such was the case with "Eumeralla," as is seen from this unusual photograph, taken at her launching at Kinghorn, on the Firth of Forth in Fifeshire.

"Eumeralla" was built by Scott of Kinghorn rising half a century ago—in 1908, to narrow it down a bit. Her tonnage was 475 nett, and 916 gross. Her dimensions, length 190 feet, beam 30 feet, and depth 12½ feet. Her freeboard was one foot three inches, and her horse-power 97.

On her arrival in Victoria as a new vessel, Howard Smiths placed her in the Melbourne-Warrnambool-Port Fairy trade, and she continued on this intra-State run for many years. She had very good passenger accommodation, for First Class and Steerage. Her First Salon was panelled in oak and teak, and her Social Hall in oak.

At times she was used in the Port Phillip Bay trade, and shortly after arriving in Australia she was berthing at Portarlington, Port Phillip Bay, with picnickers on board, when a hauling line parted and she crashed into the pier.

In later years she dropped her passenger trade, and carried cargo only. Her Social Hall was converted to crew's mess rooms, and

part of her Steerage accommodation was used as crew's quarters. About 1928 she was placed out of commission, and was anchored off Port Melbourne until 1930, when she was docked in the Hobson Bay Company's Floating Dock at Williamstown for inspection, cleaning and painting. She must be the largest vessel to have used this dock, which was originally itself an American vessel, the "Habitant."

After this docking, "Eumeralla" swung round her pick in her Bay anchorage for some considerable time, when she was docked at Duke and Orr's Dry Dock up the river for sighting, and was sold to Chinese owners. With a cargo on board, she commenced her voyage to China, but was forced to return to Melbourne before reaching Port Phillip Heads, owing to a leak.

Finally she cleared Melbourne, and on leaving Townsville for China she had on board a deck load of greyhounds, a considerable number of which she lost in heavy weather before arriving at her destination port.

After a complete overhaul by her new owners, she was coming alongside in a Chinese port with a large number of passengers on board. In their excitement at berthing, all the passengers rushed to her wharf side, causing her to list. Lower ports were open, and took water, and the "Eumeralla" capsized alongside the wharf.

**Keep a Good
Lookout**

FOR THE NEXT ISSUE OF

The Navy

WHAT THE NAVY IS DOING

THIS month Australia is being visited by the New Zealand Squadron, comprising the cruiser H.M.N.Z.S. *Bellona*, and five of the Loch Class Frigates which the Dominion has recently acquired from the Government of Great Britain. The Squadron will participate in exercises with the Australian Fleet, and will visit various ports in the Commonwealth, so that the Australian public will have an opportunity of seeing something of the Navy that our sister Dominion is building up.

This is the month, also, of the Trafalgar Anniversary. The Fleet will be in Melbourne for the occasion, and Melbourne will, in addition, have the privilege of seeing the inspiring Trafalgar Day Ceremony which, designed in 1917 by Captain H. E. Danneuth, D.S.O., R.N., then Captain Superintendent of Training at Flinders Naval Depot, has since been performed annually on the 21st. October in honour and memory of Nelson and his great victory, and also as a tribute to the Navy's most sacred symbol—the Colour presented by His Majesty the King.

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. *Sydney* (Captain R. R. Dowling, D.S.O., R.A.N.) wearing the Flag of Rear-Admiral J. A. S. Eccles, C.B.E., Flag Officer Commanding His Majesty's Australian Fleet, is in the Sydney-Jervis Bay area, where she arrived from Brisbane on the first of this month. She is due to depart from Jervis Bay on the 15th. of the month for Westernport, where she remains from the 17th. to the 19th.; Melbourne, from the 20th. October to the 2nd. November. Jervis Bay from the 4th. November to the 12th. November, arriving in Sydney on the same day. Sydney will have availability for refit and leave from the 14th. November until the 6th. January, 1950, and will sail from Sydney about the 11th. January next.

The Cruiser:

H.M.A.S. *Australia* (Captain H. M. Burrell, R.A.N.) arrived in Sydney from New Guinea waters on the 28th. September, and remains there until the 7th. October, when she proceeds to Jervis Bay, her subsequent programme being: Jervis Bay, 7th. to 15th. October; Westernport, 17th. to 19th.; Mel-

bourne, 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, 1950.

10th. Destroyer Flotilla:

H.M.A.S. *Warramunga* (Captain (D) D. 10, Captain W. H. Harrington, D.S.O., R.A.N.) is in company with the Flagship, and will remain so until the return of the units of the Fleet to Sydney in November. On her return to Sydney, Warramunga will have availability for refit and leave from the 14th. of that month until the 6th. January, 1950, and will sail from Sydney in company with the Flagship about the 11th. January.

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 company with the Fleet, which she joined on her return from Japan, and where she was relieved by H.M.A.S. *Culgoa* last month. *Bataan* will arrive in Sydney about the 15th. of the month, and will commence 45 days' availability for

refit and 50 days for leave as from the 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* (Lieutenant-Commander V. G. Jerram, R.A.N.) is in Japanese waters with the Allied Naval Forces, having relieved *Bataan* at Kure on the 5th. September. *Culgoa* will herself be relieved in Japan about the 1st. February, 1950, by H.M.A.S. *Shoalhaven*, and on her return to Sydney will have availability for leave and refit.

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

H.M.A.S. *Shoalhaven* (Captain A. W. R. McColl, G.M., R.A.N., Senior Officer) joined the Fleet on the 28th. of last month, after cruising in the vicinity of Sydney. She remains in company with the Fleet during the southern cruise and exercises, and is due to return to Sydney on the 8th. November, when she commences availability for leave and urgent defects. *Shoalhaven* is due to depart from Sydney on the 4th. January, 1950, to relieve H.M.A.S. *Culgoa* in Japan.

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

10th. L.S.T. Flotilla:

H.M.A.S. *Tarakan* (Lieutenant-Commander H. K. Dwyer, R.A.N.R.) is operating as directed by the Naval Board.

H.M.A.S. *Labuan* (Lieutenant-Commander F. D. Shaw, R.A.N.) is operating under the direction of the Naval Board.

... at Sea and Ashore

Australian Minesweepers:

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

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

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

Survey Ships:

Both Survey Ships, H.M.A.S. *Warrego* and H.M.A.S. *Barcoo*, are in Sydney.

GENERAL

Flinders Naval Depot Chapel.

Trafalgar Week—which is becoming something of a Navy Week here—is this year being made the occasion of a special appeal for funds for the building of a Naval Memorial Chapel at Flinders Naval Depot. Reference to this Appeal, and to the Committee organising it, was made in the July issue of "The Navy." The Committee has now arranged for the production of an attractive sixteen-page book, "The Navy Is Here," which, well-illustrated, tells of the ships of the Royal Australian and the Royal New Zealand Navies which are visiting Australian ports this month, of the Trafalgar Day Ceremony, and something of the men of the Royal Australian Navy. Proceeds of the sale of this little book—which will be sold at one shilling a copy—will go to swell the funds of the Appeal.

The Roman Catholic Chapel

In the July issue of "The Navy," when referring to the present Memorial Chapel Appeal, it was stated that the Roman Catholics have, at Flinders Naval Depot, "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." We are now in-



The interior of the Roman Catholic Chapel, Our Lady Star of the Sea, at Flinders Naval Depot.

formed that the reference to this Chapel being free of debt is not correct. The Chapel was opened in October of last year, and is now in full use. But some debt still remains, and the appeal for funds is still in progress; and donations towards clearing the still-existent obligation will be gratefully received. We have earlier—in our issue of May,



A dignified, lovely edifice. The Roman Catholic Memorial Chapel, at Flinders Naval Depot.

1948—published a picture of this Chapel when nearing completion, and we here publish the latest photograph of the Chapel—Our Lady Star of the Sea—as it now appears in use.

"World's Finest Destroyer Flotilla."

In a speech following the launching of the Royal Navy's latest destroyer, H.M.S. "Daring," at Tyneside in August, the First Lord of the Admiralty, Viscount Hall, said that the "Daring" flotilla embodied knowledge gained in the war and scientific research since the war, and would be the finest destroyer flotilla in the world. Built by Swan Hunter and Wigham Richardson, "Daring" is 390 feet in length and of 43 feet beam, and is of all-welded construction. She will carry six 4.5-inch guns, and six smaller guns; and two Pentad torpedo tubes are mounted. She is powered by geared steam turbines. Every effort has been made to ensure the comfort of the ship's company, great care having been given in the design stages to the spaces that are available for accommodation. There will be

electric cooking apparatus in the galleys and an electric laundry; modern bathroom facilities for the ship's company; centralisation in the preparation and cooking of food; and the maximum of mechanical labour-saving facilities for cleaning the ship.

Flag Officer Commanding Australian Fleet.

Rear Admiral J. A. S. Eccles, C.B.E., has been appointed Flag Officer Commanding the Australian Fleet. He is relieving Rear Admiral Farncomb, C.B., D.S.O., M.V.O., in the normal course of rotation of senior appointments in the Navy. Rear Admiral Farncomb is to assume the appointment of Head of the Australian Joint Service Staff in the United States and Australian Naval Representative and Naval Attaché, Washington.

Rear Admiral Eccles was, until recently, Commodore of the Royal Naval Barracks, Chatham. He joined the Royal Navy early in the First World War, in which he saw service at sea as a Midshipman and Sub-Lieutenant, and he received the appreciation of the Lords Commissioners of the Admiralty for services rendered during the Japanese earthquake in 1923. In 1943, Admiral Eccles took command of H.M.S. "In-

domitable," remaining with this ship until December, 1945, having served during this period in her as Flag Captain to the Rear Admiral Aircraft-Carriers, Eastern Fleet, and Flag Captain and Flag Officer Commanding the 11th. Aircraft-Carrier Squadron in the Far East. He was mentioned in despatches for gallantry and skill during operations performed in collaboration with the U.S. Fleet in the capture of Okinawa; and received his C.B.E. for services in the Far East during an attack on enemy oil installations at Palembang. Admiral Eccles returned to the United Kingdom in 1946, and then served for nearly twelve months as Chief of Staff to the Commander-in-Chief, Portsmouth, before becoming Commodore of Chatham Barracks. He is a qualified interpreter in Japanese.

The New Zealand Squadron.

Officers in the New Zealand Squadron, during the Australian visit are: H.M.N.Z.S. "Bellona," Captain and Senior Officer N.Z. Squadron, Captain D. Hamersley Johnston, M.V.O., O.B.E., R.N.; Commander R. C. Watkin, R.N.; Lieut.-Commanders P. J. H. Hoare, R.N.; A. M. Seymour, D.S.C., R.N.; I. Le. Priddy, R.N.Z.N.; Lieutenants C. B. H. Wake-Walker, R.N., J. P. Tullock, R.N.Z.N., G. M. Holden, R.N. Z.N.; J. M. Armstrong, R.N. Z.N.; J. C. K. Harley, R.N.Z.N., Commander (E) and Director of Naval Engineering, E. A. G. Whittle, R.N.; Lieut.-Commander (E) A. H. Topham, R.N.; Lieutenants (E) B. C. Pester, R.N.Z.N.; T. L. Taylor, R.N. Z.N.; Lieutenants (L) W. J. Willis, R.N.Z.N., G. M. Beere, B.Sc.A. (Brit.), R.N.; Cadet (L) J. A. Burns, R.N. Z.N.; Captain, Royal Marines, P. K. R. Lankester, R.M.; Chaplain H. G. Taylor, D.S.O., B.A., R.N.; Surgeon Lieut.-Commander G. M. Baird, M.B., Ch.B., R.N.; Lieut.-Commanders (S) O. J. R. Skryme, R.N.Z.N.; W. N. Waite, M. Com., A.R.A.N.Z., R.N.Z.N.; Instructor Lieutenant



Lieut.-Commander T. M. Synnot, D.S.O., R.A.N.

C. W. Hicks, R.N.Z.N., Temp. Senior Commissioned Gunner A. B. Wilkinson, R.N.Z.N.; Senior Commissioned Gunner J. Cann, R.N.; Temp. Commissioned Gunner (T) T. H. Wickham, R.N.Z.N.; Commissioned Shipwright W. J. Staples, R.N.; Temp. Commissioned Engineer W. G. E. Woltersdorf, R.N.Z.N.; Commissioned Mechanician G. Mitchell, R.N.Z.N.; Temp. Commissioned Mechanician, J. K. Croft, B.E.M., R.N.Z.N.; Commissioned Ordnance Officer P. C. Christensen, R.N.Z.N.; Temp. Commissioned Electrical Officer (L) J. Scowcroft, R.N.; Commissioned Writer Officer P. G. Calder, R.N.Z.N.; Temp. Commissioned Supply Officer S. Speight, R.N.Z.N.

H.M.N.Z.S. "Taupo": Commander A. B. Gillfillan, V.R.D., R.N.Z.N.; Lieut.-Commander W. H. Brereton, R.N.; Lieutenants S. F. Mercer, R.N.Z.N.; L. G. Carr, R.N.Z.N.; A. S. Anderson, R.N.; Surgeon Lieut.-Commander M. P. Glanville, M.B., Ch. B., R.N.; Lieutenant (E) T. A. Simpson, R.N.Z.N.; Temp. Commissioned Shipwright G. W. Angell, R.N.

H.M.N.Z.S. "Kaniere": Commander C. S. Stevens, R.N.Z.N.; Lieutenants B. L. Twomey,

D.S.C., R.N.Z.N.; M. J. McDowell, R.N.Z.N.; R. S. F. Webster, R.N.; D. H. Davies, R.N. Z.N.; Commissioned Mechanician W. R. Paul, R.N.Z.N.; Senior Commissioned Communications Officer W. L. Rudd, R.N. Z.N.; Instructor Lieutenant G. H. Tunnicliffe, R.N.Z.N.

H.M.N.Z.S. "Tutira": Lieutenant-Commander F. J. Rand, R.N.; Lieutenants P. R. M. Hughes-Hallett, R.N.; J. F. McKenzie, R.N.Z.N.; V. W. Were, R.N.Z.N.; C. F. James, R.N.; Temp. Commissioned Engineer R. Bromhead, R.N.; Temp. Commissioned Electrical Officer (L) W. S. A. Hawley, M.B.E., R.N.; Temp. Commissioned Gunner (T) H. J. Moore, R.N.; Lieutenant (S) H. E. Pierce, R.N.Z.N.

H.M.N.Z.S. "Rototi": Lieut.-Commander A. C. B. Blomfield, D.S.C. and Two Bars, R.N.; Lieutenants D. B. Holdsworth, R.N.; I. A. Rodger, R.N.; R. L. Harding, R.N.Z.N.; Commissioned Engineer J. J. Easley, R.N.; Senior Commissioned Gunner J. G. W. Draper, R.N.Z.N.

H.M.N.Z.S. "Pukaki": Lieut.-Commander L. E. Herrick, D.S.C., R.N.; Lieut.-Commander J. E. Washbourn, R.N.Z.N.; Lieutenants B. H. Wainwright, R.N.; J. G. Excell, R.N.Z.N.; Chaplain W. R. Castle, R.N.Z.N.; Senior Commissioned Mechanician J. I. Marfell, R.N.

New Naval Appointments.

Lieut.-Commander G. L. Fowle, D.S.C., R.A.N., formerly in charge of the Gunnery School at Flinders Naval Depot, has been appointed Operations and Intelligence Officer on the staff of the Flag Officer Commanding the Australian Fleet. Lieut.-Commander Fowle was awarded the Distinguished Service Cross for his services in combined operations in the Philippines and Borneo in 1945. He was in H.M.A.S. "Hobart" when she was torpedoed in the Solomons in 1943.

Lieut.-Commander Fowle's successor at the Gunnery School is Lieutenant-Commander T. M.

Synnot, D.S.C., R.A.N., who was until recently Gunnery Officer of H.M.A.S. "Australia," and Australian Fleet Gunnery Officer on the Admiral's staff. Lieut.-Commander Synnot joined the R.A.N. College in 1930, and was awarded the King's Medal on passing out. He was awarded the Distinguished Service Cross for gallantry during the invasion of the South of France, and he was also mentioned in despatches for good service in the withdrawal from British Somaliland.

Naval Public Relations.

Mr. Percy L. Conigrave, recently of the Editorial Staff of the Melbourne "Argus," has assumed the appointment of Co-Ordinator of Naval Public Relations at Navy Office. For three years Mr. Conigrave has been adviser and consultant to the Naval Public Relations Section, which he helped to establish and organise when his services were lent by the "Argus" to the Australian Commonwealth Naval Board on a part time basis. In the last few months the work of the section has been widely developed, and the Naval Board recently invited Mr. Conigrave to accept an appointment in a full-time capacity. Admiral Sir Wilfred Patterson.

Vice Admiral Sir Wilfred R.

Patterson, K.C.B., C.V.O., C.B.E., Admiral Commanding Reserves in the Royal Navy, and who was, on the outbreak of war in 1919, Commodore Commanding the Royal Australian Naval Squadron, has been promoted to Admiral in His Majesty's Fleet, to date from 3rd. August, 1949.

The Home Fleet.

Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O., and two bars, is to succeed Admiral Sir Rhoderick R. McGrigor, K.C.B., D.S.O., as Commander-in-Chief, Home Fleet, in January, 1950. One of the Royal Navy's wartime "discoveries," Admiral Vian first came into the public eye with his rescue of 300 British seamen from the German prison ship "Altmark" in a Norwegian fjord when in command of the "Cossack." He received the D.S.O. for that exploit, which was soon followed by a Bar to the decoration when he commanded the "Cossack" at the Battle of Narvik, when he took his ship to within a mile of the shore to silence a German coastal battery. In the final stages of the war he was Flag Officer Commanding the First Aircraft Carrier Squadron, and Second-in-Command, British Pacific Fleet. He visited Australia in his Flagship at this period.



Lieut.-Commander G. L. Fowle, D.S.C., R.A.N.



Leading Seaman Baxter, R.A.N., the Navy's first representative in International Rugby, who is a member of the Rugby Union team touring New Zealand, being presented with a travelling bag by Commander R. S. Pearson, R.A.N. [Photograph by courtesy of "The Sun," Sydney].

"GASCOYNE" REUNION

A Good Time Was Had By Victorian Ex-Members Of The Ship's Company When They Met Last Month.

A most enjoyable time was had by ex-members of the Ship's Company's of H.M.A.S. "Gascoyne" at a reunion which was held in Melbourne on Friday, 2nd September. The reunion, which was held at "The Palms," Alexandra Avenue, was a great success. We are indebted for this account to Mr. John C. Wright-Smith, who was Gunnery Officer of "Gascoyne," and who was one of the organisers of the party.

He says: "The roll-up was excellent, and was most heartening, considering the small number of her wartime crew who live in Victoria. Those present included her last Captain, Lieutenant-Commander E. J. Peel, D.S.C., R.A.N.; Lieutenant-Commander R. B. A. Hunt, O.B.E., R.A.N., who was in charge of survey operations in Leyte and Lingayen Gulfs in the Philippines; the First Lieutenant, F. S. Holt; Navigator J. Scott; Gunnery Officer J. Wright-Smith; Anti-Submarine Officer S. B. Smith; and Paymaster H. Buckridge, from among her officers.

Nineteen ex-members of the crew turned up, they being: H. C. Rhys Jones; S. Marsden; O. Benjamin; J. Baggooley; B. Smith; L. Cuthbertson; L. Peterson; M. Warren; D. Fraser; N. Webster; W. Boulton; A. Cole; D. Mathieson; R. Field; H. Bowman; D. Parnell; D. C. Ricketts; R. Bish; and G. Newton.

"The night," continues Mr. Wright-Smith, "was an outstanding success from all points of view, and practically every aspect of the Ship's activities was discussed, including 'we should have done this,' and 'we shouldn't have done that.' It is intended to hold the next Reunion a short time before Anzac Day of next

year, and it is hoped that many interstate Ex-Members of her crew will be able to attend."

Ex-Members of "Gascoyne's" Company who live in States other than Victoria, and who may chance to read this note, might bear the foregoing paragraph in mind. Your Victorian shipmates would be happy to see you, and there would be plenty to natter about in living over again the exploits of "Gascoyne" in the South West Pacific.

"Gascoyne," built at Mort's Dock, Sydney, and launched in February, 1943, was the first of the Frigates to be completed and commissioned, she being commissioned in November, 1943, a couple of months ahead of her next in line, "Barcoo."

"Gascoyne" became a prominent member of the ubiquitous Survey Group, which did such fine work and played so large a part in the operations in the South West Pacific, from New Guinea via the Philippines to Borneo. Her name crops up time and again in connection with the Allied advance and assaults against Japanese held positions, in which she and her surveying sisters were so often in the lead.

Leyte Gulf; rescuing American troops from a blazing Dutch ship; Australian representative — with "Warrego" — in the large convoy to Lingayen, and air raids in which "Warrego" reports "Gascoyne" as "blazing away with her guns." There was a report, on that occasion, of enemy cruisers leaving Manila Bay to attack the convoy, and the destroyer U.S.S. "Bennion," and "Warrego" and "Gascoyne," were detached to intercept. The enemy turned out to be destroyers which turned about and got mixed up in gun-

fire from "Bennion" and bombs from U.S. Carrier aircraft. "A report received later indicated that they were sunk."

With "Warrego," "Gascoyne" laid flag buoys to mark the channel into the beaches where the landing was to take place; and among other jobs, with "Warrego" escorting, towed U.S.S. "Brooks" — victim of a Jap. suicide aircraft — to the shallows to anchor.

And so on to the final operation, in company with "Warrego," at Balikpapan, and to be one of the ships of the R.A.N. concerned in the Japanese surrender at South Borneo on the 8th September, 1945, the other Australian ships being "Burdakin," "Inverell," and "M.L. 1359."

Yes! Ex-"Gascoyne" people have a lot to chew over, so do not miss the next Reunion in 1950.

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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

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

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

Appointments. — Commander Stanley James Dallaway is appointed on loan from the Royal Navy, with seniority in rank of 30th June, 1947, dated 31st May, 1949. Lieutenant-Commander Michael Hordern is appointed on loan from the Royal Navy, with seniority in rank of 16th April, 1949, dated 7th June, 1949. Lieutenant-Commander Roy Bowmaker Foster, D.S.C., is appointed on loan from the Royal Navy, with seniority in rank of 16th April, 1949, dated 18th April, 1949. Lieutenant Cecil Donald Brownrigg is appointed on loan from the Royal Navy, with seniority in rank of 16th July, 1941, dated 27th August, 1948. Lieutenant Alastair James Russel Whitehead is appointed on loan from the Royal Navy, with seniority in rank of 16th August, 1942, dated 24th May, 1949. Lieutenant Richard Colomb Fisher is appointed on loan from the Royal Navy, with seniority in rank of 16th April, 1945, dated 22nd April, 1949.

Promotions. — Instructor Sub-Lieutenant Mansfield Gibson Laws is promoted to the rank of Instructor Lieutenant, dated 10th June, 1949. Senior Commissioned Gunner Arthur Alfred Andrews is promoted to the rank of Lieutenant, dated 1st July, 1949. Senior Commissioned Electrical Officer Keith Ignatius Kelly is promoted to the rank of Lieutenant (L), dated 1st July, 1949.

Confirmation in Rank. — Acting Lieutenants Julian Horace Garfit Cavanagh and Mansfield Barry-Pore Allan Brown are confirmed

in the rank of Lieutenant, with seniority in rank of 14th January, 1945, and 23rd July, 1945, respectively, dated 10th June, 1949. Instructor Sub-Lieutenant (on probation) Mansfield Gibson Laws is confirmed in the rank of Instructor Sub-Lieutenant, with seniority in rank of 10th June, 1948. Acting Sub-Lieutenant (S) William Alexander Kemp is confirmed in the rank of Sub-Lieutenant (S), with seniority in rank of 1st May, 1948, dated 7th April, 1949. Acting Senior Commissioned Boatswain (Provisional) John William Homewood is confirmed in the rank of Acting Senior Commissioned Boatswain, with seniority in rank of 26th April, 1946, dated 5th July, 1949.

Fixing Rates of Pay. — Senior Commissioned Ordnance Officer William Gove Fogarty is paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Ordnance Lieutenant, whilst acting in that rank, dated 25th September, 1948.

Transfer to Emergency List. — Commander Arthur Stanley Storey, D.S.C. and Bar, is transferred to the Emergency List, dated 24th June, 1949.

Resignations. — The resignation of Frederick Hughes Board of his appointment as Lieutenant is accepted, dated 9th February, 1949. The resignation of Keith Townshend Ridley of his appointment as Commander (S) is accepted, dated 20th June, 1949.

Termination of Appointments. — The appointment of Communication Lieutenant (Acting Communication Lieutenant-Commander) Albert Brook on loan from the Royal Navy is terminated, dated 5th May, 1949. The appointment of Temporary Commissioned Engineer Douglas Royston Matthews is terminated on reversion to the Royal Navy, dated 9th June, 1949.

AUXILIARY SERVICES.

Extension of Service. — The services of Chief Petty Officer Writer Henry Thomas George Vermont Barker, Official Number 541, is extended for a period of two years from 18th September, 1949, under the provisions of Section 17 of the Naval Defence Act.

EMERGENCY LIST.

Appointment. — Communication Lieutenant Albert Brook (Royal Navy Retired), is appointed Communication Lieutenant (Acting Communication Lieutenant-Commander), with seniority in rank of 6th December, 1942, and for temporary service, dated 6th May, 1949.

Transfer to Retired List. — Lieutenant-Commander Milfred Renzie McArthur is transferred to the Retired list, dated 30th June, 1949.

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

Termination of Appointment. — The appointment of Alan George Pirie Knox as Temporary Engineer Lieutenant is terminated, dated 30th May, 1949.

ROYAL AUSTRALIAN NAVAL RESERVE.

Promotions. — Lieutenant (Acting Lieutenant-Commander) Charles George Croft, N.B.E., is promoted to the rank of Lieutenant-Commander, dated 30th June, 1949. Lieutenants John Edwin Tucker and Edward Hackford are promoted to the rank of Lieutenant-Commander, dated 30th June, 1949. Surgeon Lieutenant-Commanders James Estcourt Hughes and Malcolm James Lees Stening are promoted to the rank of Surgeon Commander, dated 30th June, 1949.

Transfer to Retired List. — Surgeon Lieutenant-Commander Eric Leo Susan is transferred to the Retired List, dated 6th June, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments. — John Evelyn Royal is appointed Lieutenant with seniority in rank of 2nd January, 1946, dated 20th February, 1946. Clare Wallace Glynn is

appointed Engineer Sub-Lieutenant, with seniority in rank of 18th March, 1947, dated 11th September, 1946.

Promotions.—Lieutenants (Acting Lieutenant-Commanders) Noel Somerville Townshend, Ronald McKaugh, D.S.C., Ronald John Major, D.S.C. and Bar, Geoffrey John Cliff, O.B.E., G.M. and Bar, Charles Ian Birnie and Victor Harley Cohen are promoted to the rank of Lieutenant-Commander, dated 30th June, 1949. Lieutenants Alexander John Allan, Osmond Howard Alsop, D.S.C., Francis Reginald Bruce Moss, Richard Edelman-Pope, D.S.C., Kenneth James Hilton Wilkins, Geoffrey James Gellie, John Lawrence Greer, Walter Mullians, Roy Lockwood and Charles Anthony Younger are promoted to the rank of Lieutenant-Commander, dated 30th June, 1949. Sub-Lieutenants William Griffith Dovey, Laurence Macdonald Muir, James Hattrick Malcolm, Malcolm John Inglis, Robert William Archer Lorimer and Neil Edward Armstrong are promoted to the rank of Lieutenant, dated 11th April, 1947, 3rd March, 1948, 27th April, 1948, 23rd September, 1948, 19th November, 1948, and 26th November, 1948, respectively. Engineer Lieutenants Bernard McKenna and William Leslie Shipway are promoted to the rank of Engineer Lieutenant-Commander, dated 30th June, 1949. Lieutenants (S) Cecil Ernest Daw, Alfred James Bush and John William Emerton are promoted to the rank of Lieutenant-Commander (S), dated 30th June, 1949. Lieutenant (Acting Lieutenant-Commander) (Special Branch) James William Russell is promoted to the rank of Lieutenant-Commander (Special Branch), dated 30th June, 1949.

Termination of Appointment.—The appointment of Walter Hudson Williams as Lieutenant is terminated, dated 12th May, 1949.—(Ex. Min. No. 39—Approved 17th August, 1949.)

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

Appointments.—The Reverend Harry Wilfrid Nuon is appointed Chaplain (on probation), dated 12th July, 1949. James O'Donoghue is appointed Surgeon Lieutenant (for short service), dated 16th May, 1949. Stirling Philip Gill is appointed Surgeon Lieutenant (D) (for short service), dated 1st June, 1949.

Promotions.—Sub-Lieutenants (E) Leigh Colin Bennett and William John Rourke are promoted to the rank of Acting Lieutenant (E), dated 16th June, 1949, and 1st July, 1949, respectively. Chief Petty Officer Writer Jeffrey William Herbert Britten, official number 23514, is promoted to the rank of Commissioned Writer Officer (Acting), dated 1st July, 1949. Stores Chief Petty Officers George Henry Lovell, official number 22573, and Bertram Horton Worrall, official number 23156, are promoted to the rank of Commissioned Stores Officer (Acting), dated 1st July, 1949. Chief Petty Officer Cook (S) Francis George Sidebottom, official number 19978, is promoted to the rank of Commissioned Cookery Officer (Acting), dated 1st July, 1949.

Loan to Royal Navy for Service and Training.—The following are loaned to the Royal Navy for service and training:—Lieutenant James Hume, dated 1st March, 1949; Lieutenant (E) Lindsay Alexander Dobson Sladdin, dated 1st March, 1949; Commissioned Engineer Reginald Thomas Green, dated 1st March, 1949; Lieutenant Jeffrey Allan Giedhill, D.S.C., dated 21st June, 1949; Lieutenant John Gillon Butler Campbell, D.F.C., dated 21st June, 1949; Lieutenant George Firth Spencer Brown, D.F.C., dated 21st June, 1949; Lieutenant Guy Alexander Brange, dated 21st June, 1949. The loan of the following to the Royal Navy for service and training is terminated:—Lieutenant

Commander James Maxwell Ramsay, dated 16th December, 1948; Instructor Lieutenant Morris Brian Lloyd, dated 16th December, 1948; Lieutenant (E) Anthony St. Vincent George, dated 4th February, 1949; Communication Lieutenant Henry John Percy Boxall, dated 5th February, 1949; Commissioned Bandmaster (Acting) George Hooker, dated 9th February, 1949; Acting Lieutenant Daniel Buchanan, dated 16th February, 1949; Acting Lieutenant Walter George Bowles, dated 16th February, 1949; Acting Lieutenant Fred Theophilus Sherborne, dated 16th February, 1949; Acting Lieutenant John Paul Howden, dated 16th February, 1949; Acting Lieutenant George McCullum Jude, dated 16th February, 1949; Acting Lieutenant Henry Samuel Calhoun Young, dated 16th February, 1949; Acting Lieutenant Peter William Seed, dated 16th February, 1949; Lieutenant Dean Robertson Mugg, dated 3rd March, 1949; Lieutenant Errol Victor Stevens, dated 12th April, 1949; Lieutenant-Commander Harold George Burgin, dated 12th May, 1949; Lieutenant (E) Valentine Leith Renshaw, dated 12th May, 1949; Acting Sub-Lieutenant (S) William Alexander Kemp, dated 12th May, 1949.

Fixing Rates of Pay.—Lieutenant-Commander (S) Reginald Charles Watson, M.B.E., to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Commander (S), whilst acting in that rank, dated 27th June, 1949.

Resignations.—The resignation of Brian Alexander John Spittle of his appointment as Lieutenant is accepted, dated 5th May, 1949. The resignation of Allen Walton Hexter of his appointment as Surgeon Lieutenant-Commander (D) is accepted, dated 6th June, 1949.

Termination of Appointment.—The appointment of Acting Commander (S) Bernard John James Patrick Robinson is terminated on

reversion to the Royal Navy, dated 4th April, 1949.

AUXILIARY SERVICES

Appointment.—Norman Hanon Shaw is appointed Superintendent, Naval Dockyard Police, dated 8th July, 1949.

EMERGENCY LIST

Appointment.—George Peebles Frazier, M.B.E., is appointed Lieutenant-Commander, with seniority in rank of 16th August, 1947, and for temporary service, dated 1st June, 1949.

Transfer to Retired List.—Chaplain the Reverend Hubert Hedley Trigge is transferred to the Retired List, dated 6th July, 1949. Commissioned Boatswain William James Hurst is transferred to the Retired List, dated 15th June, 1949.

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

Transfer to Retired List.—Lieutenant-Commander James Houston Simpson is transferred to the Retired List, dated 31st October, 1948. Lieutenant Mayne Mervyn Morris Manton is transferred to the Retired List, dated 15th July, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

Appointments.—William Ross Smith is appointed Lieutenant with seniority in rank of 26th August, 1947, dated 3rd March, 1949. John Michael Ford McLoughlin is appointed Lieutenant, with seniority in rank of 13th March, 1949, dated 9th June, 1949. John Reginald Mitchell is appointed Sub-Lieutenant (Special Branch), with seniority in rank of 25th July, 1947, dated 31st May, 1949.

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

Appointments.—Edward Leonard Simms is appointed Instructor Sub-Lieutenant (on probation), dated 2nd August, 1949. Bertram Charles Morgan is appointed Surgeon Lieutenant (for short service), dated 1st October, 1948 (amending Executive Minute No. 78 of 16th December,

1948). Russell David Frederick Teal is appointed Surgeon Lieutenant (D) (for short service), dated 3rd March, 1949 (amending Executive Minute No. 23 of 9th June, 1949). John Stewart Deeble, William Thomas Fox and James Bernard Mathews are appointed Cadet Midshipmen (S), dated 1st July, 1949.

Promotions.—Lieutenant David Scott, D.S.C., is promoted to the rank of Lieutenant-Commander, dated 16th July, 1949. Lieutenants Cecil Donald Brownrigg and Alister William Savage are promoted to the rank of Lieutenant-Commander, dated 16th July, 1949, and 1st August, 1949, respectively. Ivor Reginald Clark, Sick Berth Chief Petty Officer, official number 14470, is promoted to the rank of Commissioned Wardmaster (Acting), dated 1st July, 1949.

Confirmation in Rank.—The Reverend Kevin Patrick Ellis, Chaplain (on probation), is confirmed as Chaplain, with seniority of 20th March, 1947, dated 20th March, 1949. Commissioned Wardmaster (Acting) Montan Pehr Adolphus Trulsson, is confirmed in the rank of Commissioned Wardmaster, with seniority of 19th March, 1948, dated 19th March, 1949.

Transfer to Emergency List.—Lieutenant (S) Lance Allon Henry Ridley is transferred to the Emergency List, dated 1st July, 1949.

Termination of Appointments.—The appointment of Lieutenant-Commander Alexander Hugo Evelyn Hood is terminated on reversion to the Royal Navy, dated 22nd July, 1949. The appointment of Lieutenant John Michael Chappell is terminated on reversion to the Royal Navy, dated 25th July, 1949. The appointment of Lieutenant David William Haslam is terminated on reversion to the Royal Navy, dated 22nd July, 1949. The appointment of Kenneth Colston Eames as Temporary Instructor Lieutenant is terminated, dated 28th June, 1949.

Leave of Absence.—Commander Harley Chamberlain Wright, D.S.C., is granted twelve months leave of absence without pay, dated 24th June, 1949.

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

Promotion.—Acting Temporary Engineer Lieutenant-Commander Kenneth Arthur Graham is promoted to the rank of Temporary Engineer Lieutenant-Commander, dated 5th July, 1949.

Termination of Appointment.—The appointment of Herbert Lee Gerrard as Temporary Engineer Lieutenant-Commander is terminated, dated 27th June, 1949.

ROYAL AUSTRALIAN NAVAL RESERVE

Termination of Appointments.—The appointment of Robert Glandfield Gray as Lieutenant is terminated, dated 19th May, 1949. The appointment of Colin Peter Buhl as Lieutenant is terminated, dated 29th June, 1949. The appointment of Peter Eric Blaubaum as Surgeon Lieutenant is terminated, dated 28th June, 1949. The appointments of Russell Geoffrey Cole and Keith Gadsden McCullough as Surgeon Lieutenants are terminated, dated 27th June, 1949. The appointment of John Northwood Story as Surgeon Lieutenant is terminated, dated 21st June, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

Appointment.—Anthony Hugh Bartlett is appointed Sub-Lieutenant, with seniority in rank of 2nd August, 1947, dated 15th April, 1948.

Promotions.—Surgeon Lieutenants Norman Alfred Richards and Ian Thorburn Macgowan are promoted to the rank of Surgeon Lieutenant-Commander, dated 4th June, 1949, and 5th July, 1949, respectively.

Termination of Appointment.—The appointment of Eric Francis Mitchell Husbands as Lieutenant is terminated, dated 27th June, 1949.—(Ex. Min. No. 47—Approved 8th September, 1949.)

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

EX-NAVAL MEN'S Association of Australia

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His Majesty The King

Federal Council

THE Ninth Triennial Federal Conference of the Ex-Naval Men's Association of Australia will be officially opened at Canberra, A.C.T., on Saturday morning, 21st January, 1950. It is hoped that the full number of Delegates, (three), from each State, will be present on this occasion, and also representation from the Association in Tasmania.

Deliberations on the Conference Agenda items received from the various States' Conference will occupy approximately three days of the Delegates' time, and it is expected that a number of minor alterations will be made to the present Constitution.

Officers of the Federal Council are gratified with the number of new Sub-Sections formed in Australia since the 1947 Federal Conference, and are pleased with the steady progress made since the inaugural meetings.

It has been reported to Federal Council that no less than 1,325 new members have joined the Association during the year ended 30th June last. Eight Sub-Sections

throughout Victoria joined up 689 applicants for this period; in New South Wales, 234 new members were admitted by six Sub-Sections for the year. South Australia's four Sub-Sections have notified the Federal Secretary that 300 members have been added during the current term. Six Sub-Sections in Western Australia have secured a total of 51 new members, whilst 46 applicants were admitted to the Association in Queensland, and 7 additional members were joined up in the A.C.T. Section at Canberra.

During the past few weeks official visits were made to some of the Sections by officers of the Federal Council Executive: Mr. F. F. Anderson (Federal President) attended the opening of the 2nd Annual State Conference of N.S.W., and was also present at the Annual General Meeting of the A.C.T. Section when Mr. N. V. Kearsley was re-elected President for 1949-1950.

Mr. H. S. Peebles (Federal Vice-President) attended the 2nd Annual State Conference of the

Victorian State Council and its Sub-Sections; at this Conference the nominations of Messrs. W. J. Pearce and H. R. Lockwood were approved of for submission to the next Federal Conference, with the view to granting these two officials Life Membership of the Association.

Mr. G. W. Scott (Hon. Federal Secretary), has paid visits to the Canterbury-Bankstown, St. George and Sydney Sub-Sections during the past few months, and is expected to visit the Queensland Section later in the year.

The A.C.T. Section's Executive is now busy organising its members and their resources for the forthcoming visit of Federal officers and interstate Delegates, who will be attending the 1950 Conference. A recent arrival back from England was our old friend Mr. F. Wetherley, a Vice-President of A.C.T. Section. Mr. Wetherley took the opportunity of calling on Mr. N. B. Bicker, a relative (who is the State President of Western Australia) whilst the ship spent a short stay at Fremantle. G.W.S.

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HOTEL PLAZA

WATCHER! OLD TIMER

Continued from page 16

1908. His navigator, Commander W. Nunn, R.N., was later Commander in command of the sloop "Espiegle," and served as Senior Naval Officer on the Tigris, 1914-1917, retiring as Vice-Admiral C.B., C.S.I., C.M.G., D.S.O., in 1928. "Prometheus" recommissioned at Sydney on the 1st. October, 1908, by Commander J. C. T. Glossop, R.N., and Commander T. F. T. Mitchell, R.N., recommissioned "Pyramus" at Sydney on the 21st. September, 1907. Still present were "Pegasus," "Pioneer," and "Payche."

On the 25th. February, 1908, Vice-Admiral Sir Richard Poore, Bt., C.V.O., hoisted his flag as C-in-C, Australian Station, in succession to Vice-Admiral Pawkes. Fourth Baronet—the title was created in 1795—Admiral Poore was born in 1853 and succeeded his father forty years later. He served in "Invincible" at the bombardment of Alexandria in 1882; took part in the Nile Expedition under Sir Garnet Wolseley 1884-1885; was Rear-Admiral 1903, Vice-Admiral and C-in-C, Australian Station 1908-1911; promoted Admiral, C-in-C, North, 1911-1914; and retired as Admiral, K.C.B.

The year 1908 saw the visit to Australia of Uncle Sam's "Great White Fleet" under Admiral Sperry. It was a visit received with open arms. The Australian Squadron escorted the star-spangled Yankee battleships in a round of the principal ports.

Looking back, there is no doubt that the visit created tremendous interest in the Navy, and the picture of those white-painted ships caused many Australians to realise the vital importance of our "Freedom of the Seas" lifeline. The song "We've got a big brother in America, Uncle Sam," also brought the two English-speaking nations of the Pacific closer together.

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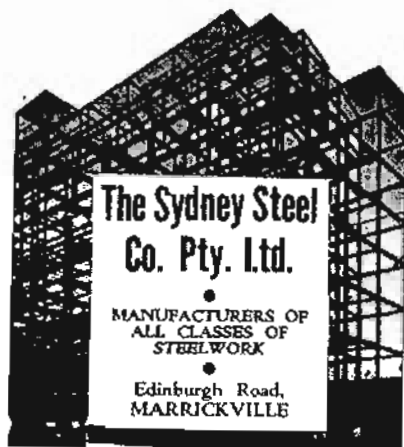
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the beginning of the Twentieth Century, many changes had taken place in the Royal Navy. Steam had superseded square rig; conditions of service had improved; new battle tactics had been evolved; gunnery control had come in; and the cry was for speed, and yet more speed. War clouds were gathering. Germany, jealous of the power of Britannia, had determined to try to wrest the trident from her grasp.

And we now stood on the eve of the birth of the Royal Australian Navy, and a new phase of the naval development of this great continent, which the Royal Navy had given to the British people, and secured for them against aggression.

(to be concluded)

THE ROYAL NEW ZEALAND NAVY Continued from page 19

D'Yeu, 1944; Normandy, 1944; Egersund, 1944; Lister, 1945; and Russian Convoys, 1945."

The "Loch" Class of frigates which are accompanying "Bellona" to Australia are of 307 feet in length, with a beam of 38½ feet, and are armed with one 4-inch gun and numerous anti-aircraft and anti-submarine weapons. They are of 1,435 tons standard displacement, and have a speed of 19½ knots. Frigates, which were first developed in the United Kingdom during the war, won a major victory against the U-Boats, and played an important part in escorting the North Russian convoys.

With the war over, the Royal New Zealand Navy is getting into the stride of its peacetime activities. Training of personnel is carried out in New Zealand, except for some of the more technical and specialist branches for which no training facilities exist. Personnel requiring training which cannot be carried out in New Zealand Ships or Establishments, either proceed to the United Kingdom, or come here to Australia.

The Royal New Zealand Navy

The Navy

has separate training establishments for boys and for senior ratings, as we had here until "Tingra" was disposed of.

Officers of the Royal Navy are lent or exchanged for service in the ships and establishments of the New Zealand Navy; and in 1939 the entry of New Zealanders as officers in the Executive, Engineering, and Supply and Secretariat Branches, was inaugurated. Candidates enter as Cadets, and immediately after entry proceed to England for training in the Royal Navy. Vacancies in the Royal New Zealand Navy for Branch Officers are filled by the promotion of New Zealand-recruited ratings when such ratings qualify for promotion. The Admiralty makes provision for the nomination of a limited number of New Zealand Naval Cadets into the Royal Navy.

During the winter months, ships of the Royal New Zealand Navy are engaged cruising to distant islands on the Station. During the winter cruise completed shortly before the ships came here to Australia, H.M.N.Z. Ships "Taupo," "Hawea," "Pukaki," and "Kaniere," visited over sixty different islands, and called at many places in those islands to show the Flag, inspect and install Meteorological Stations, give passage to His Excellency the Governor of Fiji, His Excellency the High Commissioner for Western Samoa, and numerous other Island Administrators; render medical assistance; convey urgently required stores and mail; blast reefs; and generally to assist in their "lawful occasions."

We are glad to see them here in Australia, and to greet them as members of that family of which they are our closest brothers in this distant corner of the Pacific; and of which the Flag they carry is the world-wide symbol of a free Commonwealth of Nations, and of the Navy which is that Commonwealth's shield.

October, 1949



4D.



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Answers to Nautical Quiz

- (1) By Admiral Sir Percy Scott. His pronouncement was published in "The Times," a few weeks before hostilities opened in 1914. Among other things, he said: "Submarines and aeroplanes have entirely revolutionized naval warfare, no fleet can hide itself from the aeroplane eye, and the submarine can deliver a deadly attack even in broad daylight. Naval officers of the future will therefore live either above the sea or under it. It will be a Navy of youth, for we shall require nothing but boldness and daring."
- (2) The British Admiralty ordered their first submarine in 1900, adopting the Holland design of vessel then in use in the U.S. Navy. The American company entered into an agreement with the Vickers Company, with Admiralty consent, for the construction of five boats.
- (3) "Nettles" are thin ropes or cords, which pass through eyelet holes in the canvas at the head and foot of a hammock, and secure it to the lanyards by which it is made fast to the hammock bars.
- (4) H.M.S. "Amphion," a 6-inch gun cruiser, was purchased by the Commonwealth Government, and became H.M.A.S. "Perth."
- (5) "Bibby" cabins are constructed thus. Alleyways lead off from the main fore-and-aft walking alleyways to the ship's side, there being a port to light the alleyway, and sets of two or three cabins on each side. Those cabins on the ship's side are more or less square, but the others are L-shaped. By this means

each cabin has its own port-hole, and there are no cabins entirely dependent on artificial light. They got their name from the Bibby Line, which introduced them in its ships about 1901. They have since been adopted by most of the leading passenger lines.

(6) H.M.S. "Victory" is 193 years old this year, having been laid down in July, 1756, and launched nine years later, in May, 1765.

(7) Captain Francis Light—he started life in the Royal Navy, but left the Service and became Master of a "country ship" trading from Calcutta with Malaya and Siam—later negotiated the cession of Penang "for the use of the Honourable East India Company." His elder son, William Light, was the founder of Adelaide.

(8) These craft operate on the River Tigris. A mehalah is a large, dhow-like sailing vessel; a killick is a raft made up of reeds and logs supported on inflated pig skins; a bellum is a small boat propelled by sweeps; a goufah is a round vessel of reeds and bitumen, propelled by a paddle.

(9) The Rip is caused by the inequality of depth made by a rock shelf with five to nine fathoms over it about half a mile outside Port Phillip Heads. The water inside this shelf deepens to from fifteen to forty-seven fathoms, and outside it from twelve to fifteen fathoms. This inequality, with tidal streams of from times of five to seven knots, causes the water race.

(10) Matthew Flinders suggested the name "Australia."

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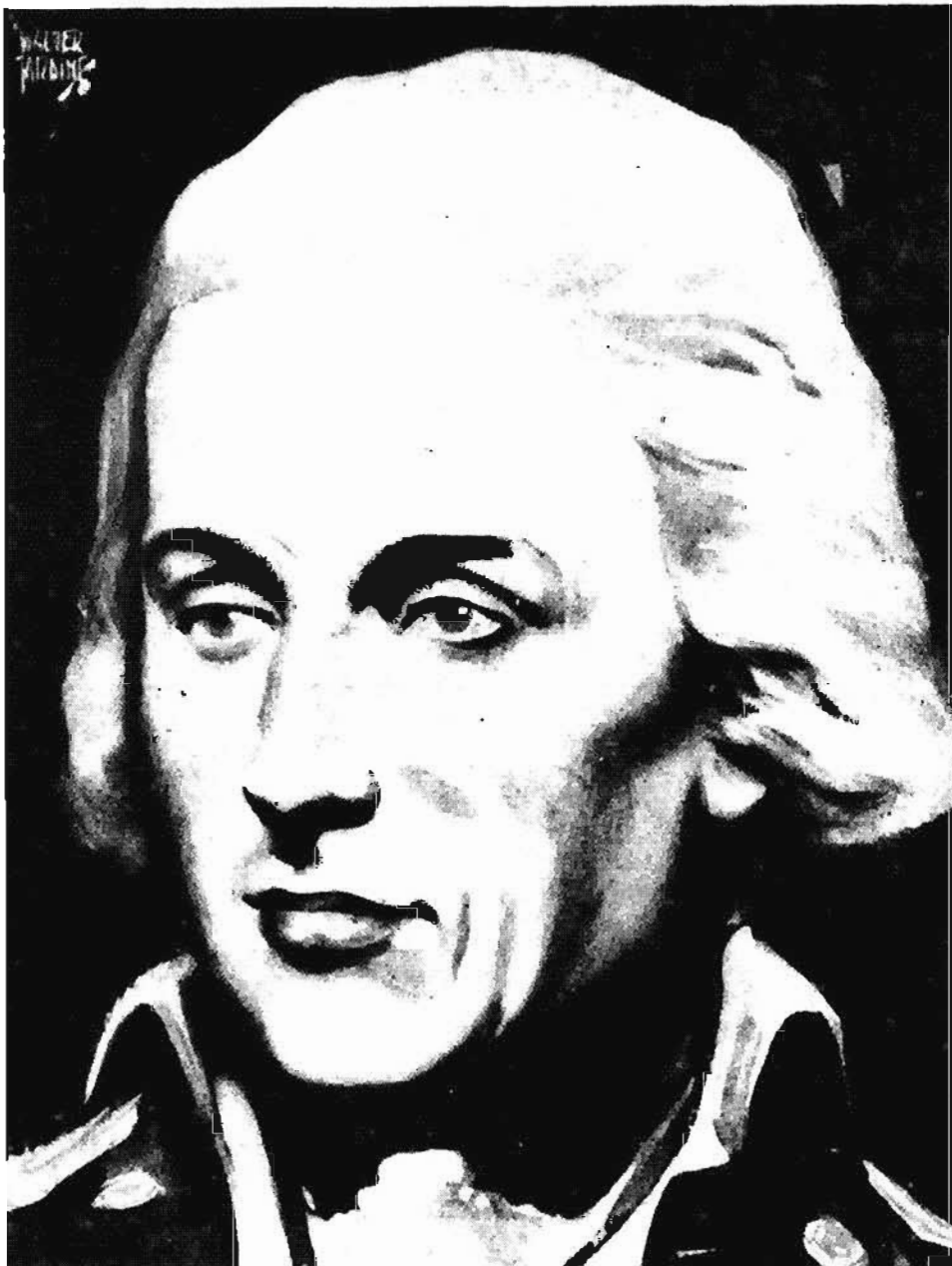
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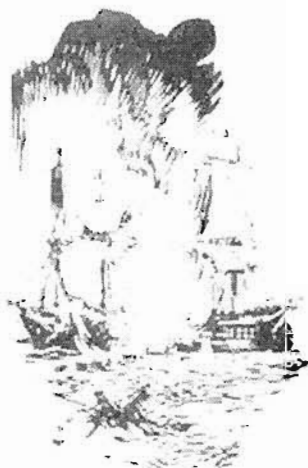
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MEN OF STAMINA

LORD NELSON

1758-1805



IN HIS autobiography NELSON wrote "difficulties and dangers do but increase my desire of attempting them." . . . This son of a clergyman, by his personal courage and perseverance, rose to the very pinnacle of naval fame. . . . He is considered to be the greatest sailor of all time. . . . His men loved him for he treated them as men. Fighting fearlessly for England, he lost his right eye, later his right arm, but nothing could daunt him. From boyhood he enjoyed only indifferent health. . . . At Trafalgar he finally crushed the sea-power of his country's enemies, but was mortally wounded in the hour of victory. . . . The secret of his amazing stamina was his utter devotion to duty.

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