

354
162

THE NAVY



AUSTRALIA'S MARINE JOURNAL

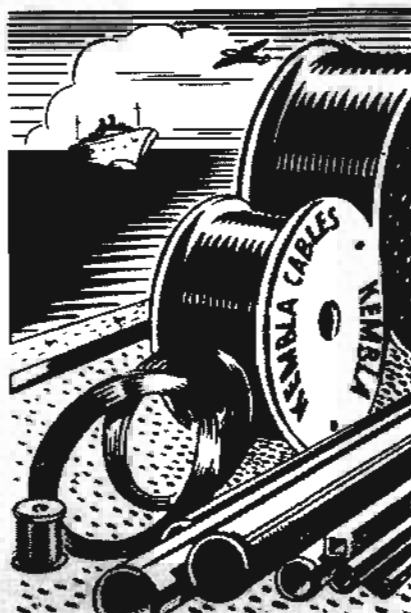
"KEMBLA"

COPPER, BRASS AND
OTHER NON-FERROUS
WIRE CABLES & TUBES

METAL MANUFACTURES LTD.
PORT KEMBLA, N.S.W.

SELLING AGENTS
(Exclusive Distributors in all States)

TUBES & BRASS WIRE	WIRE & CABLES
KNOX SCHLAPP PTY. LTD.	BRITISH INSULATED CABLES LTD.
Collins House, Melbourne	84 William St., Melbourne
Kembla Building, Sydney	44 Margaret St., Sydney.



ZINC

Without this essential metal there would be

**NO GALVANIZED PRODUCTS and
NO BRASS.**

ZINC is also used extensively in lead-free PAINTS and in DIE CASTING and is a basic requirement for many industries.

High-grade ZINC is produced in Australia using zinc concentrate from Broken Hill, N.S.W., and from Rossbery, Tasmania and electric power generated by the Hydro-Electric Commission of Tasmania.

Sole Australian producers

ELECTROLYTIC ZINC COY. of AUSTRALASIA Ltd.

Head Office — 360 COLLINS STREET, MELBOURNE

Works — RISDON, TASMANIA

THE NAVY

Australia's Maritime
Journal

Published Monthly

Editor:
G. M. GILL.

Associate Editor:

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

Managing Editor:
BARRY E. KEEN.

Incorporating the "Navy League Journal," Official Organ of the Navy League of Australia, and "The Merchant Navy," Journal of the Merchant Service Guild of Australasia.

Circulating through the Royal Australian and New Zealand Navies, the Merchant Service and to the general public.

Published by The Navy League, Royal Exchange Building, 54a Pitt Street, Sydney, N.S.W. Telephone: BU 5808.

Subscription Rate:
12 issues post free in the British Empire,
12/6; foreign, 16/-.

Wholesale Distributors:
GORDON & GOTCH (A/Sia) LTD.,
Australia and New Zealand.

Literary communications, photographs and letters for insertion (which should be short) should be addressed to G. M. GILL, 258 Beaconsfield Parade, Middle Park, Melbourne, Vic. The Editor does not hold himself responsible for manuscripts, though every effort will be made to return those found unsuitable with which a stamped and addressed envelope is enclosed. The opinions expressed in signed articles are those of the writers and not necessarily those of the Navy League.

CONTENTS

Vol. 12

NOVEMBER, 1949

No. 11

EDITORIAL

Letters to the Editors	5
Editorial	10

ARTICLES

Wetche! Old Timer	By "I.B."	12
Windjamming In War-time	By John N. Burgess	15
H.M.S. "Phoenix"		19
Anniversaries of the Month	By John Clark	20
S.S. "Time"	By Norman Allen	25
Britain's Battleships	By Taffrail	28
The Royal Navy is Strong and Prepared—By Captain Tapprell Dorling, D.S.O., R.N.		29
New Transmitting Compass	By A. Hine, R.Sc.	30

PERSONALITIES

Commander (S) Ralph Frank Marston Lowe, R.A.N.	17
--	----

OVERSEAS NEWS.

Maritime News of the World	22
News of the World's Navies	24

SPECIAL FEATURES

Nautical Question Box	26
Seas, Ships and Sailors	By Norton 31

NAVAL OCCASIONS

What the Navy is Doing at Sea and Ashore	32
--	----

FICTION

"The Skipper's Wife"	By Harold V. Warner	40
----------------------	---------------------	----

BOOK REVIEWS

"Valiant Voyaging"	37
--------------------	----

GENERAL

The Navy for Next Month	2
Nautical Quiz	18
Naval Appointments	43

ASSOCIATIONS, CLUBS.

The Navy League	1
Ex-Naval Men's Association of Australia	46



S. G. WHITE PTY. LTD.

MARINE & GENERAL ENGINEERS, BOILERMAKERS

DIESEL WORK A SPECIALTY.

ALL WATERFRONT TRADES EMPLOYED.

WORKS: LOOKES AV., BALMAIN

Phone: WB 2170.

Associates:

W. F. JAMES & CO. PTY. LTD.,

15 Nicholson Street, Woolloomooloo,

BOILERMAKERS, ENGINEERS, BLACKSMITHS.

BALLINA SLIPWAY & ENGINEERING CO., Ballina, N.S.W.
WOODEN VESSELS BUILT, SLIPPED AND REPAIRED.



Whyalla - Australia's Progressive Shipyard

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

THE NAVY FOR NEXT MONTH

"THE NAVY" for next month will be a special recruiting issue, and, will tell the story of present-day recruiting into the Royal Australian Navy: what the Navy has to offer; what types of men it requires; what opportunities there are for you, if you are a young fellow with a hankering for the sea and a future of which you can make something; and how to go about it if you are of a mind to join up, or, at any rate, to investigate prospects more fully.

There will, of course, be general interest material also, for instance:

"LANDING AT WASHINGTON ISLAND"

in which Captain Brett Halder, a contributor whose work you will have read in previous issues of "The Navy," tells in an illustrated article of the small, little-known Pacific island with its wealth of coconut trees and its fresh-water lake; where landing is difficult because of heavy, unbroken surf, and a special technique has been evolved for getting boats on and off the beach.

SCHOOLS OF THE R.A.N.

Here again, in a well-illustrated article, will be told something of the training of the youth of the Navy, of both officers and ratings. The R.A.N. College, and the training establishments at Flinders Naval Depot.

RECRUITING IN THE PAST

Nor will we confine ourselves to the present, but will deal also with the past, in telling of the manning of ships of the Royal Navy, as well as of our own Australian Navy.



GENERAL

And there will be the usual features. What the Navy is Doing; Anniversaries of the Month; Maritime News; News of the World's Navies; and the latest notes from the ex-Naval Men's Association and the Navy League.

Make sure of your December issue of "The Navy" NOW.



M.V. "DUNTROON"—10,500 tons

MELBOURNE
STEAMSHIP
CO. LTD.

HEAD OFFICE:

31 King St., Melbourne.

BRANCHES OR AGENCIES
AT ALL PORTS.

MANAGING AGENTS
for

HOBSON'S BAY DOCK

AND ENGINEERING

COY. PTY. LTD.

SHIP REPAIRERS, ETC.

Works:

Williamstown, Victoria.

Capstan

is a grand
cigarette for
all occasions



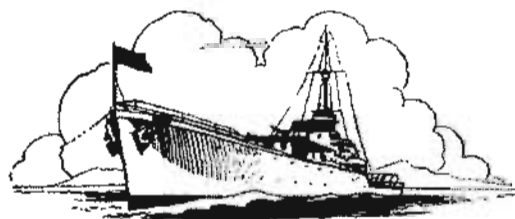
That's why it's always

TIME FOR A
CAPSTAN



THE EMPIRE'S FAVOURED CIGARETTE

THE UNITED SHIP SERVICES PTY. LTD.



ALL CLASSES OF SHIP REPAIRS AND FITTINGS UNDERTAKEN

88-102 NORMANBY RD., STH. MELBOURNE, VIC.

Telephones: MX 5231 (6 lines).



LETTERS TO THE EDITORS

THE "ANNAPOLIS" ARTICLE

Sir,

I was very pleased to see an article by Mr. Evans in the September issue of "The Navy." I think the last thing of his I read was published in Western Australia some four years or so ago. During the war much of this author's work appeared in Western Australian papers, and he contributed to our literature some of the finest poems written of the war years. I hope that we are to hear more of him in the issues to come, for he can always be depended upon to present interesting facts in the subjects on which he writes. He has the faculty of observation, and seems to pick upon points of view which the less observant writer misses. Please excuse the typing, as this letter is being written on a very old machine which is hard to handle. Long may "The Navy" continue to supply the wants of our seafaring people.

Yours, etc.,
J. G. Cragthorne,
St. Kilda,
Vic.

Thank you for your letter, and for your good wishes in the final sentence. We are glad that you are finding the Magazine filling some of your reading wants in the material we publish. We shall be using more articles from Mr. Wilson Evans in the future.

Ed., "The Navy."

PHOTOGRAPHS WANTED

Sir,

Just a few lines to inquire if you could get me photographs of the following ships: "Ormiston," "Manunda," M.V. "Dunroon." I would be very happy if you could help me out, as I am unable to get them in Brisbane. I get your fine magazine every month, and I think it is very good. I will close now, hoping to hear from you soon.

Yours, etc.,
D. R. Webb,
24 Gladstone Street,
Paddington,
Brisbane.

Thank you for your letter. We are making enquiries for you regarding the photographs you are seeking, and hope to be able to forward them to you shortly.

Ed., "The Navy."

THE "CHERRY" MEDAL

Sir,

I have read with interest the excellent article "The Passing of a Convoy" in the July issue of your magazine, and rather wondered that the author, "I.B.," in the wealth of informative detail he gives us, did not make mention more than by name of Captain G. H. Cherry, R.N., who was Captain of "Juno" on the Australia Station in 1900. Captain Cherry was the cause of the striking of the "Cherry Medal" in the ship he commanded after the "Juno." Incidentally, he is also associated with a "Letter to the Editors" in the August issue of "The Navy," that from Mr. S. A. Pidgeon to H.M.S. "Active," for he was Commanding Officer of another ship of the old Training Squadron, H.M.S. "Volage."

With reference to the "Cherry Medal," Vice-Admiral Dewar, in his book "The Navy From Within," says of his own days in the Training Squadron: "H.M.S. 'Volage' was one of the four-masted corvettes of the Training Squadron. Her Captain was George Cherry and her First Lieutenant, Clement Horne. The Captain had the reputation of being a martinet. It has been stated even that in one ship the officers cast a medal with the design of a cherry tree and a perspective of officers fading in the distance; this was awarded to anyone who had served two years

J. C. LUDOWICI & SON LTD.

PIONEER LEATHER
BELTING
POWER TRANSMISSION
ENGINEERS

117 YORK ST.
SYDNEY

Phone M 4341
(4 Lines)

NETTLEFOLDS SCREWS

ARE
USED
IN
EVERY

BRITISH
SHIP

NETTLEFOLDS PTY. LTD.

SUNSHINE
VICTORIA

HARDY'S

Speedily Relieves

INDIGESTION, ACID AND SOUR STOMACH
AFTER-EATING DISCOMFORT

THAT "MORNING-AFTER" FEELING



HARDY'S

INDIGESTION AND ULCERATED STOMACH
REMEDY

2/9 per 8oz. Carton from all Chemists and Stores

ENGINEERING PRODUCTS PTY. LTD.

426-436 Burnley St.
BURNLEY
VICTORIA

Specialised
Manufacturers
in all types of
Petrol, Oil and other
Storage and Dispensing
Equipment.

Telephones:
JA 5251
JA 5252

Telegrams:
Eppcol, Melbourne

THE FLEET-FORGE PTY. LTD.

9-13 LORIMER ST.
STH. MELBOURNE
VICTORIA

ENGINEERS
STRUCTURAL
MECHANICAL
MARINE

Quotations given for all
classes of work.

TELEPHONE:
MX 5231 (6 lines)

LETTERS TO THE EDITORS

in the ship with a clasp for each courtmartial. This may be as it may be, but though Cherry was certainly strict and seldom even spoke to his officers off duty, he impressed me as a just man, a conscientious officer and certainly a fine seaman. Bad officers make strict captains and it is very possible that he had had to deal with a bad wardroom in that particular ship." The "particular ship" to which Vice-Admiral Dewar refers was H.M.S. "Argonaut," which Captain Cherry commanded on the China Station, 1900 to 1904.

Yours, etc.,
R. Pringle,
Rockhampton,
Queensland.

Thank you for your letter, and for the interesting information about Captain G. H. Cherry, R.N., which will be as much appreciated by "I.B." as by our readers.

Ed., "The Navy."

A REPROOF

Sir,

Let me say at the outset that I am not writing in any spirit of carping criticism. "The Navy" is a firstclass magazine. It is bright, informative, and generally accurate: and at any rate to this regular reader it is a monthly treat that he would be fain to forego. But there is one slip which you have repeated more than once, and to which I feel I must direct your attention. That is the reference in your pages to the "Australian" Station. You would not say the "Chinese" Station, or the "West Indian" Station. So why "Australian"?

Yours, etc.,
"R.A.N.",
Australia Station.

The point is well taken. Thank you! And we shall see that we do not err in this way again.

Ed., "The Navy."

Tattersall's £10,000 (1st Prize) CASH CONSULTATIONS

are a weekly affair.

—Well and Widely Known—

THE TICKET 5/-.

Postage for ticket and result, 5d.
"To Win You Must Be In."



You can write from any ship or any port.

The Address . . .

GEO. ADAMS (TATTERSALL) HOBART

FOSTER'S LAGER

BREWED BY Carlton & United Breweries Ltd.



For the Best Soft Drinks

Always say . . .

MARCHANT'S

PLEASE!

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



ANCHOR BRAND

It's a Grand Free Life

in the

R.A.N.



There's still romance in a life at sea. But the Royal Australian Navy promises you far more—it is a rapidly expanding, highly technical service, offering interesting work at high rates of pay, complete security and real opportunities of promotion.

Fill in and send the coupon below for full information on the opportunities offered to you by the Navy.

APPLICATIONS ARE INVITED FOR

SEAMEN, Signalman, Telegraphist, Stoker-mechanic, Sick berth attendant, Cook, Steward, Electrical, Clerical, Airman (non-flying), Musician and Musician-bugler.

No previous experience required except for Musician and Musician-bugler. **AGE FOR ENTRY:** Over 17 and under 24.

TRADE BRANCHES

Shipwright, Engine Room Artificer, Ordnance Artificer, Aircraft Artificer, Electrical Artificer and Artisan.

Trade experience is required, and entry is subject to passing a trade test. **AGE FOR ENTRY:** Over 16 and under 24 (1 and under 24 in special cases). **Aircraft Artificer:** over 18 and under 23.

Tradesmen eligible: Shipwrights, boat-builders, bridge-builders, fitters and turners, boiler-makers, copper-smiths, engine-smiths, instrument makers, electrical fitters, fitters, sheet-metal workers, painters and blacksmiths.

NAVAL AVIATION BRANCH Rating Pilot.

Entries by selection. **AGE FOR ENTRY:** Over 17 and under 19.

For full information, fill in and send the coupon below together with a cutting of this advertisement showing the group in which you are interested, to the Naval Recruiting Officer in your State.

Join the **ROYAL AUSTRALIAN NAVY**

Please send me full information, including illustrated booklet, regarding service in the R.A.N. I attach advertisement marked with the branch which interests me.

NAME (Block letters)

ADDRESS

R.A.N.VS.JFP.109

The Navy

The Navy League

Patron:
H.M. The King.
Head Office:
Grand Buildings,
Trafalgar Square,
LONDON, W.C.2.

Branches:
Great Britain, New South Wales,
Victoria, South Australia, Tas-
mania, New Zealand, Ceylon,
Rhodesia.

Affiliated Leagues:
The Navy League of Canada.
The Navy League of South Africa.
**THE COUNCIL OF THE
NAVY LEAGUE IN
AUSTRALIA.**

President:
Commander (S) J. D. Bates, V.R.D.,
R.A.N.V.R.
Vice-President:
Captain L. A. W. Spooner,
O.B.E., R.N. (retd.).
Honorary Secretary and Treasurer:
Lieut. (S) J. H. H. Paterson,
M.B.E., R.A.N.R.

NEW SOUTH WALES.

Patron:
His Excellency the Governor of
N.S.W.

President:
T. H. Silk, M.I.C.E., M.I.N.A.
Hon. Treasurer:
D'Arcy M. Shelley
C. M. C. Shannon.
Hon. Auditors:
Robertson, Crane and Gibbons.
Hon. Secretary:
Comdr. F. W. Hinson, O.B.E.
Secretary:
W. W. Beale, O.B.E.

VICTORIA.
(Incorporating Navy League Sea
Cadet Corps)

Patron:
His Excellency the Governor of
Victoria.
President:
Commander (S) J. D. Bates, V.R.D.,
R.A.N.V.R.
Hon. Treasurer:
C. W. Lucas.
Secretary:
L. S. Digby.

SOUTH AUSTRALIA

Patron:
His Excellency The Governor of
S.A.
President:
E. A. Brooks
Hon. Secretary:
L. T. Ewenz



A TYPE
FOR EVERY
PURPOSE!
MEGGITT'S
PURE LINSEED
OILS

MEGGITT LTD.

Head Office: 67 York Street
Box 1553, G.P.O., Sydney
Works: Fremantle, Melbourne, Adelaide

"MAIN" COALS

FROM THE MAITLAND (N.S.W.) COALFIELD
PELAW MAIN—RICHMOND MAIN
ABERMAIN—STANFORD MAIN
for Gas, Railways, Manufacturers and Householders.

STOCKRINGTON COALS

unsurpassed for Bunkers.
FIRST GRADE STEAM COAL FROM THE
"BOREHOLE" SEAM, NEWCASTLE (N.S.W.).

Apply to:

**J. & A. BROWN & ABERMAIN SEAHAM
COLLIERIES LIMITED**

Head Office:
SYDNEY.

N.S.W.

Shipping Office:
NEWCASTLE.

**W. G. DEUCHAR & CO.
PTY. LTD.**

Agents for . . .

ELLERMAN & BUCKNALL S.S. CO. LTD.
22 BRIDGE ST., SYDNEY, N.S.W.

'Phone: B 6925.

November, 1949



THUS TIMES DO SHIFT

Tradition dies hard. With the sale, following their arrival in Europe at the conclusion of their final passages home with Australian wheat, of the Finnish barques "Pamir" and "Passat," the last chapter of the long era of the winged ocean ship is drawing to its close. Yet, and naturally, their owner, Mr. Edgar Eriksson, says: "I would like my barques to spend the rest of their days as ships, not as harbour hulks." For there is that about the sailing ship which inspires an affectionate regard, even among those who have never earned the distinction of him whose every finger is a marline spike, every hair a rope yarn: even among steamboat sailors.

In her tall, symmetrical beauty under sail, she had a grace and purity that no wingless vessel can equal. She was slow by modern standards, yet, heeling with the press of canvas and the urge of wind, could give an impression of speed lacking even in those present-day ships of the air which travel at a rate exceeding hers by twenty times

and more. She worked her company to the bone, and gave them misery and hardship enough; and by contrast brought them moments that are remembered for peace and communion with those "spirits of the vasty deep" which no steamboat or motor ship, however luxurious, can summon forth. But above all she was (to an extent impossible of attainment in any vessel driven by mechanical means) part of the man who sailed her.

To him who knew her moods she would give all. It was that combination, that understanding and co-operation between Master and Ship which, as much as the purity of her lines and the excellence of her sail plan, made possible the outstanding performances of the great clipper of the golden age of sail.

Small wonder is it that the sailing ship came to be regarded by those of her era as the only vessel on which to traverse the seas, and the interloper which eventually drove her from her pride of place as the destroyer of the romance and the pride of a seafarer's life.

"EACH THING HIS TURN DOES HOLD"

"Young men," said Trewsbury, Second Mate of the China clipper "Blackgauntlet," in John

Massfield's "Bird of Dawning," to Captain Dundie-bourne, "are taking to steam, sir. Steam is the new thing, and the new men turn to it." "I will admit that they may be new, Mr. Trewsbury, but let us not agree to call them men. Men master the elements: in that there is beauty and fitness. The new scheme is that men should become the slaves of machines: and in that there is neither. But I interrupt, I fear. May I ask, if you were unsuccessful in your attempt?" "No, sir, I was successful. I was given a second mate's berth in a steamer bound to Sydney: a ship called the "Thunderbird." "I am sorry that you should call a tank moved by a machine a ship. May I ask if you felt a little ashamed, when you stood upon the coal or oil platform to empty the cinders?"

"Thus times do shift." The tank moved by a machine has become the ship of today, and has driven the "Blackgauntlet" from the oceans. Within comparatively few years the centuries-long life of the sailing ship has ended, and with it the life of the sailing ship seamen. The times demanded it. A more efficient substitute had been found for the sailing ship, and the sailing ship had to go. There were fears that, lacking the training in sail, the quality of the men who were to man these new vessels would suffer. But the new vessels themselves imposed new problems, and a new type of man was needed.

Again tradition died hard. More especially in the Navy were the new problems apparent, but as late as 1933 there was a strong move in the Royal Navy for a return to sail training. "The proposal," says Lord Chatfield in "It Might Happen Again," had been put to the House of Commons in March, 1932, by the First Lord and had received a warm, indeed enthusiastic, welcome from many members of Parliament, as well as a good Press. . . . "There was," he continues, "an idea among many, that seamanship was a lost art. This I considered an unjust condemnation of the modern sailor. I had found that, in handling of ships and boats, in bravery, in stress of weather, in the many and varied lines of modern seamanship in destroyers, sloops, target work, boom work, in the air and in submarines, the modern sailor was often deserving of credit rather than criticism. He had his weak points, but such drastic and revolutionary action as was now proposed would, in my opinion, apart from other objections, be an unmerited reflection; even if it could be carried out successfully it would not, in the end, achieve the aims we had in view."

"NEW THINGS SUCCEED"

The recent war proved the rightness of Lord Chatfield's opinion. In the Merchant Service, as in the Navy, those today who have sail training are in the minority. And in the Merchant Service, as in the Navy, it was proved again and again during the war that seamanship—even though it be of a different kind from that of the days of the racing clippers and the big square-riggers of later years—is not lacking among those who man the "tank moved by a machine."

That we should, and perhaps even more so those of us who have never savoured of their discomforts and dangers, mourn the passing of the sailing ship as a thing of beauty, an object of romantic association, is but natural. But "new things succeed," nor is there any reason why, besides being efficient, they should not be as much things of beauty and objects of romance as those they supplant.

For, as Kipling has pointed out, it was ever thus:

"Farewell, Romance!" the Cave-men said:
"With bone well carved he went away."
... Confound Romance! ... And all unseen
Romance brought up the nine-fifteen.

THE ALBATROSS

The news that the one-time Australian-built seaplane carrier, "Albatross," now converted into a passenger steamer and renamed "Hellenic Prince," is on the way from Italy to the land of her birth, will awaken many memories in the minds of those who have served in her. It is also a further reminder of the fact that Australian steel and Australian workmen have between them turned out some good ships. "Albatross" is now over twenty years of age.

Following her sale to the Royal Navy as part payment for H.M.A.S. "Hobart," she did good work in the recent war in tropical African waters. The record of Australian shipbuilding is uniformly good. And especially does the soundness and excellence of the work show up in the old "D" and "E" Class cargo ships which were built during and immediately following the First World War. A number of these, after years in the gruelling iron ore trade, are still going strong, a credit alike to the material and workmanship that went into them.

WOTCHER! OLD TIMER

(Part II and Conclusion)

HERE THE AUTHOR OF THIS ARTICLE CONCLUDES HIS PICTURE OF THE AUSTRALIAN STATION BETWEEN 1900 AND 1914 — AND BRINGS US TO THE BIRTH OF THE ROYAL AUSTRALIAN NAVY.

by "I.B."

THE year 1909 found the orchestra of the Concert of Europe with its players busy on a passage of mounting crescendo and agitato. Germany was openly challenging the power of Britain at sea. There were rising undertones from the Middle East, where Turkey was in the throes of a revolution, and the thread of a tzigane melody was woven into the theme from the Balkans, where the fiddlers elbowed and bowed with increasing vigour.

The Imperial Conference, held in London that year, prepared the way for the impending birth of the Royal Australian Navy. But until H.M.A. Ships "Australia," "Sydney" and "Melbourne" arrived in Australian waters four years later, the Royal Navy continued to man the Station.

The Flagship remained H.M.S. "Powerful," Captain C. I. Prowse, R.N. Others of the Squadron were "Cambrian," which recommissioned at Colombo on September 7th by Captain E. W. E. Wemyss, R.N., and "Challenger," which Captain H. C. C. Da Costa, R.N., recommissioned at Sydney on October 1, 1908. Commander C. Tibbitts, M.V.O., R.N., the Commander of "Challenger"—and, incidentally, a cousin of the writer of this article



H.M.S. "Challenger," twin-screw 3rd Class Cruiser, of 5880 tons, first on the Australia Station in 1904. Seen in the light from H.M.S. "Powerful" in 1912.

—described how, in this year, there was difficulty in obtaining suitable stokers for training in "Challenger" to man the future Royal Australian Navy.

Born in 1872, Commander Tibbitts joined the Royal Navy in 1885. He reached the rank of Commander in 1905, was promoted Captain in 1914, and served in the 10th Cruiser Squadron, 1914-1916, subsequently being appointed in command of the repair ship "Reliance," 1916-1918. He was promoted Rear-Admiral in 1921, and retired in 1929 as Vice-Admiral, C.B.E., M.V.O. He died in 1942.

Also on the Station were "Encounter," which recommissioned at Colombo on March 5th, 1909, under the command of Captain P. H. Colomb, R.N.; the "Pegasus," recommissioned by Commander A.

H. C. C. Home, R.N., on March 6th, 1909, also at Colombo; the "Pioneer," recommissioned at Colombo on September 1st, 1909, by Commander W. H. Blunt, R.N.; the "Prometheus," Commander J. C. T. Glossop, R.N.; the "Psyche" and the "Pyramus," which recommissioned at Colombo on September 1st, 1909, under Commanders H. B. Montagu, R.N., and S. H. Radcliffe, R.N., respectively.

It is of interest that the ships of the "Pelorus" class of light cruisers played such an outstanding part in Australia's naval history for nearly 20 years, from 1900 to 1918. Built round about the beginning of the century, between 1897 and 1901, they were of around 2200 tons displacement, mounted eight 4in. guns, and had a speed of 20 knots. Apart from the ships "Pioneer," "Prometheus," "Psyche," "Pyramus," and "Pegasus," the class included some which did not serve on the Australian Station, "Pelorus," "Proserpine," "Pereus," and "Pandora."

And so we come to the year 1910. Look back, Old-Timer, to the close of an epoch. Try to recapture for one brief moment the placid ways of life, the feeling of stability, the vision of a vista of settled peace in which one could



A "Pelorus" Class Light Cruiser. "Pioneer," "Prometheus," "Psyche," "Pyramus," and "Pegasus" of this class, were on the Australia Station.

see the future, calm, unburied, untroubled, apparently stretching ahead, a future in which one could plan a life to be desired. It was but a vision, and one of which the dissolution was to begin with the death of Edward the Peacemaker on May 6th of that year.

Beyond the seas, slowly, surely, inexorably, the end of a world approached. The Concert of Europe played with increasing discord, with the mutter of timpani not in the score, with the rising wail of strings and wood winds. Petty jealousies, greed, ambition, were to sow a harvest of hate as the world moved on towards "Der Tag." The years 1910-1914 tested the powers of the diplomatists, and found them unequal to the strain imposed upon them.

With Vice-Admiral Sir Richard Poore's Flag at the fore, the "Powerful," Flagship of the Australian Squadron, swung at her buoy in Farm Cove, Sydney Harbour. She was a ship of might and power for the longshoreman to behold, but to the sailor a huge armoured cruiser of little fighting value.

Drifting across the still water, the clear cut notes of the bugle, the wail of the bo'sun's pipe, the strains of the bands, the mellowed double clang of the bells telling the passing hours, made the old cabbies, the shore folk and the ferry passengers pause and gaze for a moment on the gaunt grey ships, symbols of sea power. About those ships, and what they represented for Australia, were many meetings in high places, minutes, correspondence, newspaper articles and public concern, which finally led to the establishment of the Royal Australian Navy.

Fortunately, the seed sown by Admiral Sir George Tryon, R.N., bore the fruit of personal service by the people of the Commonwealth in place of the subsidies which the nation had hitherto paid for naval protection. The fine record of the Royal Australian Navy, the emergence of such distinguished Naval Australians as Rear-Admirals H. B. Farncomb and J. A. Collins, and other offi-

cers of the Commonwealth Navy, and of the men who serve with them, have proved the soundness of Tryon's ideas.

Nearly a decade after his successful visit to Australia in 1901, His Royal Highness the Duke of Cornwall and York ascended the Throne in 1910, and the British people had another sailor King.

In that year the Australian Squadron consisted of the Flagship "Powerful," Captain C. I. Prowse, R.N., attached to Pompey; the "Cambrian," Captain E. W. E. Wemyss, R.N., a West Country ship; the "Challenger," Captain E. F. A. Gaunt, R.N., another Devonport ship; the "Encounter," Captain P. H. Colomb, R.N., attached to Chatham, which had recommissioned at Colombo on April 15th, 1910; the "Pegasus," Commander A. H. C. C. Home, R.N., also a Chatham ship, to which port was likewise attached "Pioneer," Commander W. F. Blunt, R.N.; the West Country ship "Prometheus," of which Commander P. H. Warleigh, R.N., had assumed command on February 12th, 1910; the "Psyche," Commander H. B. Montagu, R.N., a Pompey ship; and the Devonport ship "Pyramus," Commander S. H. Radcliffe, R.N.

Names, which carried on into this recent war of 1939-1945 begin to appear at this stage. When "Psyche" recommissioned at Colombo on September 1st, 1909, she was joined by Lieutenant R. C. Garcia, R.N. He served in H.M.A.S. "Sydney," 1914-1916, and was Commodore of A.I.F. convoys in the recent war, in the "Monsters," "Queen Mary" and "Queen Elizabeth." He retired not long since as Captain, R.A.N.

On December 31st, 1910, Vice-Admiral G. P. King-Hall, C.V.O., hoisted his Flag as Commander-in-Chief, Australian Station. The eldest son of Admiral Sir William King-Hall, K.C.B., he was born in 1850, entered the Royal Navy in 1863, was Captain, 1891, Chief of Staff to Admiral Sir John Fisher, K.C.B., in the Mediterranean, Rear-Admiral, 1904, Vice-Admiral, 1908, Admiral, 1912, and

retired K.C.B., C.V.O.

His younger brother, born in 1862, joined the Royal Navy in 1875. Present in "Sultan" at the bombardment of Alexandria in 1882, he served in the South African War, 1899-1902, as Naval Transport Officer, and was Commander-in-Chief of the Cape Station, 1912-1915. Rear-Admiral, 1909, Vice-Admiral, 1915, Admiral, 1918, and retired as Admiral, K.C.B., C.B., C.V.O., D.S.O.

In 1911 the Agadir crisis made Britain take perturbed naval notice. The First Lord, Reginald McKenna, demanded a huge increase in the Navy Estimates as the Kaiser proclaimed himself Admiral of the Atlantic.

"Powerful" remained Flagship of the Australian Squadron, Captain E. F. Bruen, R.N., having succeeded Prowse in command on December 31st, 1910. Other ships were "Cambrian," Captain E. W. E. Wemyss, R.N.; "Challenger," which had recommissioned at Sydney by Captain E. G. A. Gaunt, R.N., on December 9th, 1910; "Encounter," of which Captain S. A. Hickley, R.N., had assumed command on April 4th, 1911; "Pegasus," Commander A. H. C. C. Home, R.N.; "Pioneer," in which Commander P. J. Stopford, R.N., had succeeded Blunt in command on December 15th, 1910; "Prometheus," Commander P. H. Warleigh, R.N.; "Pyramus," Commander S. R. Radcliffe, R.N.; and "Psyche," Commander H. B. Montagu, R.N.

In 1912, with "Powerful" still Flagship under the command of Bruen, the Squadron consisted of "Cambrian," which had recommissioned at Colombo on September 10th by Captain J. E. Drummond, R.N.; the "Challenger," Captain E. F. A. Gaunt, R.N.; "Encounter," Captain S. A. Hickley, R.N.; "Pegasus," which Captain P. H. Mitchell, R.N., recommissioned at Sydney on November 10th, 1911, in succession to Commander Home; "Pioneer," Commander P. J. Stopford, R.N.; "Prometheus," Commander P. H. Warleigh,



H.M.S. "Cambrian," 2nd Class Protected Cruiser, of 4340 tons and mounting two 6in. and eight 4.7in. guns. Built 1894-6, she had a speed of 19½ knots.

The "Psyche" recommissioned at Colombo on September 16th, 1911, by Commander H. C. Carr, R.N., while also with the Squadron were "Pyramus," Commander S. H. Radcliffe, R.N., and the sloop "Torch," a Chatham ship which commissioned at Sydney on May 4th, 1911, by the redoubtable Commander E. C. Carver, R.N. (See "The Navy" of January, 1949, and the article by "I.B." entitled "Scully Around," for a previous reference to Commander Carver.—Ed.).

And here comes another name familiar to "Present Timers" of the Royal Australian Navy: The Navigating Lieutenant of the "Torch" was C. J. Pope. Born in 1887, Cuthbert John Pope entered the Royal Navy in 1902 and had his first experience of the Australian Station as a sloop in "Euraylus," 1904-1905. On loan to the Royal Australian Navy, 1914-1918, he served in H.M.A.S. "Sydney," transferring to the Royal Australian Navy in 1919. In command of H.M.S. "California" from November, 1939, to December, 1941, he was Commodore-in-Charge, Darwin, from January to December, 1942, following which he was Naval Officer-in-Charge, Western Australia, at Fremantle. He retired after the war as Rear-Admiral, C.B.E., and is still on deck.

The Navy List of 1911 published the first list of the Royal Australian Navy—the Torpedo Boat Destroyer "Parramatta," commissioned on the Clyde on September 8th, 1910, by Captain F. Tickell, C.M.G., R.N.; and the Torpedo Boat Destroyer "Yarra," commissioned by Lieutenant-in-Command T. W. Biddlecombe, R.N.

Came the Unlucky Thirteen—the last year of World Peace, and the end to us all of those halcyon days before the First World War—the year 1913.

It was a year of great changes on the Australian Station. The Flagship "Powerful" returned to Great Britain, was paid off, and attached to the old "Impregnable," the

training ship for boys at Devonport. "Challenger" also returned to Devonport, paid off, and was attached to the Third Fleet Reserve. The armoured cruiser "Drake" arrived in Australian waters as Flagship, exchanging officers and crew with "Powerful" in 1912. Built in 1903, of 14,100 tons, and with an armament of two 9.2in. and 16 6in. guns, and with a speed of 20 knots, she was Flagship of Rear-Admiral Prince Louis of Battenberg in 1905 in the Second Cruiser Squadron. Later her name figured in connection with scandalous treatment of junior midshipmen by her gun-room officers.

On her arrival on the Station, Captain E. F. Bruen assumed command of her as Flag Captain to Vice-Admiral Sir G. F. King-Hall. But she remained here only a few months before proceeding to the North American Station.

"Encounter" recommissioned at Sydney on February 1st, 1913, by Commander A. G. Smith, R.N. (Retd.) as a Training Ship. On January 28th, 1914, Smith was succeeded in command by Commander (Acting Captain) C. La. Lewin, R.N. "Pegasus" was transferred to the Cape Station on March 13th, 1913—an unlucky day for that old warrior. "Pioneer" paid off into reserve on November 30th, 1912. On April 21st, 1913, she was recommissioned as a depot ship, with Lieutenant C. B. Elwell, R.N., in command. Elwell, then Lieutenant-Commander, was killed during the operations by the Royal Australian Navy against the German Colonies in New Guinea. He met his death while leading a charge on the first German trench in the attack on Bitapaka, on September 11th, 1914.

Elwell had not remained for long in command of "Pioneer," being succeeded on December 14th, 1913, by Commander T. W. Biddlecombe, R.N.

"Prometheus" returned to England, paid off, and was not again commissioned. Commander A. C. Dunn, R.N. (Retd.) was appointed in command to the old Train-

ing Ship "Protector." She was later a tender to "Cerberus," under Lieutenant A. W. Spooner, R.N.

Lancelot Arthur Wetherell Spooner, born in 1885, entered the Royal Navy in 1900, and transferred to the Royal Australian Navy in 1931. He is another well-known to Present-Timers, having been Director of Ordnance, Torpedoes and Mines at Navy Office throughout the recent war. He retired Captain, O.B.E.

The Squadron now consisted of "Cambrian," Captain J. E. Drummond, R.N., as Flagship of Vice-Admiral G. F. King-Hall; "Psyche," Commander H. C. Carr, R.N.; "Pyramus," recommissioned at Sydney on November 30th, 1912, by Commander P. J. Stopford, R.N.

At Devonport, on January 18th, 1913, Captain M. L'E. Silver, R.N., commissioned H.M.A.S. "Melbourne." On the same day, the old depot ship "Penguin" recommissioned at Sydney under Captain C. F. Henderson, R.N. The battle cruiser "Australia" commissioned at Pompey on June 21st, 1913, by Captain S. H. Radcliffe, R.N., and two days later Vice-Admiral Sir George E. Patey, K.C.V.O., R.N., hoisted his flag in her as Commander-in-Chief of the Royal Australian Navy. Three days later again, Captain J. C. T. Glossop, R.N., commissioned H.M.A.S. "Sydney."

Admiral Sir George E. Patey, K.C.M.G., K.C.V.O., M.V.O., was born in 1859, the son of Captain G. E. Patey, R.N. Joining the Royal Navy in 1872, he served in the Zulu War of 1879. Promoted Captain in 1900, he was Flag Captain of the "Venerable" in the Mediterranean, 1902-1904; Captain of "Implacable," 1905-1907; Aide de Camp to H.M. the King, 1908; Rear-Admiral in the Home Fleet, 1910; Commander-in-Chief, Royal Australian Navy, 1913-1915; Commander-in-Chief, North America, 1915-1916.

"On a bright, calm October day in 1913," the ships of the new

Continued on page 46

WINDJAMMING IN WARTIME

IN WHICH THE AUTHOR TELLS HOW H.M.S. "DUNCTON", WITH LEAKING TUBES WHICH COULD NOT BE STOPPED, MADE A VOYAGE UNDER CANVAS IN THE SOUTH ATLANTIC.

By John N. Burgess, Lieut.-Commander, R.A.N.V.R.

"ONE of them flamin' tubes 'as started to leak again, Sir; 'I allus said as 'ow they should 'ave replaced the lot while they were at it."

We were on our way back to the west coast of Africa in His Majesty's Armed Trawler "Duncton" in August, 1944, after a refit in Cape Town, where they had replaced a number of defective boiler tubes instead of giving us a completely new set. Trouble, as predicted by the Chief, had caught up with us, and he burst unceremoniously into my cabin to report the fact.

We were in approximately Latitude Five degrees South, Longitude Five degrees East, some five hundred miles to the westward of the Congo mouth, when evidence of the leak became noticeable; and leaking tubes in that position meant that our situation was hardly an enviable one, without taking into account that our W/T transmitter was defective as well. As it was, the combination of defects made us all wish we were back in Walvis Bay, which we had left a few days before, or safely inside the breakwater at Takoradi, where we were bound.

In a Scotch boiler, the hot air from the furnaces passes through a combustion chamber and then through a nest of tubes; around the tubes is the water, which is thus heated to make steam. If,

therefore, a tube becomes corroded or cracked, the water leaks into the tube along it into the combustion chamber, and thence into the furnaces themselves, putting the fires out. The best way to prevent one or two leaking tubes from causing a breakdown is to insert tube-stoppers. These consist of long iron rods threaded at both ends, to which metal discs can be screwed to prevent leakage into the combustion chambers.

It is, of course, necessary to draw fires and allow the furnaces and combustion chambers to cool down before men can enter to fix the tube-stoppers in place, so that the process of inserting them necessitates stopping a seven hundred-ton trawler like "Duncton" for a minimum of thirty-six hours—a most undesirable proceeding when there was a possibility of U-Boats being in the vicinity.

There was nothing for it but to blow down, post look-outs, place all confidential matter in weighted bags, and await the opportunity of sealing off the defective tube. So we did so, and when the furnaces had cooled down sufficiently, the stokers fixed stoppers in two leaking tubes. Then we raised steam and proceeded hopefully on our way. We steamed slowly for a few miles until the steam pressure rose, and we were just about to increase revolutions and thank our stars that we were a fighting unit again, when a voice of gloom came up the engine-room voice pipe:

"There's three more of the muckers gone now; we'll need to stop again."

To cut a long story short, we repeated the procedure over and over again during the ensuing days.

It was one interminable round of stop, blow down, cool down, insert stoppers, raise steam, proceed a few miles, stop . . . In the end we exhausted our supply of stoppers, and, by then, had reached the stage of viewing our situation with some concern.

There we were five hundred miles from the African coast, without means of communicating with the shore or other ships, and plumb in the middle of the South Equatorial current which was setting to the westward at over one knot. Ascension Island was a thousand miles away, and there was only a remote chance of drifting anywhere near it. There were fifty-six of us on board, with supplies that might last, if stringently rationed, for two or three months, but with stocks of water only sufficient to last us a fortnight or three weeks. Some of us began to look a little pensive . . .

It was, however, of little use to waste time wondering whether we might be found by an air search, sighted by another ship, or might just drift serenely towards South America until our supplies gave out. So we set to work. If we could not steam we determined that we would sail to the Congo mouth.

We accordingly mustered on the foredeck everything we could find in the ship that might serve as a sail or part of one—awnings, boat-



sails, recognition mats, hatch covers, etc.—and then we set to and endeavoured to turn old "Duncannon" into a full-rigged ship.

As a job we hoisted a recognition mat; as a staysail, a hatch cover; as a mainsail, the big fore-deck awning; as a mizzen, sundry awnings; as a jigger, a boatsail; as a spanker, another aircraft recognition mat. And just to put a finishing touch to things we hoisted our large red flag on the triatic stay as a topsail. In the end she looked like some wierd pirate junk from another world. But she moved through the water in the right direction.

We had the benefit of a steady, gentle to light breeze from the south-west most of the time, which kept all our "sails" full, and pushed the old ship slowly but surely along on an easterly course. Although actually we did not make much over the "ground" with the current setting against us, the fact that we were moving through the water towards the African coast heartened the ship's company and put new spirit into everyone. Watch-keeping officers became enthusiastic about estimating the speed of the ship by Dutchman's Log, and there was always a full muster on the bridge when the Navigator was working out our noon positions. The smiles of achievement on the men's faces when our speed through the water was calculated to be over two knots, or our noon position showed that we had made over twenty miles of casting, were well worth seeing.

But even though the outlook seemed brighter with all sail set, and the prospects of a lonely drift across the Atlantic averted, we did not relax any of our efforts to plug the leaking tubes, for which there were no proper stoppers. We made end plugs from sawn up dan-buoy spars, but these blew out when the steam pressure rose to fifty or sixty pounds. We whittled down the Kelvin sounding boom, and successfully plugged one leaking tube with that, and we invented all sorts of wierd and won-

derful home-made stoppers, the best of which consisted of a couple of depth-charge primer caps through which were inserted bottle-screws connected to a length of chain. These ingenious contrivances might well have served their purpose, had it been necessary at the time they were finally perfected.

As we sailed slowly eastwards we made all sorts of other preparations to meet foreseeable contingencies. Food was rationed to some extent and water, of course, severely, so we invented a Heath-Robinson-like contrivance for distilling sea water. Providentially, we never had to use it, or we should probably have set the ship on fire! We made another larger sail for the boat, which was sent away every day with a picked crew to practice pulling and sailing in case it should be necessary to send it for assistance as we approached the coast; and we had all guns loaded and ready to fire in

case a curious Hun should inspect us through his periscope.

We did not, however, jettison all our confidential books through mistaking a shark's fin for a periscope, as one Commanding Officer did when broken down in the same area some months later. Instead, we enjoyed ourselves pumping .303 bullets into the sharks as they cruised lazily but interestedly round the ship, and so managed to avoid incurring their Lordships' displeasure.

Actually we rather enjoyed the life of a sailing ship for a change; the stillness, broken only by the pleasant sounds of flapping sails and the gurgle of water along the ship's sides, was delightful; and we sang shanties by night and held seamanship classes by day to keep everyone's mind occupied.

A glorious remark by one of the Ordinary Seaman during one of the classes has to be recorded. The

Continued on page 46



The Navy

NAVAL PERSONALITY OF THE MONTH

Commander (S) Ralph Frank Marston Lowe, R.A.N.

COMMANDER (S) Ralph Frank Marston Lowe, R.A.N., is one of the few officers in the Royal Australian Navy who had the unenviable experience of being a Prisoner of War of the Japanese, having been in H.M.A.S. "Perth" when she was sunk in Sunda Strait in the first few minutes of the 1st. March, 1942. But more of that later.

The son of Charles Lowe, a Manager of the State Savings Bank of Victoria, Ralph Lowe was born at Clifton Hill, Victoria, on the 30th. August, 1907. He entered the Royal Australian Navy on the 1st. July, 1925, as a Direct Entry Paymaster Cadet, and started his naval career with six months training at Flinders Naval Depot. His first ship was H.M.A.S. "Brisbane," his period in her being followed by appointments to H.M.A. Ships "Melbourne" and "Sydney," and then, in 1928, he was among those sent to the United Kingdom to commission H.M.A.S. "Canberra," completing as one of the main units of the naval expansion programme inaugurated in 1924.

He spent some time in "Canberra," and then was transferred to her sister ship "Australia," to an appointment in the Admiral's office. That was in 1930, and Rear-Admiral E. R. G. Evans—the present Lord Mountevans—was then Rear-Admiral Commanding the Squadron. Ralph Lowe was for two years in the Admiral's office of "Australia," and at the end of 1932, with the appointment of Admiral Evans to the position of Commander-in-Chief, Africa, he accompanied his chief to this new post, it entailing a shore job at Simonstown, South Africa.

Lord Mountevans mentions his Australian companions in the African days in his autobiography "Adventurous Life." "Throughout my sojourn in Africa," he says, "I had three Australians with me: my Flag-Lieutenant, Neil Mackinnon, a most efficient, athletic, good companion, also my assistant-secretary, Ralph Lowe, and a Chief Writer, Kilpatrick, who did all my correspondence in addition to his Admiral's office duty. He was an energetic little fellow, whom I mentally christened 'A thousand horse-power in a dinghy!'"

This was the period of the Tshekedi affair. Tshekedi Khama, a Bechuanaland Chief, was the centre of a situation that developed owing to his having, in a native court, sentenced a white man to a public flogging. The Commander-in-Chief, and the Navy, handled the matter with comend-

able promptitude and determination, and the Chief was deposed.

"After his deposition," says Lord Mountevans, "he asked permission to come down to Cape Town to see me, and he then tendered an apology, declaring that he realized that he had no right to order a white man to be flogged or, for that matter, to try him in a native court. Having put this apology into writing on board H.M.S. "Dorsetshire" we had tea together, and left next day by train for his reinstatement. I read his apology at Serowe before many thousands of Bamangwato, and then reinstated him as Acting Chief."

That was the occasion of Ralph Lowe's deepest incursion into the continent of Africa, for he was one of the party that went by train to Serowe for the reinstatement of the Bechuanaland Chief.

Following the African experience, came a return



Commander (S) Ralph Frank Marston Lowe, R.A.N.

to Australia and appointment once more to the Flagship, this time with Admiral Forde. Then came another spell ashore—as Naval Secretary, Garden Island. This carried him through to the year of the outbreak of war, when he was Secretary to the Second Naval Member, remaining in this position—by now a two-and-a-half stripe—until his appointment as Accountant Officer, H.M.A.S. "Perth," he joining the ship in the Mediterranean in 1941, in time for her participation in the evacuation of Crete, when she was struck by a bomb and suffered some casualties. He remained in her until, in company with U.S.S. "Houston," she was sunk in Sunda Strait when she ran into a large Japanese amphibious force effecting a landing in Java.

The two Allied ships were heavily outnumbered and outweighed by a powerful Japanese force. After the sinking of the "Perth," Ralph Lowe was one of those who got ashore in Java in a boat which was floating around from a sunken Japanese transport. Getting ashore twenty-eight hours after the sinking, the party walked inland, and were picked up by Javanese police and put into a Javanese prison, where they were handed over to the Japanese.

The first six weeks of their captivity was spent in Javanese prisons, after which they were transferred to the Bicycle Camp at Batavia, where there were survivors of British, Australian, and American Army units, as well as survivors from U.S.S. "Houston." They stayed there for about six months, and were then transported by sea to Moulmein—of "Old Moulmein Pagoda" fame—via Singapore. From there they went by train to the Burmese end of the infamous Burma-Siam railway.

Ralph Lowe was out with working parties on the railway, and they worked their way slowly

along the line as it progressed, until, in October, 1943, they joined up with the northern stretch of line, just inside the Siamese border. They were then sent to old working camps in Siam, and remained there until the end of the war. Ralph Lowe was in Bangkok when the war ended and, after the Prisoners of War were collected, he returned to Australia, via Singapore, reaching this country in October, 1945.

In the following December he

was promoted Commander, and after nine months at H.M.A.S. "Lonsdale," he was appointed to H.M.A.S. "Shropshire," and then to H.M.A.S. "Australia" as Squadron Supply Officer, an appointment he held until his recent appointment to Navy Office.

Commander Lowe married, in South Africa, in 1935, the daughter of the late Engineer Rear-Admiral R. Montgomery, and is the father of one son and one daughter.

NAUTICAL QUIZ

- (1) When an overseas passenger liner, which recently returned to the Australian trade after her war service, was a new ship in 1939, the South African newspaper "The Cape Argus," described her as "the largest and fastest ship in the South African trade; the first vessel to inaugurate a direct service between London, South Africa, Australia and New Zealand; the largest ship in the Australian and New Zealand trade; the biggest vessel flying the British flag in the Southern Hemisphere; and the most powerful motor merchantman in the world." Who is she?
- (2) Talking of merchant ships, Donald Currie's "Castle" Line, founded in 1862, was later combined with the Union Line, which had come into existence nine years earlier. Do you know when they combined, what they became, and where they trade?
- (3) In 1938 there were 4,405 British ships sailing the seas. Would you say there were more, or less, during the Napoleonic Wars?
- (4) Do you know what nations have held the "Blue Riband of the Atlantic" in the present century?
- (5) The name "P. and O. Line"—Peninsula and Oriental Steam Navigation Company—is familiar to us. What is the "Peninsula" concerned?
- (6) What was a masthouse?
- (7) We all know what a country bumpkin is—what is a sea bumpkin?
- (8) Do you know which were: (a) the largest sailing ship, (b) the largest merchant ship, (c) the largest warship, ever constructed?
- (9) There was a feature, when under sail, which distinguished an American clipper of the great sailing era from her British counterpart. What was it?
- (10) Who were the first to introduce the electrically propelled ship?

(Answers on page 48)



A Model Destroyer in sections, so that each deck can be removed and inspected.

H.M.S. "PHOENIX"

Royal Naval Defence School Commissioned.

APTLY named after that mythical bird of the Egyptians, sacred to the sun god, a new establishment known as the Royal Naval Defence School has been set up at Portsmouth, and commissioned as H.M.S. "Phoenix."

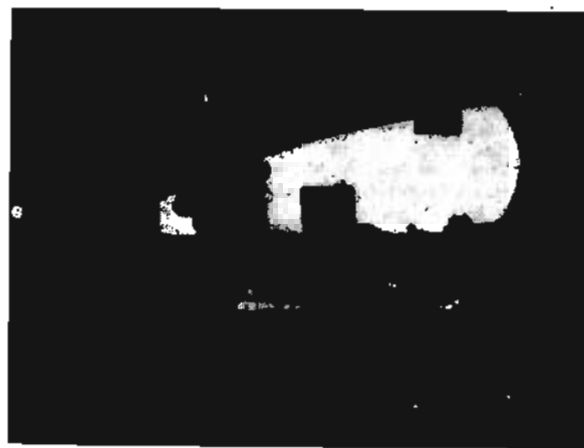
Just as the Egyptian bird was supposed, in its appearance once every five hundred years at Heliopolis, to produce a brand new

successor from the ashes of its own conflagration, so the object of the new school is to train officers and ratings of the Royal Navy to restore the ravages of fire—and other destructive elements—in ships of the Royal Navy, and to keep the vessels afloat, moving, and fighting, after being damaged by enemy action.

The new establishment has been formed from the remnants of the Damage Control Fire Fighting and Chemical Warfare Training Establishment, from which, Phoenix-like, it has risen; and through it every officer and rating will in future pass as part of his basic training. Such subjects as leak-stopping, shoring damaged bulkheads, pumping and fire-fighting, are taught.

The object of the training is to teach the men how to keep the ships, by temporary repair measures, efficient fighting units until such time as they may receive dockyard attention.

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



A Chief Shipwright demonstrating the use of a Temple Cox Submarine Punching and Bolt Driving Gun, by means of which bolts are fired into three-quarter-inch steel, on which plates can be screwed under water.



A Chief Shipwright and Able Seamen sealing a shell-hole with a special plug and cover to stop the inflow of water.

ANNIVERSARIES OF THE MONTH

THERE ARE IMPORTANT NOVEMBER ANNIVERSARIES FOR THE R.A.N., INCLUDING TWO "SYDNEY" ONES—THE VICTORY OVER "EMDEN" IN 1914, AND THE LOSS OF THE SECOND "SYDNEY" IN 1941.

by John Clark

NOVEMBER is the anniversary of an event in English history which inspired the English poetess, Mrs. Felicia Dorothea Hemans—well-known for her poem "Casabianca"—to write another poem with the sea as its background. The verses begin:

The bark that held a prince went down
The sweeping waves rolled on;
And what was England's glorious crown

To him that wept a son?
He lived—for life may long be borne,
Ere sorrow break its chain;
Why comes not death to those who mourn?

He never smiled again!

Do you know them? They tell the story of "La Blanche Nef"—the White Ship, which foundered among the rocks of the Ras de Catteville, off Barfleur, and took with her all her ship's company except one, including the heir to the English throne, Prince William, the son of King Henry I., together with the young Prince's brother and sister.

The story runs thus: Henry and his children and court had been in France, and were about to embark for England at Barfleur when a man named Thomas Fitz-Stephen advanced to the King and, offering him a mark of gold, said: "Stephen, the son of Erard, my father, served all his life thy father by sea, and he steered the vessel which carried the Duke to the conquest of England. My lord the King, I pray thee appoint me to the same office. I have a ship called 'La Blanche Nef' which is well rigged and fully manned."

Henry answered that he had already made arrangements for his own passage, but he would entrust his children to Fitz-Stephen and his ship.

On board the White Ship were the three royal children,

and nobles of England and Normandy to the number of one hundred and forty, besides fifty sailors. Before sailing, three casks of wine were distributed among the crew, by order of the Prince, and many, apparently, became drunk.

The ship left port, and, propelled by fifty oarsmen, proceeded in bright moonlight and a favourable wind, when she ran among the rocks. There was a panic—among which Prince William endeavoured to save the life of his sister—and the ship quickly sank, the coldness of the water soon accounting for those who managed to cling to wreckage. Only one survived, a man named Berauld, a butcher, and the poorest of those who had set out in the ship. He was rescued by some fishermen the following morning, and told the story of the loss of the ship. The news reached England next day. Henry is said to have fainted when it was broken to him, and the legend is that "he never smiled again." The disaster occurred on the 26th. November, 1120.

On the 30th. November, 1652, occurred the action between Blake and Tromp off Dungeness. The battle was a victory for the Dutch, who had a much more powerful fleet than that of the English, Tromp's total being seventy-three warships to Blake's forty. The two fleets sailed westward along the coast side by side until Dungeness forced Blake to stand out to sea, and the two fleets came into action. Blake lost the "Garland" and the "Bonaventure" taken, and three ships sunk. The Dutch lost one ship.

This action—or the aftermath—gave rise to the legend of Tromp's "broom at the mast-

head," with which he boasted he had swept the English from the seas. There is little doubt that Tromp did hoist a broom at his masthead on his return to Holland, but the explanation is that he had captured a number of prizes which he was anxious to sell, and the broom at the masthead was the old sign of a ship for sale.

The 20th. November is the anniversary of Hawke's victory over Admiral de Conflans in Quiberon Bay in 1759. Hawke was blockading the French, but bad weather forced him off station for a short while, and de Conflans, who was waiting an opportunity to get out of Brest and pick up some transports for a projected invasion of Britain, sailed on the 14th. November with twenty-three ships of the line, while Hawke was hurrying back with twenty-one.

Hawke determined to cut the French off by entering Quiberon Bay in bad weather, which he did despite the protests of his pilot, who said the attempt would be suicidal. The result of a battle fought under the worst of conditions was an outstanding victory for Hawke. The French lost six ships of the line destroyed or captured, seven more jettisoned their guns and stores to get over the bar and could never get back again, and the remnant escaped into Rochefort. De Conflans escaped to short half naked when his flagship, "Soleil Royal," was burned. The English lost two ships on the reefs, and suffered three hundred casualties, but the victory saved England from the fear of invasion.

But immediately afterwards, Hawke had to complain about the wretched nature of the stores

and supplies sent out to him. These November anniversaries are fruitful of poems and ballads. That of the White Ship gave us Mrs. Hemans' poem: the Dungeness Battle gave us the modern ballad "The Admiral's Broom"; and Quiberon Bay gave rise to a popular ballad of that period:

"Ere Hawke did bang Monsieur Conflans
You gave us beef and beer;
But now he's beat we've nought to eat,
For you have nought to fear."

A minor action which occurred as an aftermath of Trafalgar, and from which there was greater material gain than from the main battle, was that fought by Captain Sir Richard Strachan off Ferrol on the 4th. November, 1805. Four French ships under Rear Admiral Dumanoir le Pelley, managed to escape from Trafalgar. They were the 80-gun "Formidable", the 74-gun "Duguay Trouin", the "Mont Blanc" and the "Scipion." On the 2nd. November they had the bad luck to fall in with some British frigates, who informed Strachan, who was in command of a fleet of four ships of the line and four frigates. The result was that the two squadrons came into contact, and after putting up a very gallant defence the Frenchmen were forced to strike one after the other.

The 1st. November, 1914, was the day of the Battle of Coronel, when the small squadron under Admiral Sir Christopher Cradock was destroyed by Admiral von Spee, with his more modern and more powerful ships, off the Chilean coast. Cradock's squadron consisted of the cruisers "Good Hope" (Flag), and "Monmouth," the light cruiser "Glasgow," and the Armed Merchant Cruiser "Otranto." Von Spee had under his command the armoured cruisers "Scharnhorst" and "Gneisenau," and the light cruisers "Leipzig," "Nürnberg," and "Dresden." The British squadron was to have been joined by the old, slow battleship "Canopus." But she was over a hun-

ded miles distant at the time of the battle, and never joined the squadron.

The British ships fought against disadvantages of speed, weight, and weather. The wildness of the weather made it difficult to fight the lower guns of the old cruisers; to the westward of the Germans, the British ships were silhouetted against the sunset sky while the Germans were in the greyness of approaching night, and had, in addition, the advantage of speed, range, and weight of broadside. "Good Hope" and "Monmouth" were both lost with all hands. "Glasgow" and "Otranto" escaped, and reached the Falklands where, later, von Spee's squadron was destroyed by the battle cruisers under Sturdee. In addition to the ships, losses at Coronel were fifteen hundred officers and men.

On the 11th. of November, 1918, the defeated Germans signed the armistice which ended the war of 1914-1918. Ten days later, on the 21st. of the month, the German Fleet steamed into the Firth of Forth to surrender. Admiral of the Fleet Lord Chatfield, then Flag Captain to Beatty in "Queen Elizabeth," has written of it in "The Navy and Defence."

"The surrender of the German Fleet," he says, "was to many of us a highly painful if dramatic event. To see the great battle-ships come into sight, their guns trained fore and aft; the battle-cruisers, which we had twice met under very different circumstances, creeping towards us as it were with their tails between their legs, gave one a real feeling of disgust. . . . Slowly the parade of humiliated ships entered the Forth. I watched it with the Commander-in-Chief, from the bridge of the 'Queen Elizabeth,' with mixed feelings. At the end, the ships of the Grand Fleet passed us one by one, and cheered the Commander-in-Chief. They understood his thoughts, for they were their own."

"I took the Fleet Flagship to

her buoy above the bridge, with the feeling so many had at that moment, of long and arduous duty done. I told Commander Blake to assemble the ship's company on the quarterdeck. They must not be denied the opportunity of also paying their tribute. I walked aft with the Admiral. I told him the ship's company were on the quarter deck. Would he say a few words to them? 'I don't think,' said he, 'that there is anything that I can say.' But as he, with the ship's company's cheers ringing in his ears, turned to go down the ladder to his cabin, he faced them again and said: 'Didn't I tell you they would have to come out?'"

Australia had her own November anniversary during the 1914-18 war, for it was on the 9th. November, 1914, that H.M.A.S. "Sydney," first of her name, under the command of Captain J. C. T. Glossop, R.N., and then one of the escort of the first A.I.F. convoy bound for the Middle East, destroyed the German light cruiser S.M.S. "Emden" at Cocos Island. "Emden," commanded by Captain von Muller, put up a gallant fight, but the odds were against her, and she was put out of action and driven ashore, a battered wreck.

And so we come to the war of 1939-45. It was in November, 1940, that the first evidence of enemy activity in Australian waters in that war came to light with the sinking of two merchant vessels off the Victorian coast by mines. On the 7th. of the month the British cargo vessel "Cambridge" was lost off Wilson's Promontory, and the following day, at the other end of Bass Strait, the American "City of Rayville" went down off Cape Otway after striking a mine.

On the 11th. of the month in that year, aircraft of the British Mediterranean Fleet delivered a crippling blow on the Italian Fleet in harbour at Taranto; and during the night of that day

Continued on page 47



MARITIME NEWS OF THE

WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

ITALIAN SHIPBUILDING

As part of a programme designed to increase the Italian merchant marine to three million tons by 1952, Italy is building three motor ships each of thirteen thousand tons, for the Australian trade, according to an announcement made last month. The three ships concerned are being built at Trieste.

U.S. "MARITIME NATION"

In a letter recently sent by President Truman to Major General Phil B. Fleming, Chairman of the Maritime Commission, the President said: "An adequate appreciation of the importance of the merchant marine in the nation is lacking and is much needed today. Not enough of our people seem to realize that the United States is a maritime nation. I hope the Commission will take the lead in a programme to correct this situation."

U.S. SHIPBUILDING COSTS

Under the Reorganization Act of 1949, the Chairman of the U.S. Maritime Commission is given wider powers, and he has issued instructions to the commission's staffs indicating a thorough overhauling of the agency's policies in administering national shipping affairs. The commission's ship construction subsidy practices have been under investigation recently by a sub-committee of Congress, resulting from a critical report which said certain subsidy grants

were too liberal. To gain firsthand information on foreign shipbuilding costs, the Commission is now sending its own technical experts overseas to assemble building costs data in the British Isles and the Netherlands. This system will be maintained in the future on a permanent basis, supplementing the information obtained, as in the past, from merchant marine attaches in the foreign embassies.

FAMOUS SQUARE-RIGGERS FOR SALE

Following their arrival in Europe at the conclusion of their recent runs home with Australian wheat cargoes, the Finnish barques "Pamir" and "Passat" are for sale. At a farewell party held on board the "Pamir," the ship's owner, Mr. Edgar Eriksson, said: "I would like my barques to spend the rest of their days as ships, not as harbour hulks. I cannot afford to give them away, but I will make the easiest possible terms with anyone who can put them to use." For this reason, Mr. Eriksson said, he would sell the "Passat" to Welsh youth clubs which want the ship for a hostel, "even if the price could be paid only in instalments over a period of years."

CARGO IN THE WINGS

An invention to obviate the difficulties of stowage of general cargo and the trimming of bulk cargoes in the wings of holds and decks is being tested out in the

United States of America. Known as the "Farrell co-ordinated rolling wing decks," the device consists of a movable "hold" within a hold. It is placed directly beneath the hatch for loading, and when filled, is rolled into the wings, to fit snugly against the frames. Each "wing deck" is six inches thick, weighs about eight tons unloaded, and runs on 150 wheels rolling on thwartship tracks.

ARMY AND SHIPPING BUREAU APPROVAL

Both the United States Army and the Bureau of Shipping have approved of the device, the Army having spent thirty-nine thousand dollars on a pilot installation in the U.S. Army transport "Pvt. Francis X. McGraw," and tested its capabilities with a cargo of rocks, representing the heaviest type of load. According to the inventor, Captain Valdemar C. Farrell, of Englewood, New Jersey, the idea has been the subject of protracted experiments, but was abandoned in its original form because the rolling decks tended to move when ships rolled. He overcame that difficulty, however, by arranging twin units geared to move counter to each other, and thus to nullify the ship's motion. Captain Farrell claims that mass production of the units will cut their cost from thirty-nine to ten thousand dollars, and that the invention will reduce loading time and expense by sixty per cent.

NEW SHIP FOR BASS STRAIT RUN

The Union Steamship Company's new eighteen hundred-ton cargo vessel, "Kamona," specially built for the Bass Strait trade between Melbourne and Tasmanian ports, arrived in Australian waters on her maiden voyage from London, last month. Designed for the iron pyrites trade from Tasmania to the mainland, the "Kamona" has modern crew accommodation, her complement of twenty-seven seamen being accommodated mainly in two-berth cabins, in which double-tiered bunks have been abolished and replaced by two bunks at the one level. Messrooms and officers' cabins are panelled in English oak and maple, and all accommodation is serviced with mechanical ventilators.

NAVIGATION AIDS FOR INLAND WATERWAYS

On many rivers and lakes in the United States, two new navigational devices are helping to speed the movement of millions of tons of freight, and to guard against maritime accidents. They are a radarscope, and an automatic steering device, which guide tugboats and barges in the most adverse weather conditions past the many hazards that beset inland water vessels. The importance of these navigational aids is emphasized by the fact that river and lake fleets rank as one of America's major means of transportation, handling every year millions of tons of coal, sand and gravel, petroleum and petrol, agricultural products, iron and steel products, scrap, and many other materials.

THE RADARSCOPE

With radar navigation, it is possible for the river pilot to steer his vessel without seeing outside the wheelhouse. His radarscope picks up the shoreline and such obstructions as bridges, piers, locks, and other vessels. It is reliably estimated that, on the several major American rivers,

boat pilots lose from five to ten per cent. of their total running time each year because of snow, fog, or other conditions causing poor visibility. Some navigators claim that by using radar they can cut in half the time lost for these reasons. Each radar installation costs from eight thousand-five hundred, to twelve thousand dollars; but this is considered small when compared with the costly delays it prevents.

THE AUTOMATIC STEERING MECHANISM

The automatic steering device is an unattended apparatus for small and medium-sized vessels. Manufactured by the Sperry Gyroscope Company in the United States, it combines a standard magnetic compass with reliable control mechanisms. The equipment consists of a course-setting knob, and a course indicator attached to the top of a standard magnetic compass. When the pilot wants a new course, he simply dials it with the knob. His vessel will then turn to the new course, and hold it automatically until another is chosen. The new steering mechanism is used on ocean fishing craft, river boats, tugs, and yachts. On the Ohio and Mississippi Rivers the boatmen use it for manoeuvring around dangerously sharp bends. Some captains instal it near their radarscopes, thus taking advantage of two modern aids to cope with hazardous river conditions, the radar warning against obstructions, and the "Maggie"—as the automatic steering device is known—keeping the vessel on its appointed course.

AN UNUSUAL PROPELLER

The steamer "Saint Gregory" which drydocked in Melbourne recently attracted a considerable amount of interest by reason of her propeller, which is five-bladed. None of the dock people could remember having previously seen such a propeller, although it is possible that a tug or small craft may be similarly equipped.

It was recalled that Bruner's "Great Eastern"—of 3,600 tons, and 322 feet length by 50 feet six inches beam—which was launched in 1843, had a six-bladed propeller. She broke this crossing the Atlantic, and it was replaced by a four-bladed propeller, although eventually she reverted to a six-bladed.

RECONVERSION INCREASES CARRYING CAPACITY

Reconversion of large passenger ships for trade after their service as war transports has resulted in an increase of their former passenger carrying capacity. With the increased demand for accommodation, one 1938 luxury cabin has today often become two ordinary cabins. Ships are carrying more passengers, but the demand for berths still exceeds the supply.

JAPAN'S COASTAL TRADE

Although the long, highly indented coastline of Japan offers many harbours, most are not suitable for deep-draft vessels. Japan, therefore, although she is attempting to move increasing cargoes by water, still relies mainly on the wooden-built sampans, on the building of which she concentrated towards the end of the war when the Allies were taking their heaviest toll of bigger and more expensive vessels.

U.S. MERCHANT FLEET.

According to a report compiled by the National Federation of American Shipping, and quoted in the "New York Herald Tribune," the United States merchant fleet of 1,500 active deep-sea vessels is manned by 79,701 officers and seamen who draw the highest pay of any merchant marine in the world. Fewer than 17,000 of the total are officers, and the remaining 63,000 are unlicensed seamen. The largest category is those of messmen and utility men of the stewards department, of which 13,000 are listed. Able seamen account for 10,500.

News of the World's Navies

THE "ALBATROSS" RETURNS

With a changed appearance, and no doubt some development in her personality, the ex-Australian seaplane carrier, "Albatross," is returning to the land of her birth. Built at Cockatoo Island, Sydney, as part of the 1924-1928 naval expansion programme, the "Albatross," of 6,000 tons, carried nine seaplanes and mounted an armament of four 4.7-inch guns. She was launched on the 21st. February, 1928; and after a useful career in the Royal Australian Navy was transferred, in 1938, to the Royal Navy as part payment for the cruiser "Hobart." In the Royal Navy, she did valuable war service in the Battle of the Atlantic, being based on Sierra Leone, whence her seaplanes carried out anti-submarine duties. Now she comes back to Australia in a new guise.

THE "HELLENIC PRINCE"

In her new role, the one-time seaplane carrier is the emigrant ship "Hellenic Prince." She has been converted and renamed, and is now on her second voyage to Australia from Italy, carrying refugees from Europe to start life over again in a new land. She is sailing under the British flag, and on this present voyage is carrying one thousand passengers.

AIR COUNTER TO SUBMARINES

Commenting on the announcement that the Goodyear Aircraft Corporation at Akron, Ohio, U.S.A., has started work on the largest non-rigid airship to be built, Dr. Hugo Eckener, the 81-years-old German airship pioneer, said that the U.S. Navy's new airship—which is to be 324 feet in length—would be well suited to combat "Schnorkel" submarines.

U.S. NAVY FLIERS TRAINING IN BLIMPS

According to a report in the "New York Times," the U.S. Navy is now running a nine-months course in flying lighter-than-air aircraft for its jet fighter pilots. One purpose of the course is to round out the experience of fliers. To this end, as heavier-than-air fliers, accustomed to speed, are now training also in the slow-moving blimps, so blimp and balloon officers will take aeroplane courses. A more important objective of this indoctrination in the art of aerial slow-down is to train men for anti-submarine patrol by blimps either from land bases or carriers. Two adjustments the fast fliers had to make when they started blimp training were, first, that of becoming used to the slow reaction of blimp controls after that of the jet planes, and, second, becoming accustomed to the realization that both blimp engines could be cut out without a crash. "In a plane," said one pilot, "that's curtains. But in a blimp you're just as liable as not to fall up."

ROYAL NAVY'S NEW SURVEYING SHIP

Having recently completed trials, the Royal Navy's latest surveying ship, H.M.S. "Owen," is the third surveying vessel completed for the Royal Navy since the war. As were her post-war predecessors, H.M. Ships "Dampier"—now in the Far East, and "Dalrymple"—which is operating in the Mediterranean, she is named after a well-known Surveyor, Vice-Admiral William Fitzwilliam Owen. Admiral Owen was one of the founders of the Naval Surveying Service, and was also known for work he performed between the years 1821 and 1826 in mapping sections of the African coastline.

H.M.S. "OWEN" FOR PERSIAN GULF

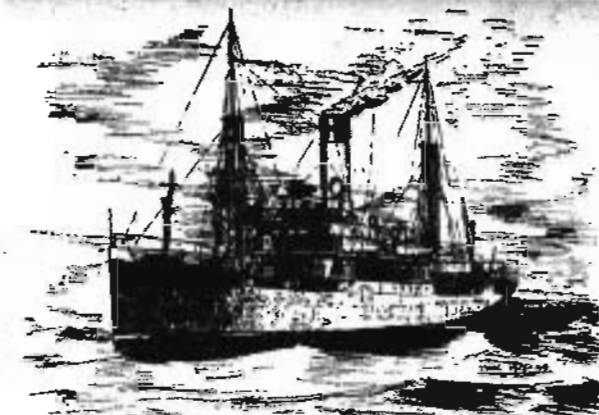
Similar in design to "Dampier" and "Dalrymple," H.M.S. "Owen" is 307 feet in length, and of 38 feet seven inches beam, with a draught of 14 feet. She is powered by four-cylinder triple expansion steam reciprocating engines giving a total of 5,500 indicated horse power on a two-shaft arrangement. She is fitted with modern equipment, and has a peacetime complement of eleven officers and 147 men. She is proceeding to the Persian Gulf on her first commission.

R.N. SHIPS FOR IRAN.

In a recent ceremony at Santab Jetty, Khorramshahr, at the head of the Persian Gulf, two ex-Royal Navy vessels, H.M. Ships "Derby Haven" and "Fly," were handed over to the Iranian Navy. The ships were accepted for the Iranian Navy by Rear-Admiral A. Zelli, Iran's Naval Commander-in-Chief, they having been handed over at a ceremony on the quarterdeck of H.M.S. "Derby Haven" by Captain P. Skelton, R.N., Senior Naval Officer Persian Gulf. The ships have been renamed, the "Derby Haven" becoming the "Babr," and the "Fly" the "Palong," the new names meaning Panther and Tiger respectively.

H.M.S. "AMETHYST" ARRIVES HOME

The frigate H.M.S. "Amethyst," which made a thrilling escape from the Communist trap in which she had been held for three months in the Yangtze Kiang River, reached Plymouth on the 1st. of this month after departing from the Singapore Naval Base on the 16th. September. "Amethyst" proceeded to the United Kingdom from Singapore via Penang, Colombo, Aden, Suez, Port Said, Malta, and Gibraltar.



Howard Smith's second "Time," built by J. Prestman & Co. in 1913, and now fast ashore on Corsair Rock, Port Phillip Heads. (A drawing by Norman Allen).

S.S. "TIME"

A Well-Known Ship On The Australian Coast Goes Ashore On Port Phillip's Corsair Rock.

—Written and illustrated by Norman Allen.

AWAY back in the year 1888, the Australian Coastal shipowners Howard Smith Ltd. ordered two sister vessels in the United Kingdom, the "Age" and the "Era," for their cargo trade on the Coast. These two ships were so successful that a third vessel, S.S. "Time," was ordered by them, and was built in 1890 on the Tyne.

She was similar in appearance to "Age" and "Era," but larger. Her officers' accommodation was

aft, and the crew's on either side of a short well-deck forward. Her dimensions were 300 feet in length, 41 feet beam, with a depth of 19 feet six inches. Of 2,575 gross and 1,670 tons nett tonnage, she was operated in Howard Smith's services until she was lost at Beachport, South Australia, in 1911.

Two years later the Company ordered another "Time," which was built in 1913 by J. Prestman and Co., and was a vessel of 3,322

tons gross and 1,752 nett. Of 340 feet length and 48 feet three inches beam with a depth of 21 feet eight inches, she had a freeboard of four feet four inches. After her launch she ran aground, but was soon refloated and fitted out, and sailed for Australia, where she joined the Howard Smith increasing fleet of new vessels.

"Time" was then one of the most modern and well-equipped cargo vessels on the Australian Coast. She had a fine appearance, and was well cared for. For years she ran in the trunk service between Rockhampton and Adelaide, with odd trips to other ports. But in later years she served the Company wherever necessary. During the 1939-45 War, "Time" at intervals appeared in the Northern Convoys.

When the war ended, she returned to her normal peacetime routine until, on the 22nd. August of this year, owing to the failure of her steering gear as she was passing through Port Phillip Heads, she ran ashore on Corsair Rock.

She remains there hard and fast; and has been bought by a syndicate of eight men of Queenscliff, Victoria, for £950, together with most of her cargo for an undisclosed amount. Taking full advantage of a spell of fine weather which followed her mishap, the syndicate got busy right away on a successful salvaging of much of her cargo.

HALIFAX (N.S.) BICENTENARY

Ships of the Royal Navy, the Royal Canadian Navy, and the United States Navy, participated in the celebrations of the bicentenary of the City of Halifax, Nova Scotia, this year. The celebrations coincided with Canadian Navy Week. The U.S. Navy squadron consisted of the cruiser "Newport News" (Flag), two aircraft carriers, four destroyers and a submarine, under the command of the Commander-in-

Chief, United States Atlantic Fleet, Admiral Blandy, who flew his flag in "Newport News." The Royal Navy was represented by the Commander-in-Chief, America and West Indies Squadron, Vice-Admiral R. V. Symonds-Taylor, C.B., D.S.C., who was flying his flag in H.M.S. "Glasgow," which was accompanied by the submarine "Tally-Ho."

DESTROYER FOR R.I.N.

At Portsmouth recently, the destroyer "Rotherham" was formally transferred from the Royal Navy to the Royal Indian Navy. She was handed over by Admiral of the Fleet Sir Algernon U. Willis, G.C.B., K.B.E., D.S.O., Commander-in-Chief, Portsmouth, and was renamed H.M.I.S. "Rajput" by Lady Willis. The "Rajput" is to be leader of the first R.I.N. destroyer flotilla; and her transfer to the R.I.N. was followed a few weeks later by that of the destroyer "Raider," which was handed over to the R.I.N. in early September.

QUESTION BOX

CONDUCTED BY

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

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

NAUTICAL Question Box.

K. J. Manning (Shortland, Newcastle, N.S.W.) submits four questions regarding sloops, frigates, aircraft carriers and a cruiser, and asks for information.

Sloops.

Black Swan Class—Seven Ships.

1470 tons displacement, 299½ feet long by 38 feet beam by 8½ feet draught; Armament, six 4 inch dual purpose guns, 10 smaller anti-aircraft guns; speed 19½ knots; complement 180.

Modified Black Swan Class—Eighteen ships.

1430 to 1490 tons, displ.: 299½ feet x 38 feet x 8½ feet; six 4 inch d.p. guns, eight 2 pdr. AA pom-poms (multiple mounts); speed 20 knots; complement 192.

Pelican class—One ship.

1270 tons; 276 feet x 37½ feet x 8½ feet; eight 4 inch d.p. guns, seven smaller AA guns; speed 19½ knots; 188 complement.

Stork Class—One ship.

1190 tons displ.: 266 feet x 37 feet x 8½ feet; four 4 inch d.p. guns, two 20 millimetre AA guns; 125 complement.

Aberdeen Class—Two ships.

990 tons displ.: 250 feet x 36 feet x 7½ feet; four 4 inch AA, two 20 mm. AA, one hedgehog; speed 16½ knots; 100 complement.

Falmouth Class—Six ships.

990 to 1045 tons; 250 feet x 34 feet x 8½ to 9 feet; guns are from two 4 inch AA to two 4.7 inch AA, and up to nine smaller AA guns; speeds 16 to 16½ knots; complement 100.

An unstated number of these ships are in commission, including "Black Swan," "Amethyst," "Sparrow," "Nereide," "Snipe,"

"Starling," "Peacock," "Pheasant" and "Flamingo." There are none of this class building.

Australia.

Swan Class—Two ships.

1060 tons displ.; 250 feet x 36 feet x 7½ feet; three 4 inch d.p. guns, four 3 pdr. six machine guns; speed 16½ knots, complement 100. Both ships in reserve. None building.

Frigates.

Britain.

Bay Class—Twenty-two ships.

1600 tons displ.; 307½ feet x 38½ feet x 12½ feet; four 4 inch d.p. guns, eight 40 mm. AA, two 20 mm. AA, one or two hedgehogs; speed 19½ knots, complement 157.

Loch Class—Nineteen ships.

1435 tons displ.; 307 feet x 38½ feet x 12 feet; one 4 inch d.p. gun, four 2 pdr. pom-poms AA, ten 20 mm. AA, (some also carry two 40 mm. and six 20 mm. AA); speed 19½ knots; complement 103.

River Class—Thirty-six ships.

1460 tons displ.; 301½ feet x 36½ feet x 12 feet; two 4 inch d.p. guns, ten 20 mm. AA, one hedgehog; speed 20 knots; complement 140.

As the underwater speed of most of the new submarines has increased considerably since the end of hostilities, these ships are now too slow and none are building at present. Two destroyers of the "R" class are at present converting to frigates. They have a speed of 36 knots, which will probably be reduced to 27 knots or thereabouts.

Of the above frigates, twenty-five are in full commission, nineteen are used in anti-submarine and other training, and the balance are in reserve.

Frigates (continued)

Australia.

Condamine River Class—Three Ships.

1544 tons displ.; 301½ feet o.a. x 36½ feet x 12 feet; four 4 inch d.p. guns, three 40 mm. AA, eight 20 mm. AA, one hedgehog; speed 20 knots; complement 177.

Barcoo River Class—Nine Ships.

1420 tons displ.; 301½ feet x 36½ feet x 12 feet; two 4 inch d.p. guns, three 40 mm. AA guns, six to twenty machine guns; speed 20 knots; complement 140. One building at present. Three in commission, three refitting.

Canada.

River Class—Eighteen ships.

1445 tons displ.; 301½ feet x 36½ feet x 12 feet; two 4 inch d.p. guns, ten 20 mm. AA; speed 20 knots; complement 140. None building at present. One in commission, seventeen in reserve.

New Zealand.

Loch Class—Six ships.

Tonnage, armament, speed and complement the same as the British ships of the same class. Purchased from Britain last year. All in commission, five recently visited Sydney on manoeuvres.

South Africa.

Loch Class—Three ships.

Tonnage, armament, speed and complement the same as the British ships of the same class. Purchased from Britain in 1943-44. None building. One in commission, two in reserve.

Fleet Aircraft Carriers.

Britain.

Ark Royal Class Two ships ("Ark Royal," "Eagle").

33,000 tons; more than 810 feet long; armament, sixteen 4.5 inch dual purpose guns, many AA guns; speed more than 32 knots. No further details yet announced. Both building.

Implacable Class—Two ships ("Implacable," "Indefatigable")

23,000 tons displ.; 766 feet x 95½ feet x 29½ feet; sixteen 4.5 inch d.p. AA guns, seventy

seven to seventy nine 40 mm. 20 mm., and 2 pdr. pom-poms AA; aircraft carried, more than sixty. Speed more than 32 knots; complement 2,000. "Implacable" in commission, "Indefatigable" in reserve, both in British waters.

Indomitable Class—One ship ("Indomitable").

23,000 tons displ.; 756 feet x 95½ feet x 29½ feet x sixteen 4.5 inch d.p. guns, many 40 and 20 mm. AA; aircraft carried, more than sixty; speed more than 32 knots; complement 1,600. Refitting in British waters.

Illustrious Class—Three ships ("Illustrious," "Victorious," and "Formidable")

23,000 tons displ.; 753 feet x 95 feet x 24 feet; sixteen 4.5 inch d.p. guns, many 40 and 20 mm. AA guns; aircraft carried, more than sixty; complement 1,600. "Illustrious" and "Victorious" in commission on training duties, "Formidable" refitting, all in British waters.

Light Aircraft Carriers.

Britain.

Hermes Class—Four ships ("Albion," "Bulwark," "Centaur" and "Hermes")

18,300 tons displ.; 737 feet x 90 feet x 11; eight 4.5 d.p. guns, over forty 40 mm. pom-poms AA guns; fifty or more aircraft; speed approximately 30 knots. No further details have been given. All four are building, but very slowly. Will be quite a number of years before they are in commission. (Have been referred to as Fleet Aircraft Carriers.)

Colossus Class—Six ships ("Glory," "Ocean," "Thetis," "Triumph," "Venerable" and "Vengeance.")

13,190 to 13,350 tons displ.; 693 feet o.a. x 112½ feet across flight deck x 80½ feet across hull x 23½ feet draught; four 3 pdr. guns, twenty-four 2 pdr. pom-poms AA guns, nineteen 40 mm. AA guns; thirty-nine to forty-four aircraft; speed 25 knots; complement 840 to 854. "Triumph" at Hong Kong; "Ocean"

at Malta, en route to Hong Kong; "Thetis" in British waters, all in commission; "Venerable" in commission in British waters on training duties; "Vengeance" and "Glory" refitting in British waters.

Majestic Class—Three ships ("Hercules," "Leviathan," and "Powerful").

14,000 tons displ.; other particulars are the same as the Colossus class. All these ships are building but very slowly.

Australia.

Majestic Class—Two ships ("Sydney" and "Melbourne").

14,000 tons displ.; 650 feet across perpendiculars x 693½ feet o.a. x 112½ feet across flight deck x 80½ feet across hull x 23½ feet draught. All other details are as the British Majestic class. "Sydney" (ex "Terrible") is in commission; "Melbourne" (ex "Majestic") is building, to complete about 1951. No others contemplated at present.

Canada.

Majestic Class—Two ships ("Magnificent" and "Warrior")

14,000 tons and 13,350 tons o.a.; 650 feet b.p. x 693½ feet o.a. x 80½ feet across hull x 112½ feet across flight deck x 23½ feet draught; twenty-four 2 pdr. pom-pom AA guns, nineteen 40 mm. AA (Bofors); forty aircraft; speed 25 knots. Both believed to be in commission, one at Esquimaux, other at Halifax. No others contemplated at present.

Aircraft Maintenance Ships.

British.

Pegasus Class—Two ships ("Pegasus," "Pioneer").

12,300 tons displ.; 694½ feet x 80½ feet x 23 feet; twenty-four 2 pdr. pom-pom AA, nineteen 40 mm. AA guns; speed 25 knots. One reserve, one refitting. None contemplated or building.

Unicorn Class—One ship ("Unicorn").

14,750 tons displ.; 640 feet x 90 feet x 19 feet; eight 4 inch d.p. guns, two multiple pom-pom AA guns, numerous 20 mm. AA guns; thirty-five aircraft; speed

22 knots. "Unicorn" stranded in Suez Canal on Oct. 10, 1943, en route from Britain to Hong Kong. In commission. None contemplated, none building.

H.M.S. "Swiftsure," cruiser, 8000 tons; 553½ feet x 63 feet x 20 feet, nine 6 inch, ten 4 inch AA, sixteen 2 pdr. pom-pom AA, thirteen 40 mm. AA guns, six 21 inch torpedo tubes, speed 31.5 knots; complement 730 peace, 960 war. Completed June, 1944. Paid off into reserve early in 1946. Believed to be lying in Portland. Will not re-commission in the near future.

It should be remembered that there are differences between ships of the same class, armaments are not always the same in all ships, number of aircraft carried may vary, and there are differences between peace and war crews (some 230 in the case of the "Swiftsure").

Complements given for the aircraft carriers are generally not inclusive of the air personnel.

HIGH U.S. PAY RATES.

Base monthly wages for the U.S. Merchant Service range from 193.47 dollars for ordinary seamen to varying pay rates for Masters. For a typical C-2 cargo vessel a Master receives 720.70 dollars a month; a first mate 443.67 dollars; second mate 390.43 dollars; third mate 359.67 dollars; chief engineer 664.47 dollars; first assistant engineer 450.59 dollars; second assistant 396.52 dollars; third assistant 365.28 dollars. Able seamen are paid at the rate of 226.01 dollars a month; ordinary seamen 193.47 dollars a month; oilers 226.01 dollars, and wipers 223.01 dollars a month. Pay rates for stewards department ratings depend on the size and type of the ship. On the C-2 freighter the chief steward is paid 281.54 dollars, and the chief cook 258.54. Overtime is paid to all ratings except Masters, adding to the take-home pay of the U.S. Merchant mariner. Subsistence also is considered a part of the wages.

BRITAIN'S BATTLESHIPS

IN THIS INFORMATIVE ARTICLE, THE WELL KNOWN WRITER ON NAVAL AFFAIRS, TAFFRAIL, EXPLAINS THE REASONS UNDERLYING ADMIRALTY'S DECISION TO REDUCE THE NAVY'S BATTLESHIP STRENGTH.

By Taffrail (Captain Tapprell Dorling, D.S.O., R.N.)

[This Article by courtesy of the United Kingdom Information Service]

BATTLESHIPS

THE development of naval aviation in the past 25 or 30 years has provided Navies with a striking weapon of vastly increased flexibility, range, and power. Its use against both sea and land objectives was one of the great achievements of the last war. Aircraft-carriers enabled the British and United States Navies to concentrate aircraft strength at any desired point in almost overwhelming numbers, and operations demonstrated the capability of suitably protected task forces of carriers to make use of the principles of mobility and concentration of aircraft to a degree possessed by no other force.

The seagoing British Navy of to-day has become more and more a force of aircraft-carriers, with cruisers; destroyers, which are virtually small cruisers; frigates; submarines; minesweepers and various small craft. Battleships, though they still have a definite and most important function in war-time, are costly to maintain and expensive in personnel during peace, and in reviewing the types of ships to be kept fully manned and in commission, the Admiralty have recently decided to increase the number of smaller vessels and to reduce battleships.

Incidentally, very few battleships are being kept operational by any of the other Naval Powers. The United States, with a total of 13 capital ships, maintains only one in active commission, the "Missouri," and she serves as a seagoing training ship for midshipmen at the Naval Academy at Annapolis. All the others are kept in reserve, but could be made operational in a few weeks in case of emergency.

Britain has already scrapped a number of obsolete battleships which, though they gave useful service during the war, had reached the stage when further repair or renovation was uneconomical. The Royal Navy now has five battleships in the "Vanguard," completed since the war, and which has now returned to England from the Mediterranean, with the sister ships "King George V," "Duke of York," "Howe," and "Anson," all completed during the war. The "Vanguard" will presently join the Training Squadron at Portland, and will remain available for any special duties required, while the other four will be placed in reserve, which means that they will be available for operational duty at comparatively short notice if occasion arises.

Again let it be emphasised that battleships retained in the Fleet are not costly anachronisms, and that their day is not past. Ships of high speed, with good protection against air attack, and heavy and well controlled anti-aircraft armaments, coupled with all the complicated installations of radar and communications, are still needed to act in close support for task forces of aircraft-carriers. They provide the most effective seagoing anti-aircraft platforms.

All these essentials cannot be embodied except in ships of large tonnage, added to which such vessels must also be able to protect themselves against attack by other surface ships. They may also be required for bombardment of enemy shore positions during an opposed landing, in which case their fourteen or 15in. guns with their heavy shells might well spell the difference between success and failure. There were many oc-

casions during the war, in North Africa, at Salerno, in Normandy, and in the Pacific, where heavy gunfire from the sea greatly helped the operations of the Army, or even turned the scale in our favour.

Added to all this, battleships, which can keep the sea for long periods, still provide the best form of distant or close cover for ocean convoys of merchantmen, upon which we depend in time of war, and the necessary deterrent to air attacks, or attacks by surface raiders.

Of the total of 4000, 786 British, Allied and neutral merchant vessels lost during the last war, 753 were sunk by aircraft, and another 326 by surface vessels. In any future war that can be visualised at the moment, however, the most pressing need would be to provide a maximum number of vessels of anti-submarine and mine-sweeping duties. I have mentioned the war losses in merchant vessels caused by aircraft and surface ships, but no fewer than 2775, of about 14,000,500 gross tons, were sent to the bottom by U-Boats, while another 521 were sunk by mines.

In the First World War, Germany had a large battlefleet, which necessitated a large British fleet. Even so, it was U-Boat war upon our essential merchant shipping which nearly brought us to defeat through cutting off our supplies from overseas. In the Second World War, Germany had a much smaller fleet. Our fleet was smaller also, though our naval forces had to be much more widely dispersed because Italy and Japan, which both had powerful fleets, were also our enemies. After the fall of France in 1940, our situation was

Continued on page 30

THE ROYAL NAVY IS STRONG AND PREPARED

Any Future War Would Be A Naval-Air War, And The Importance Of Aviation Is Fully Comprehended In British Naval Planning.

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

AFTER an inevitable period of unsettlement at the end of the war, brought about by the demobilisation of personnel, the breaking up of many outworn ships and the paying off of others, the Royal Navy is again coming into its own. It is not up to its prewar standard in numerical strength, for with the fleets of Japan, Italy and Germany safely disposed of, it is unnecessary that it should be.

In the unhappy event of maritime war, which would not be fought without the aid of a powerful ally, the struggle would largely resolve itself into attacks upon hostile territory, coupled of course with the defence of our seaborne trade, which has always been a prime function of the Royal Navy. This in itself would mean counter-attacks against submarines, aircraft, and surface raiders which threatened our vital trade, with defence against mines, guided missiles fired from long range, and other weapons hitherto not used at sea. For all these functions, which would be carried out in co-operation with the Royal Air Force; the Royal Navy is strong and prepared.

At the moment, Britain's active fleet all over the world (apart from ships of any other Commonwealth Navies) consists of one battleship, one fleet aircraft-carrier, four light fleet carriers, fifteen cruisers, thirty-three destroyers, twenty-five frigates, and thirty submarines, with, of course, the appropriate number of ancillary vessels and smaller craft. If with the active fleet Britain includes other ships used for training and experimental duties, together with those many

in reserve or under construction, the total rises to five battleships, eight fleet aircraft-carriers, fourteen light fleet carriers, thirty-two cruisers, one hundred and twenty-one destroyers, one hundred and seventy-two frigates, and sixty-three submarines, with destroyers and submarine depot ships, repair ships and many smaller craft such as motor torpedo boats.

In its broad outline, the strength and constitution of the Royal Navy today shows the pattern of any future war at sea that can now be envisaged. The war would be largely an air war, and for strictly offensive purposes we must have Task Forces similar to those used against Japan in the Pacific with, behind them, a Fleet Train comprising a large concourse of tankers, ammunition, store, and provision ships, repair ships, and so forth necessary to keep the fleet operating for considerable periods and far out of touch with dockyards. A Task Force itself might consist of four aircraft-carriers, with aircraft of all types; working with a couple of battleships and, say, four or five cruisers, to provide the necessary umbrella of anti-aircraft gunfire and for the possible bombardment of enemy shore positions, together with a considerable number of destroyers to assist with anti-aircraft fire as well as to ward off an attack hostile submarines.

As Task Forces have been mentioned, it is interesting to recall what was written by Admiral of the Fleet Lord Fraser in his despatch describing the contribution of the British Pacific Fleet to the assault on the Japanese island of

Okinawa in March, April and May, 1945. "The British Pacific Fleet," he wrote, "has been making naval history by operating off enemy coasts for periods of up to thirty days each; but it is well to remember that similar American Task Groups are doing the same thing for twice as long. When we have mastered the technique of ammunitioning and storing at sea, we shall also be able to do this."

However, apart from any Task Forces, the Royal Navy also requires cruisers, and more aircraft-carriers, for hunting down enemy surface raiders of the type that Germany used with such success in two world wars: which means more aircraft-carriers, destroyers, and frigates for convoy and anti-submarine work, and submarines for preying upon the enemy as well as for watching, and perhaps minelaying, off enemy ports.

The Royal Navy is devoting more and more attention to its air arm, which has long since become its most important method of reconnaissance at sea, and its most potent striking force. Never an exercise takes place—and they go on throughout the year—in which naval aircraft do not play a prominent part. Last September three aircraft-carriers, "Illustrious," "Theseus," and "Vengeance," took part in exercises with the Home Fleet in the English Channel and Western Approaches while the fleet was on its way to South Africa, exercising their aircraft in tropical conditions during the passage, and on their way home in December these same two ships, with "Illustrious," again joined up with the Home Fleet for an air-sea exercise to try out the best methods of countering an attack of atomic bombs.

Of the one hundred and forty-five thousand officers and men in the fleet, roughly one-third are engaged upon duties connected with the air. In order to integrate these duties completely with those of other Branches of the Royal Navy, it is the Admiralty's

Continued on page 30

New Transmitting Compass

An Indispensable Instrument Alike To The Small Warship And The Merchant Vessel, It May Give The Ancient Pivoted-Needle Compass A New Lease Of Life.

By A. Hine, B.Sc.,
of the Admiralty Compass Observatory.

IN these days of automatic navigational instruments, radar and precision weapon control, compass-operated instruments in all kinds of naval vessels and aircraft are well-nigh essential.

There was a time when the compass control of instruments was confined to large ships, and the gyro compass was able to provide transmission for repeating instruments at various stations in the ship. The Second World War saw the extension of "big ship" methods to the smallest of His Majesty's Ships, and light Coastal Forces found themselves in need of a repeating compass to co-ordinate the plotting, radar, and executive functions in fighting the ship.

For this reason the Admiralty Compass Observatory was called upon to provide a suitable instrument. A gyro-compass was not a practical solution due to the lack of space, small facilities for maintenance, complexity, and the severe shocks and accelerations that these small ships are called upon to withstand.

The new compass, the Admiralty Transmitting Magnetic Compass, was, as its name implies, one in which a master magnetic compass, through an electrical "pick-up" system, a simple valve amplifier and "follow-up" system, was enabled to operate as many repeaters as were required.

The system used, that of a liquid Wheatstone's bridge, formed in the compass by the use of electrodes in the bowl and on the card, and using the actual liquid as a resistance path, was originally invented by Mr. E. L. Holmes, but the compass designed by the Admiralty Compass Ob-

servatory makes use of modern electronic technique with all its advantages, and has enabled a simple, accurate and robust instrument suitable for small fast craft, to be evolved.

There are several types of the "A.T.M.C.", one of which is suitable for larger vessels, such as destroyers, with a transmission capacity equal to the gyro-compass. The master compass can be mounted either as a steering or as a standard compass, and if the electrical supply should fail it retains its use as a simple magnetic compass. Transmission from the "A.T.M.C." provides a useful alternative to that of the gyro-compass for stabilising the radar plan position indicator, or orientating the automatic plot.

In Merchant vessels, where down to recent times the sole use of the compass has been that of correctly orientating the ship and objects in visual sight from her, the introduction of radar and other electronic navigational aids is today rendering the need for a transmitting compass imperative. The employment of a transmitting magnetic compass for such purposes will provide a reliable and inexpensive solution to the problem both in commercial vessels and the smaller warships.

A small "A.T.M.C." is used in some aircraft for working automatic dead-reckoning instruments, and is useful in cases where the larger R.A.F. Distant Reading Compass cannot be fitted. This series of instruments, based on the use of the oldest and most reliable form of compass known, that employing the pivoted needle, may well give this ancient device a new lease of life.

BRITAIN'S BATTLESHIPS

Continued from page 28

precipitous indeed, Britain was fighting Germany and Italy single-handed, and it was the U-Boat war in the Atlantic which brought us to the very verge of disaster.

In both wars our most crying need was for more ocean escort vessels, in the shape of destroyers, frigates, sloops and corvettes, call them what you like, and more mineweevers to deal with mines laid off the coasts and in our ports and estuaries. Acoustic, magnetic, and contact mines of a type far more potent than those of even 20 years ago can now be laid anywhere by aircraft. In the 1914-1918 War, mine-laying was confined to surface vessels and submarines.

Man-power available to the Navy in peace-time is governed by finance. We might like the luxury of a large and expensive fleet, but it is impossible. So the Admiralty have decided to make the best of their resources by concentrating upon ships which would have to take the first shock of any future war at sea, which, so far as can be foreseen, would consist of a sudden and ruthless attack upon our essential trade by submarines, aircraft, and mines.

It is for this reason that our battleships have been placed in a second degree of readiness. The decision to reduce them, and to augment our escort and mine-sweeping forces, based as it is on our bitter experience in two major wars, is a wise one.

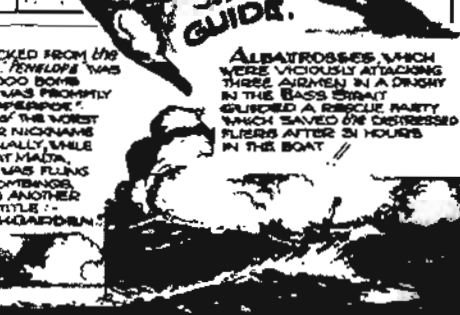
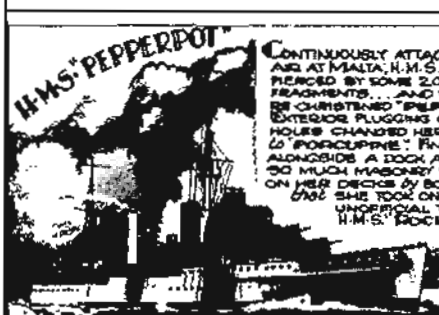
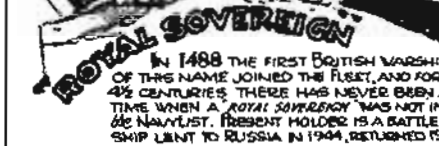
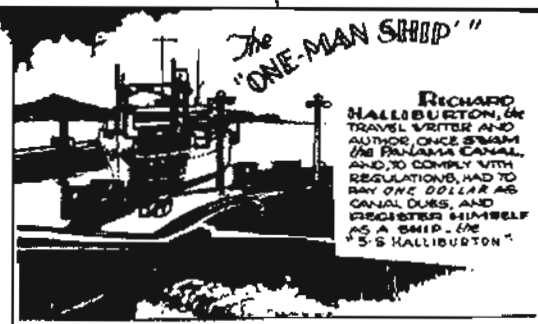
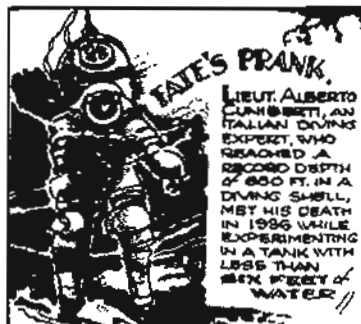
THE ROYAL NAVY IS STRONG AND PREPARED

Continued from previous page

decided to abolish the Air Branch as a specialised part of the Royal Navy, and to incorporate the officers now serving in it in the Navy's Executive or Engineering Branches. This measure is part of the process by which flying is being absorbed into the normal naval organisation—a process which will ensure that an appreciation of the supreme importance of aviation permeates the Service.

SEAS, SHIPS AND SAILORS

By NORTON



WHAT THE NAVY IS DOING

SINCE these notes were last written there has been a number of changes in appointment in the Royal Australian Navy, chief of which was that of the Flag Officer Commanding the Fleet. On the 5th of last month, when H.M.A.S. "Sydney" was in Sydney Harbour, the Flag of Rear-Admiral H. B. Farncomb was struck, and that of Rear-Admiral J. A. S. Eccles hoisted in the Flagship. Rear-Admiral Farncomb will shortly be leaving for the United States of America, where he has been appointed Head of the Australian Joint Services Staff and Australian Naval Representative and Naval Attache in Washington. Rear-Admiral Eccles has been appointed Flag Officer in Command of the Australian Fleet on loan from Admiralty.

Among the other changes in appointment are those of Director of Naval Intelligence, Navy Office, from which position Captain G. C. Oldham, R.A.N., has departed to assume command of H.M.A.S. "Australia," his place at Navy Office being taken by Commander N. A. Mackinnon, R.A.N.; while Commander T. K. Morrison, R.A.N., has been appointed from the post of Commander of the Royal Australian Naval College, Flinders Naval Depot, to that of Commanding Officer of H.M.A.S. "Tobruk," being succeeded at the College by Commander J. McL. Adams, R.A.N.; and a change has been made in the post of Director of Aircraft Maintenance and Repair, where Captain (E.) G. R. Cook, R.N., has succeeded Commander A. F. Turner, R.N.

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, was in Melbourne at the beginning of the month, having arrived there on the 20th October from Westernport, following the joint exercises with the New Zealand Squadron. Departing Melbourne on the 2nd November, she arrived at Jervis Bay on the 4th, and remains there until the 12th, when she sails for Sydney, arriving at that port the same day. On arrival at Sydney, she will have availability for refit and leave from the 14th November until the 6th January, 1950, and will sail from Sydney about the 11th of that month.

The Cruiser:

H.M.A.S. Australia (Captain G. C. Oldham, D.S.O., R.A.N.) was also in Melbourne at the beginning of the month, her subsequent programme being: Jervis Bay,

4th to 12th November, arriving at Sydney on that last-named day. On her return to Sydney, Australia will have availability for urgent defects and for leave from the 14th of the month until the 6th January, 1950, and will sail from Sydney about the 11th of that month.

10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Captain (D) 10, Captain W. H. Harrington, D.S.O., R.A.N.) is in company with the Flagship, and remains so until her return to Sydney in November. On her return to Sydney, Warramunga will have availability for refit and leave from the 14th of this 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.O., R.A.N.) is in Sydney, where she arrived about the middle of last month. She commenced 45 days' availability for refit and 50 days for leave at 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 (Lieut.-Commander V. A. Jerram, R.A.N.) is in Japanese waters with the Allied Naval Forces, having relieved H.M.A.S. Bataan there on the 5th September last. Culgoa will herself be relieved in Japan by H.M.A.S. Shoalhaven about the 1st February, 1950. On her return to Sydney she will be granted availability for leave and refit.

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

H.M.A.S. Shoalhaven (Captain A. W. R. McNicoll, G.M., R.A.N.), Senior Officer, is in company with the Flagship, and remains so until her return to Sydney in the middle of the month, when she commences availability for leave and refit. 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 under the direction of the Naval Board.

H.M.A.S. Labuan (Lieutenant-Commander P. D. Shaw, R.A.N.) is 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 (Lieutenant-Commander R. A. H. Miller, 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. Bencoo, are in Sydney.

H.M.A.S. Tallarook (Lieutenant-Commander J. J. Cody, R.A.N.) has been carrying out a hydrographic survey in Hobson's Bay.

GENERAL

Royal Navy Submarines for Sydney

Two submarines of the Royal Navy, H.M. Ships "Telemachus" and "Thorough," are leaving the United Kingdom early this month for Australia, and will arrive in Sydney early in January next year. They are coming as the result of the Commonwealth Government's acceptance of an Admiralty offer to base the submarines in Australia so that the Royal Australian Navy and the Royal New Zealand Navy will have adequate facilities for training in anti-submarine work. In announcing the offer and its acceptance, the Minister for the Navy, Mr. Riordan, said that the Government was deeply grateful to the Admiralty, whose offer would be of the utmost assistance in ensuring that Australian naval personnel would be properly trained in all aspects of anti-submarine warfare.

To Be Based on H.M.A.S. "Penguin"

The British submarines—including a third vessel, which will leave the United Kingdom for Australia later on—will be based on H.M.A.S. "Penguin," the Naval Establishment at Balmoral, Sydney. Each submarine will have a complement of about sixty, but in addition a spare crew and the majority of a base maintenance staff of about fifteen members, will also be provided by Admiralty. The two submarines now en route to Australia are of the "T" Class, which did excellent work during the recent war. The vessels of this class have a displacement of some

1570 tons, and a length of 270 feet. Each carries one 4 in. gun and smaller armament, as well as torpedo tubes and many torpedoes.

Anti-Submarine Training Important

The importance of anti-submarine training is emphasised by Navy Office. The acquisition of H.M.A.S. "Sydney" makes it even more a matter of moment that full anti-submarine facilities are available locally, since one of the functions of the Firefly aircraft borne in the carrier is submarine hunting. It is necessary, also, that the crews of other ships, particularly destroyers, frigates, and smaller vessels, should be trained in submarine detection. Until now, periodic anti-submarine exercises have been carried out by the Royal Australian Navy with the assistance of visiting submarines from the British Far Eastern Fleet. The fact that submarines will be permanently based in the Commonwealth in future will permit

much more intensive training than has hitherto been possible.

Hobson's Bay Survey

The survey, completed at the end of last month, of the approaches to the River Yarra in Hobson's Bay, Vic., is part of the Royal Australian Navy's twenty-five-year surveying programme, in which all the waters around the Australian coast and adjoining territories will be adequately charted, or, if already adequately charted, checked. The original chart of Hobson's Bay and other parts of Port Phillip Bay was prepared by Commander Henry L. Cox, R.N., as far back as 1864. There have, of course, been many checks of the survey since then, but with equipment not so refined as that now in use. The recent survey revealed small variations from the existing chart, probably caused by currents, and by silting from the Yarra. The area covered by the recent survey comprises about ten square miles, bounded at the sea-



H.M.A.S. "Tallarook" comes alongside at Port Melbourne after a day in the survey area.



Some of the "Talleroos" company have a stand-easy, and wet the tea.

ward ends by a line running from Point Ormond to Point Gellibrand, and another running east and west one and a half miles south of the Fawkes Beacon. The work began on the 1st September, 1948, and took about two months to complete.

The Surveying Programme

The surveying of Australian waters and those adjacent to them was originally carried out by the Admiralty. The names of many of our best known coastal marks, and shoals and other coastwise features, speak for those who placed them upon the charts. In June, 1946, however, the Federal Cabinet approved a recommendation that the Royal Australian Navy should be the charting authority for hydrographic surveys of Australian waters, and of those in Australian spheres of influence in the Pacific; and also approved the proposal that the Royal Australian Navy should undertake a twenty-five-year programme for that purpose. Charts since prepared by the Royal Australian Navy Hydrographic Branch have won the highest praise, and are used by the warships and merchant marine of every maritime country in the

"Sydney" in Sydney last month, the Seafury aircraft which form part of the Carrier Air Group, were flown ashore to enable rapidly as circumstances will allow.

H.M.A.S. "Talleroos"

The Hobson's Bay survey was carried out by H.M.A.S. "Talleroos," a general purpose vessel, more commonly known as a "G.P.V.," with a length of eighty feet and a displacement of one hundred and forty tons. She is commanded by Lieutenant-Commander J. J. Cody, R.A.N., who has had considerable surveying experience, having until recently been second in command of the survey sloop H.M.A.S. "Warrego." Last year "Warrego" carried out a check survey of Westport in preparation for the proposed visit of H.M.S. "Vanguard." This visit, it will be remembered, unfortunately had to be postponed because of the illness of His Majesty the King. With the completion of the Hobson's Bay survey, "Talleroos" is beginning a survey of Corio Bay, and the approaches to Geelong.

Seafuries Modified

With the arrival of H.M.A.S.

"Sydney" in Sydney last month the Seafury aircraft, which forms part of the carrier air group, were flown ashore to enable a small modification to be carried out, the aircraft being based on the Royal Australian Naval Air Station at Nowra, N.S.W., for about a fortnight for that purpose, after which they rejoined the carrier. The desirability of incorporating the modification—which is being made in all Seafury aircraft overseas—was recommended to the Royal Australian Navy by the Admiralty. Seafuries are used in the Royal Navy, the Royal Australian Navy, the Royal Canadian Navy, and the Royal Netherlands Navy.

"Sydney's" Working Up Exercises

The working-up period which H.M.A.S. "Sydney" underwent previous to her joining the Fleet recently as a fully operational member, was particularly successful. Particular praise is due to those members of her Carrier Air Group—the 20th—who had not done any naval flying until they went to the United Kingdom early last year. During the exercises, which were conducted about two hundred miles off the Australian coast, between Newcastle and Jarvis Bay, only one day's flying out



Lieut.-Commander J. J. Cody, R.A.N., Commanding Officer of the Survey vessel, H.M.A.S. "Talleroos."

of fifteen days was missed because of adverse weather. The Air Group made 558 deck landings, an average of a little more than twenty-three for each of the twenty-four pilots engaged. Throughout the whole period there was only one small mishap, in which the under-carriage of one of the aircraft was slightly damaged. Naval Aviation authorities are agreed that whatever mishaps may occur in H.M.A.S. "Sydney" in the future—and some are inevitable from time to time in flying—the feat accomplished by her in her initial exercises was indeed remarkable.

A Strenuous Time

The working-up period was a strenuous time for all concerned. There were never, at any time, fewer than seventy-five per cent., and for most of the time one hundred per cent., of the carrier's aircraft in full service. This reflected the greatest credit upon the pilots and those who trained them, for by their skill in flying the pilots prevented any extensive damage to their aeroplanes. But it also imposed a heavy task upon the officers and ratings, who maintained the aircraft in serviceable condition, and who, though they were able, in the absence of damage, to devote their attention almost entirely to routine check-ups and servicing, had to work at night as well as in day-time in order to keep all the aircraft in a state of complete efficiency. Aircraft handlers, whose job it is to handle the aircraft on the flight deck and in the hangars, were kept on their toes, and an unusually heavy task fell upon the engine-room complement, as they had to maintain speeds of up to twenty-five knots for long periods. Finally, the officers and ratings of the upper deck, whose job it is to navigate the ship and carry out the ordinary seamanship duties called for by a ship at sea, were hard at it to cope with the additional work involved. In fact, all hands—and the cook—played a full part in a most successful operation.

Captain (E) G. R. Cook, R.N., who has assumed the appointment of Director of Aircraft Maintenance and Repair, Navy Office.

For Overseas Next Year

Last month the Minister for the Navy, Mr. Riordan, announced that next year H.M.A.S. "Sydney" will proceed to the United Kingdom to embark members of a second Carrier Air Group, with their aircraft and stores. It is anticipated that she will leave Australia in June, returning late in September or early October. While in the United Kingdom, "Sydney" will do a two months' working-up period with the second Air Group, of which eight per cent. in the aircrews are Australians who enlisted in this country and have since trained in Britain. As on her initial voyage to Australia, "Sydney's" flight deck, on the return passage next year, will be filled with aircraft stored for the passage out, so that her Air Group will be unable to fly during the voyage. The Group will resume flying on arrival in Australia, at the Naval Air Station at Nowra, N.S.W.

R.A.N. College Examinations

Four hundred and sixty-six young boys who attained their thirteenth birthday this year, sat for the Educational Examinations for entry into the Royal Australian Naval College during September.

Four hundred and sixty-five boys from the six mainland States, and one from New Guinea, were candidates.

Largest number from any one centre was the Melbourne group. Of a total of 152 Victorians, 105 citizens of the southern capital competed. For the rest of Victoria, there were four candidates each at Geelong and Shepparton; three each at Ballarat, Bendigo, Hamilton, and Leongatha; two each at Bairnsdale, Euroa, Kyne-ton, Maryborough, Mildura, Portland, and Yallourn; and one each at Alexandra, Bacchus Marsh, Horsham, Lismore, Manangatang, Rainbow, St. Arnaud, Sale, Underbool, Tallangatta, Wangaratta, Warragul, and Yarram.

With a total of 53, Queensland produced 25 entrants at Brisbane; seven at Rockhampton; three at Bundaberg; two each at Boonah, Landsborough, and Milmerran; and one each at Cairns, Hughenden, Maryborough, Monto, Sarina, Southport, Stanthorpe, Tarzali, Tewantin, Toowoomba, Townsville, and Wondai.

South Australia's total was 30, of whom 19 came from Adelaide; two each from Goolwa and Murray Bridge, and solitary entrants at Barmera, Clare, Kapunda, Lamerook, Peterborough, Port



Captain G. C. Oldham, D.S.C., R.A.N., who last month assumed command of H.M.A.S. "Australia."

Augusta, and Whyalla.

Sydney's 80 headed the New South Wales list, Newcastle coming second with 17; Canberra produced six; Corowa, five; three entered for the examination at Port Macquarie and Tamworth; there were two each at Broken Hill, Dubbo, Gosford, Grafton, Griffith, Katoomba, Kyogle, Lithgow, and West Wyalong; while there were one each at Bathurst, Bega, Brewarrina, Coolamon, Gloucester, Goulburn, Jervis Bay, Moss Vale, Moulamein, Murwillumbah, Orange, Parkes, Taree and Wollongong.

West Australia's 63 were distributed among Perth with 40; Bunbury with seven; Kalgoorlie with six; while there were two each at Busselton and Geraldton, and single entrants at Albany, Dwellingup, Gwalia, Merredin, Morawa and Norseman.

Ten of Tasmania's total of 21 were Hobart lads; four sat at Launceston; Burnie produced three; Mole Creek, two, and Devonport and St. Helens, one each.

The sole entry in New Guinea was at Port Moresby.

PERSONAL

Commander Neil A. Mackinnon, R.A.N., who has succeeded Captain G. C. Oldham, D.S.C., R.A.N., as Director of Naval Intelligence at Navy Office, came to his new appointment from that of Executive Officer of H.M.A.S. "Australia." Previous to his "Australia" appointment he was Director of Communications at Navy Office, so he has a fair knowledge of the local geography, and the stairs and corridors of the red brick building in Melbourne whence the Royal Australian Navy is administered. He has a wide knowledge of the Royal Australian Navy, and of personalities who have commanded the Squadron also. Commander Mackinnon qualified as a Communications Officer in 1932. From 1933 until 1935 he was Flag Lieutenant and Squadron Communications Officer

to Rear-Admiral Sir Edward Evans, now Admiral Lord Mountevans, who was then Commander-in-Chief Africa Station after having been Rear-Admiral Commanding the Royal Australian Squadron. The new D.N.I. was also Flag-Lieutenant and Squadron Communications Officer to the late Rear-Admiral Custance, and then to Rear-Admiral Crace—now Admiral Sir John Crace—when these officers were Flag Officers commanding the Australian Squadron. During the war Commander Mackinnon served in the "Canberra," "Perth" and "Hobart" during their respective periods of wearing the Flag, and in March, 1944, was appointed in command of H.M.A.S. "Warramunga."

Captain (E) E. R. Cook, O.B.E., D.S.C., R.N., who has assumed the appointment of Director of Aircraft Maintenance and Repair in the Royal Australian Navy at Navy Office, Melbourne, was the Engineer Officer in H.M.S. "King George V" when she was with the British Pacific Fleet in the war, during which period he was promoted Captain. For the past two years he has been Assistant Director of Aircraft Maintenance and Repair at Admiralty.

Commander A. F. Turner, D.S.C., R.N., who has been succeeded by Captain Cook and who returns to the United Kingdom in January next, came to Australia from the Aircraft Maintenance and Repair Division at Admiralty. Since his arrival in this country nearly three years ago, he has directed the organisation of all engineering activities related to R.A.N. Aviation, including installations at the Royal Australian Naval Air Station at Nowra, N.S.W., and the establishment of additional repair facilities at the plants of private engineering companies and firms in Sydney.

Captain George C. Oldham, D.S.C., R.A.N., takes with him to his new appointment as Commanding Officer of "Australia," a rich experience in the Royal and Royal Australian Navies. A

graduate from the Royal Australian Naval College, he early in his naval career spent many years with the Royal Navy, serving in H.M. Ships "Ramillies," "Glorious," and "Eagle," among others. He qualified as a Naval Observer and as a Meteorological Officer.

On the Naval Staff at Navy Office at the outbreak of war in 1939, he spent most of the period of hostilities, at sea. He was Staff Officer, Operations and Intelligence, to the Flag Officer Commanding the Squadron in "Australia" from 1940 to 1942. From July, 1942, until September, 1943, he commanded H.M.A.S. "Swan," and was subsequently appointed Commander (D) in H.M.A.S. "Platypus," based at Cairns. In H.M.A.S. "Shropshire" in 1914, he was Joint Secretary to the Chiefs of Staff Committee in Melbourne during 1945 and 1946, following which he was appointed as Commanding Officer H.M.A.S. "Warramunga," remaining there until he became Director of Naval Intelligence in May, 1948. He was twice Mentioned in Despatches during the war, and was awarded the D.S.C. for skill, determination and courage in the Leyte Gulf operations, when he was on "Shropshire."

Commander J. McL. Adams, O.B.E., R.A.N., has assumed the position of Commander of the Royal Australian Naval College, Flinders Naval Depot, in succession to Commander T. K. Morrison, O.B.E., D.S.C., R.A.N. Commander Adams served largely with the Royal Navy during the war. He was with the anti-submarine flotillas, and took part in the Channel Islands evacuation, and later served in the Atlantic Convoys. From February, 1943, almost continuously until July, 1945, he was squadron anti-submarine officer on the staff of the Commodore (D) Eastern Fleet, and took part in the Burma Campaign and the re-occupation of Rangoon. Between April and July, 1943, he served under the Commodore (D) Levant, and was in action in the Tunisian and Sicilian campaigns.

BOOK REVIEWS

By G.H.S.

"VALIANT VOYAGING"—A Short History of the British India Steam Navigation Company in the Second World War, 1939-45, by Hilary St. George Saunders, Faber and Faber Ltd., London.

IT is a very good thing to see these war histories of the different Merchant Service Companies appearing. Not only do they place on record, to be read by the general public, something of the fine achievements of the Merchant Service seaman, whose efforts contributed in such great measure to the final victory in 1945, as they did to that of 1918 and of previous maritime wars in which Britain has been engaged; but they are of great value to the historian who would gain as full as possible an over-all picture of the war at sea, helping, as they do, to fill in gaps, or give another side to the picture given in official and other accounts.

We have in recent issues noticed in "The Navy" the wartime stories of Shaw Savill and Albion, and of the Clan Line. Now that of the British India Company has come to light, ably presented by Hilary St. George Saunders; and it is to be hoped that further contributions in this important field will be made.

In a history, however brief, it is always desirable that the author goes back to the beginning of things so far as he is able. Our author has done so in this case, and briefly outlines the story of the genesis of the British India Steamship Company with the formation, by William Mackinnon and Robert Mackenzie in 1854, of the Burmah Steam Navigation Company, maintaining a service between Calcutta, Akyah, Rangoon and Moulmein. It was on this foundation that the British India Steam Navigation Company was erected by the two pioneers in 1862.

How, in spite of various setbacks, the Company, by the in-

itiative and hard work of its founders, prospered, is indicated by its situation at the outbreak of war in 1939. At that time, the Company were the owners of the biggest Merchant Fleet in the Empire. "Its regular services from Calcutta included among others the weekly service as far as Singapore and fortnightly to Japan; a monthly service to Australia; three or four sailings monthly to Bombay and Karachi; while Rangoon and Madras, Singapore and Bangkok, were linked weekly. The Persian Gulf was served three times a week from Bombay. Altogether, twenty-two regular services were in operation. Its ships engaged upon these and other voyages were spread far and wide; twenty-three in Calcutta, nine in Bombay, ten in Rangoon, two in Liverpool and the remainder spread out along the Kathiawar, the East African, the Malabar and the Arakan coasts, the Bay of Bengal, the Indian Ocean, the Persian Gulf, the Atlantic and in Australian waters."

The ships of the large fleet played varied parts. Many continued under the general control of the Ministry of War Transport. Others were taken over by the Royal Navy. Two were in the service of the Royal Air Force. Some were hospital ships. Others again were troopers. By Easter, 1940, the whole fleet was under the orders of either the Admiralty or the Ministry of War Transport.

Fifty-one ships belonging to the British India Steam Navigation Company were sunk during the Second World War. This book tells something of how they came by their fate.

One of them, the motor ship "Domala," bound from Antwerp to Southampton carrying a number of Indian seamen, most of whom had been serving in German merchant ships and had been released by the Germans to allow them to return to India, was the first merchant vessel in the recent war to be a victim of enemy air attack. It was in the false dawn of the 2nd. March, 1940, when the ship was proceeding down Channel and, in the light of a waning moon, "the lookout observed an aircraft flying towards St. Catherine's Point. As she approached the ship she showed her lights and this was taken as a signal that she belonged to the Royal Air Force. Instead, she was a German Heinkel III, which dropped a bomb—or bombs—which fell on the "Domala" and penetrated her engine room, and immediately the ship was a mass of flame. More bombs were dropped, and the work of lowering the boats and getting away was hampered by the bomber, which "flew up and down machine-gunning all who were seeking to escape. Of the 143 passengers and 148 of the British and Indian crew of the ship, 108 were lost, and a few more died from the results of exposure in ice-cold water."

There are various links with Australia in the story of the British India Company in the war. The German raider "Narvik," which had operated in Australian waters, and laid minefields in Bass Straits, intercepted the B.I. "Nowshera" between Australia and Calcutta, in November, 1940, sinking her with time bombs after removing the crew, who were sent to prison camps in Germany in the prison ship "Storstadt."

Those of the Royal Australian Navy who were in the Middle East, and particularly on the "Tobruk Ferry Run," will remember two B.I. Ships in Tobruk Harbour, H.M. Ships "Chakla" and "Chantala," both of which were sunk there by Ger-

Attorney-General's Legal Service Bureaux

The Legal Service Bureaux established as part of the Commonwealth Attorney-General's Department in 1942 perform the service of advising without charge for the benefit of ex-servicemen and ex-servicewomen and also their dependents. The Bureaux work in very close conjunction with ex-servicemen's associations. Advice is given especially in connection with claims under the Repatriation and Employment Act.

Any ex-servicemen, ex-servicewomen or dependent concerned is entitled to place his problem before the Bureaux and receive advice free of charge. The Bureaux advise either personally or by letter. In addition the services of Bureau officers are available in relation to old age, invalid and widows' pensions and Commonwealth unemployment and sickness benefits.

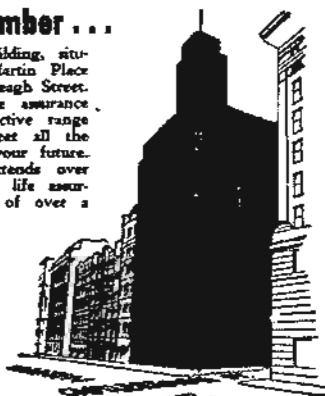
Addresses throughout the Commonwealth are:—

4th Floor, Mercantile Mutual Building 117 PITT STREET, SYDNEY Telephone BW 1852	T. and C. Building QUEEN STREET, BRISBANE Telephone B 9184
72 HUNTER ST., NEWCASTLE Telephone B 1587	Deputy Crown Solicitor's Office A.W.C. Building CLEVELAND ST., TOWNSVILLE Telephone 1972
440 LITTLE COLLINS ST., MELBOURNE Telephone MU 9194	Commercial Banking Company of Sydney Building EAST STREET, ROCKHAMPTON Telephone 3169
55 FIFTH STREET, ADELAIDE Telephone Central 6417	Police Building FRANKLIN WHARF, HOBART Telephone Central 6658
ST. GEORGE'S TERRACE, PERTH Telephone B 6811, B 4797	Deputy Crown Solicitor's Office BENNETT STREET, DARWIN Telephone 166
Crown Solicitor's Office COMMONWEALTH OFFICES, WEST BLOCK, CANBERRA Telephone 661	

H. V. EVATT,
Attorney-General of the Commonwealth.

A Place to Remember . . .

is the imposing M.L.C. building, situated in Sydney's central Martin Place and on the corner of Castlereagh Street. The M.L.C. provides a life assurance service, embracing an attractive range of policies designed to meet all the needs and emergencies of your future. The Company's history extends over sixty years, and it provides life assurance protection to holders of over a million policies.



The
MLC

The MUTUAL LIFE and CITIZENS'
Assurance Co. Ltd.

Head Office:

Corner of Castlereagh Street and Martin Place, SYDNEY

Branch Offices in:—

Melbourne, Brisbane, Adelaide, Perth, Hobart, Wellington, N.Z.

man bombers, while a sister ship, "Chakdina," met a similar fate in the Eastern Mediterranean.

"Vita" was one of the B.I. Ships that became a hospital ship. She owed, and repaid, a debt to the R.A.N. In April, 1941, as she was leaving the Tobruk swept channel, she was attacked by German bombers, suffering a near miss which put her out of action. "The vessel then took a heavy list to port and her steering gear broke down. H.M.S. 'Waterhen'—it is a pity that the "A" is left out of "H.M.A.S." in this story—in the book—"took her in tow to an anchorage two miles outside the boom entrance. Then, after dark, the 'Vita's' 430 patients were transferred to the warship by the light of burning candles. Throughout these difficult operations the seamanship of H.M.S. 'Waterhen' was, records the Master of the 'Vita,' magnificent."

The repayment was made by "Vita" the following year in the Bay of Bengal—again in April. Following her Tobruk damage, "Vita" had been repaired in Bombay, and was bound from Trincomalee to Addu Atoll when, "off Batticaloa Light she met with H.M.S. 'Hermes,' an aircraft carrier, and H.M.A.S. 'Vampire'"—on this occasion the prefix is correctly given—"a destroyer. At that moment the vanguard of a large force of Japanese bombers appeared overhead. Ignoring the hospital ship, they made straight for the warships. The 'Hermes' was soon enveloped in a heavy cloud of smoke and was obviously badly on fire . . . shortly afterwards she sank and the smoke began to clear away. The Master of the 'Vita,' Captain R. D. C. Sinclair, immediately steamed to the scene of the action, lowered lifeboats and the motor boat, and began to pick up survivors who 'were scattered over an area of about three or four square miles. Very few of them had any means of support beyond their Naval type lifebelts.' It presently became neces-

sary to order the motor-boat with a lifeboat in tow, to go to the rescue of the crew of the 'Vampire,' bombed and sunk almost at the same time as the 'Hermes.' Captain Sinclair could not take the 'Vita' on this errand 'because so many of the 'Hermes' survivors were still in the water alongside the ship and round my propellers. They were swimming to our gangways.' That evening the 'Vita' put into Colombo with 590 men picked up from the two ships."

The B.I. troopers were associated with Australia during the war, carrying men of the A.I.F. not only from Australia to the Middle East, but also, in some cases, from the beaches of Greece at the evacuation there in 1941. How these ships got around is indicated by a record of one of them, the "Dunera." During the first twenty-seven months of the war, she was in twenty-six different ports, "calling thirteen times at Suez, nine at Aden, six at Durban, five at Port Sudan, Bombasa, Colombo, Port Said, and Fremantle, four times at Gibraltar, twice at Port Lyttelton, Melbourne, Dakar, Casablanca, Bombay, and Massawa, and once at Malta, Singapore, Wellington, Liverpool, Freetown, Capetown, Sydney, Penang, Mogadishu and Berbera.

"Such voyaging," says the author of our book, "shows at once the size and might of the Empire and of the steps taken to defend it." It shows, also, something of the work of the B.I. Company when the life of the Empire was threatened, and of the part that Company played, with those other ships and men of the British Mercantile Marine, in meeting and defeating that threat.

"Valiant Voyaging" is a book of great interest which should be in the possession of every lover of the sea and ships—and of those men who "see the wonders of the Lord" on the great waters.

JOHNSON'S TYNE FOUNDRY PTY. LTD.



MFG. ENGINEERS, SHIP BUILDERS, SHIP REPAIRERS, Etc.

Cnr. LORIMER & TYNE STS.,
SOUTH MELBOURNE.

'Phone: MX 2189.



WHEN IT'S AN
Exide
YOU START



WATSON'S PARAGON
HOTEL

CIRCULAR QUAY SYDNEY, N.S.W.

C. GILES & SONS

- SACK
AND
- PRODUCE
MERCHANTS.

341 MALVERN RD.,
SOUTH YARRA,
MELBOURNE,
VICTORIA.

PHONES: BJ 3253-6.

THE CARLTON HOTEL

56 CASTLEREAGH ST.,
SYDNEY, N.S.W.

THE CARLTON HOTEL

THE SKIPPER'S WIFE

By HAROLD V. WARNER.

FROM the day that Bob Barrs had joined the tramp steamer "Diosma" as Second Mate, he had been at loggerheads with the Captain. On seeking to find out the cause of the Skipper's attitude towards him, the Chief said: "Take no notice of him. Just do your job and don't worry about him. He hasn't been to sea for 10 years and is like a cat on hot bricks. Why he's coming this trip, God knows."

Hardly had the last truck of coal been teemed into the ship than Captain Codd's voice was heard shouting:

"Mr. Barrs, get the men out and have them wash down fore and aft. Let them start with the bridge and amidships."

"The men are on the bridge ready. They're only waiting for water, Sir," answered Bob.

"He's expecting his old woman down pretty soon," volunteered the Steward. "I suppose she's one of those fussy old hens who will play up if she gets a bit of coal dust on her dress."

When the lady arrived, everyone was surprised to see a smartly dressed, pleasant-looking young woman of about 25. Captain Codd was decidedly on the shady side of 60.

The Old Man made it plain from the first that he did not intend that any of the officers should become familiar with Mrs. Codd. He would have had their meals served in his cabin, but the steward, having no assistant, tabooed that idea. But at the table in the saloon the Captain made a point of leading all conversation, and kept to nautical matters in which she could take no part.

About the only time that his wife was able to exchange a few words with the officers was when old Codd was in his bath.

He had forbidden her to go on the bridge or to use the door between their cabin and the chart-room. She spent most of her time in a chair on the lower bridge, reading or sewing. When anyone passed she had always an agreeable smile for them, but only spoke when the Old Man was well out of the way.

Codd continued to find fault with his Second Mate whenever he thought he had a reason, though Bob's readiness with an answer was beginning to make him more reasonable.

One day, when Bob was cursing Codd quietly for some stupid interference with the work of the men, the helmsman said to him: "He was always like that, Sir. I was shipmates with him years ago. The Second Mate let the chronometers run down that trip. The Old Man nearly went mad. Since that I've heard that he's always had a down on second mates, and don't trust nobody."

That explained a lot, but what irked Bob was that the old Man had bad eyesight which caused him to make many mistakes in his navigation. The officers were bound to point these out to him, and Codd did not take their corrections kindly. In revenge for their fault-finding Codd sought to find fault with them.

Bob noticed that whenever he had been engaged in a wordy battle with the Old Man, Edith (his wife) was always ready with a wink and a smile for him.

While berthing at Buenos Aires, Bob, at his station aft, had tried to attract the attention of those on the bridge to the red flag he was waving. The Old Man was looking straight at him, but failed to see the flag. As a result, the propeller got a rope round it.

The Captain blamed Bob, who was not accepting the blame. He got very hot when the Old Man hinted at incompetence, and ended by saying, "You're as blind as a bat, or you would have seen the flag."

While the Captain was busy in his cabin with shore officials, Edith came into the chart-room where Bob was writing.

"It's a shame, Mr. Barrs, blaming you for that foul propeller. I saw you waving the flag and heard you blowing your whistle, and I've told the Captain so. Of course he's blind. That's why I came on this voyage, to do his writing for him. Why can't he be fair?"

"Don't worry about it, Mrs. Codd. It will be all forgotten by tomorrow," replied Bob.

A few days later she came to his cabin door and said excitedly, "We've just had another row. We've been entertained by a lot of people ashore, so I wanted to throw a party aboard. He wouldn't hear of it. I'm ashamed of his meanness. He hasn't given me a cent since we came here, but last night he got tight and dropped all his money in the taxi. I picked it up, but kept a hundred pesos. I want you to take it and buy me some tickets in the lottery."

"Really, Mrs. Codd, I think it very unwise of you to come here and confide in me," said the bewildered Second Mate.

"I know that quite well, but I must talk to someone or I shall go crazy. I do hope you're not annoyed. But please get those tickets for me," and thrusting the money into his hand she ran off to the cabin.

Bob felt very embarrassed. Much as he disliked the Old Man, and liked Edith, he had no wish to find himself one side of a matrimonial triangle. After thinking it over, he decided to buy the tickets and, while he was at it, get some for himself. But in future he would have to keep the young woman at a safe distance.

A week later, Codd was very rude to Barrs about a supposedly unsafe gangway. After a wordy



Bardseley's

**SHAVING
CREAM**

For a quicker
and
more comfortable

SHAVE

SHERATON FURNITURE POLISH

This amazing American invention,
RESTORES FURNITURE LOVELINESS

**SHERATON is procurable
at all leading stores**

**BOXING EVERY THURSDAY
NIGHT**

LEICHHARDT STADIUM

**WRESTLING EVERY SATURDAY
NIGHT**

battle, Bob finished up by saying that it was time that Codd learnt that blind men should keep sober. Then, to cool himself, down he went to the Golden Anchor for a cold beer.

The proprietor's daughter was engaged with a vendor of tickets for the lottery. Seeing Bob, whom she knew, she asked him if he wanted some tickets.

"No thanks," said Bob. "I bought some last week."

"Last week's lottery is drawn. The man has the list. Have you the numbers?" asked Harriette. She went and brought the list.

Bob took out his note-book and set to work. He hadn't far to look. One of his numbers had drawn 50,000 pesos. He hadn't the numbers of Edith's, as he had put them in an envelope and given them to her.

Not wanting the news of his win to circulate round the docks, he quietly marked the winning number in his book. Choking with excitement, he drank up and left the bar.

Next morning he slipped Edith a note asking her to give him the numbers of her tickets, so that he could see if she had won a prize. He got the list and checked up her numbers, but she had been unlucky.

Orders having come for the ship to proceed to Philadelphia, Bob decided to get a credit on an American bank for his money.

He was keeping his win a secret for the time being, but would throw a party when he got to the States. Once there he intended to leave the ship and make for Canada.

On the passage to Philadelphia, Edith managed occasionally to have a brief chat with Bob, but he evaded her whenever possible. She was very attractive, but as the wife of another man it was best to give her a wide berth. That was not so easy, as his efforts to evade her only seemed to stimulate her into making opportunities for chatting.

One day while the Old Man was having a bath, she went to the

top of the bridge ladder, her first attack on the bridge. Bob met her there and reminded her of the Old Man's prohibition.

"I know! I haven't forgotten. I came to tell you that I've made up my mind to leave the ship in Philly. I can't stand this existence any longer."

Hardly had she spoken, when Codd appeared below glaring at them and shouting, "What the -- is going on aboard here! Come down out of that Edith. Mr. Barrs! I'll relieve you in a few minutes, and you can go to your room and stay there until we get to Philadelphia. I'll put a stop to this carry-on."

Bob was at a loss for words to meet the occasion, so merely replied, "Suits me."

When the Old Man came up, Bob left the bridge without a word.

He could offer no excuse for Edith—she was quite capable of defending herself against old Codd. Bob and the Chief had been entertained more than once by hearing her tell Codd where he got off.

If this helped to persuade the Old Man to pay him off in Philly, why, so much better for his plans.

He went to the Chief's room and told of his suspension. The Chief cautiously made no comment except, "That man is not fit to be in charge of a watch. He can't even use binoculars, so is absolutely dangerous on the bridge. I'm going up to tell him so."

It was no good. The Old Man insisted that he could manage with a look-out man on the bridge. Bob, therefore, decided to keep his watch from the hurricane deck. From there he could see anything in time to get to the bridge if necessary. So with his glasses slung from his neck, he kept regular watch.

Soon after passing Cape Hatteras, the "Diosma" ran into a dense fog. Bob, knowing that the Old Man would not be able to see him, much less a potential danger, took up his look-out on the fore-castle

with the look-out man. An hour later he saw the outline of a big ship about to cross the bows, so that a collision was almost inevitable.

"Hard-a-starboard, Sir. Hard-a-starboard!" he shouted with all his might.

Recognising the voice, the helmsman instantly obeyed without waiting for the Captain to speak. The ship soon responded, but none too soon. The "Diosma" actually rubbed the paint from an American battleship's stern, but there was no other damage.

Bob heard the Old Man speaking loudly to the helmsman as the battleship disappeared into the fog. He had resumed his vigil, when he was startled to feel two hands lift his chin from behind and two warm lips press against his own.

"Edith!" The name slipped out unconsciously.

"Yes, Edith it is. Well done, Bob. Jolly good effort." And she kissed him again with evident enjoyment.

Bob was staggered, but the look-out man was obviously enjoying the scene.

"Edith! Do you know what you're doing? You must remember you are the Captain's wife, and I am the Second Mate."

"Captain's wife my foot. I'm the old blighter's daughter, and I've had enough of this farce. That wife business was his daft scheme to protect me from you philandering sailormen. He's lost the job of protector now, and I'm offering it to Bob Barrs if he'll take it."

Came a shout from the bridge through a megaphone:

"Mr. Barrs, come up to the bridge and take over your watch."

Edith showed her delight, saying, "He's come to his senses at last. Well, Bob, what about it?"

Bob took her in his arms and gave her an indubitable answer, then smilingly said, "My answer will do for both you and the Old Man. Suits me!"

Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH

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

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

Promotions.—Cadet Midshipman (S) George Lawrence Ronald Crago, Bruce Lees Carrington, James Neville Walker, Richard John Frederick Brown and Kaye Vonthehoff are promoted to the rank of Midshipman (S), with seniority of 1st January, 1949, dated 1st May, 1949. Arthur Edward Shiplee, Petty Officer Telegraphist, official number 22727, is promoted to the rank of Commissioned Communication Officer (Acting), dated 6th August, 1949.

Confirmation in Rank.—Acting Sub-Lieutenants Peter Edwin Mansfield Holloway and Ernest Charles Gray are confirmed in the rank of Sub-Lieutenant, with seniority of 1st May, 1947, dated 15th May, 1949.

Fixing Rates of Pay.—Lieutenant (E) Philip Berry-Smith to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Lieutenant-Commander (E), whilst acting in that rank, dated 27th May, 1949.

Transfer to Emergency List.—Lieutenant-Commander (E) Robert Thomas Abel is transferred to the Emergency List, dated 16th July, 1949. Surgeon Lieutenant-Commander (D) Alan Victor Ward is transferred to the Emergency List, dated 6th May, 1949.

Termination of Appointment.—The appointment of William David Philpott as Cadet Midshipman is terminated, dated 21st July, 1949.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE (SEA-GOING).

Transfer.—Temporary Commander (S) Raymond Thomas Bennetts is transferred to the Royal Australian Naval Volunteer Reserve in the rank of Commander (S), with seniority of 31st December, 1947, dated 23rd July, 1949.

Termination of Appointments.

—The appointment of Albert William Lette as Acting Temporary Engineer Lieutenant-Commander is terminated, dated 26th July, 1949. The appointment of John Douglas Galbraith as Temporary Senior Commissioned Engineer is terminated, dated 26th July, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Promotions.—Sub-Lieutenants Alan Douglas McCay, John Edward Bramley, Jack Chanter Williams, Robert Alexander Stewart, Albert Edward Stennett and Peter James King are promoted to the rank of Lieutenant (Provisional), dated 24th August, 1946, 7th October, 1946, 29th December, 1946, 1st April, 1947, 3rd April, 1947, and 17th October, 1947, respectively. Surgeon Lieutenants Percy Maxwell Brett, Archibald William James Watts, Peter Donald Grame Fox and Austen Stewart Ferguson are promoted to the rank of Surgeon Lieutenant-Commander, dated 2nd August, 1949. Sub-Lieutenants (S) Thomas Nash Phillips and Michael Roger Edmonds are promoted to the rank of Lieutenant (S), dated 5th August, 1948, and 4th December, 1948, respectively. Sub-Lieutenants (Special Branch) Eric Keith Houghton and William John Jeffrey are pro-

moted to the rank of Lieutenant (Special Branch), dated 10th October, 1947. Sub-Lieutenants (Special Branch) Gerald Leslie Van Rompacy and Victor Swithin Bertouch are promoted to the rank of Lieutenant (Special Branch), dated 3rd January, 1948. Sub-Lieutenants (Special Branch) Arnold Kenneth Werthcimer and Grant Sinclair Lawry are promoted to the rank of Lieutenant (Special Branch), dated 16th April, 1948, and 25th December, 1948, respectively. Sub-Lieutenants (Special Branch) Keith Elgar James Leonhardt, George Henry Parkes and Geoffrey Edward Pettit are promoted to the rank of Lieutenant (Special Branch) (Provisional), dated 30th October, 1946, 10th July, 1947, and 15th March, 1949, respectively.—(Ex. Min. No. 54.—Approved 22nd September, 1949.)

W. J. F. RIORDAN,

Minister of State for the Navy.



The future of steam for marine purposes is met by the latest Babcock developments, which, in turn, are backed by over 50 years' sea experience. At sea, as on land, time has proved the service of Babcock Boiler Plant.

BABCOCK & WILCOX
OF AUSTRALIA PTY. LIMITED
ENGINEERS AND CONTRACTORS
Head Office & Works, Regents Park, N.S.W.
Branch Offices and Agencies in all States.

EX-NAVAL MEN'S Association of Australia

Petres-la-Chief



His Majesty The King

Federal Council

COMPLETE liaison is nearing fruition between the Federal bodies of ex-Servicemen's Associations in Australia; this step has long been awaited by organisations eager to achieve unity of action in the interests of their members. It is intended that subjects affecting Repatriation, Pensions and other War-servicemen's problems will be the main concern of this Federal Liaison Committee which has been sponsored by the Air Force Association's Federal Executive. The Federal Council of the Ex-Naval Men's Association of Australia has agreed to be directly represented on the proposed body. The aim of this body will be to collect facts in preparation of presenting cases of anomalies for ultimate consideration before the responsible Commonwealth Ministers.

Correspondence to hand at this date indicate that there will be approximately 18 Interstate Delegates and 2 of the Federal Executive officers attending the 9th triennial Federal Conference, which will be officially opened at Canberra on Saturday, 21st January, 1950. The nomination of Mr. F. F. Anderson for re-election as Federal President has been received from Victoria; nominations from other States are not yet to hand.

Mr. Harold Ivey was again re-elected State President of the Victoria Section at its last Annual Conference. Mr. Ivey recently paid a short visit to Sydney and was in close contact with the Federal President and Secretary regarding progress being made by

the Association in Victoria, and reported on the possibility of additional Sub-Sections being formed in the near future.

New South Wales.

The election of Mr. George Carroll, a former Vice-President, took place at the second Annual State Conference which was held in the Anzac Memorial, Hyde Park, Sydney. Mr. G. A. Hewlett, a former N.S.W. President, has now been elected to the leadership of the Sydney Sub-Section, thus filling the office vacated by the retiring President, Commander (E) O. F. McMahon, R.A.N. (Rtd.), who held the position for the past two years. Mr. J. Williams has been elected as the Sub-Section Honorary Secretary in the place of Mr. Titman.

South Australia.

Mr. H. H. Hanby, State President of South Australia for the past three years, has now retired from office, but like his predecessor, Dr. L. J. Dunstone, continues to maintain a keen interest in the Association's affairs. The influence of these gentlemen is greatly appreciated by the State Council and Sub-Sections. Mr. C. L. Tucker has been elected State President, and Mr. P. R. Buring as Federal Councillor to represent South Australia on the Federal body.

Western Australia.

At the Annual State Conference held at Perth in September, Mr. N. B. Bicker was again re-elected as State President, with Messrs. N. A. Murphy, W. W. Wayman and N. B. Dicker being chosen as Western Australia's Federal Conference Delegates to attend the forthcoming Conference at Canberra. Cap-

tain H. L. Howden, R.A.N., officially opened the State Conference which was held in the Fremantle Sub-Section's Navy Club, and by special request of the State Executive, was asked to present the Diploma of Merit which Federal Council had awarded to Mr. N. A. Murphy.

Queensland.

The regular monthly General Meeting was held at the Alice Street Naval Depot, Brisbane, on Monday, 7th November, and was attended by the Honorary Federal Secretary (Mr. G. W. Scott) who is a member of the Queensland Section. During his short visit to Brisbane, Mr. Scott was given the opportunity by his fellow members to speak briefly on the Association's activities in other States, and urged the members in Queensland to take a more active part in the control and administration of the Association in the State and Federal bodies. On the social side the Section is still very active, and is now organising its regular Christmas treat for the members' children and also for those children of former ship-mates who died on active service. The pleasure that the children derive from this annual affair is ample recompense for the labour and cost involved.

Transport restrictions during the rail strike forced the Queensland Section to postpone its annual general meeting until Oct. 3.

At this meeting Mr. G. M. Arber was elected President and Mr. W. M. Macdonald Hon. Secretary.

The address of Mr. Arber is Gordon Street, Hawthorne, and

that of Mr. Macdonald, 112 Brisbane Street, Bulimba.

Other officers appointed were: Vice-Presidents, Messrs. H. Giles and A. R. Simmonds; Hon. Assistant Secretary, Miss E. Park; Hon. Treasurer, Mr. R. Osborne; General Committee, Messrs. K. Moir, P. J. Barnett, J. Walker, A. C. Nichols, N. Jones, N. de Lacey, and Misses S. Hope, G. Lachlan and B. Lawless-Pyne.

Messrs. H. Giles, J. Walker and Mrs. M. Bath were elected as delegates to attend the Triennial Federal Conference to take place at Canberra next January.

It was decided to nominate Mr. F. F. Anderson for re-election as Federal President and to support the Victorian State Council's nomination of Messrs. W. J. Pearce and H. R. Lockwood for life membership.

A family gathering will be held on November 7. One of our mem-

bers, Mr. Mark Harris, has offered to provide an hour's film entertainment.

At the time these notes were written members were busily engaged in raising funds for the children's Xmas Party.

A.C.T.

Mr. Fred Weatherley is again taking a keen interest in the A.C.T. Section's affairs and is working in co-operation with the President, (Mr. Norm. V. Kearsley) to make the January visit of the Federal Conference Delegates to Canberra a pleasant one. This will be the first occasion that the Association will hold a Federal Conference in the National Capital.

Tasmania.

The State Executive has received Federal Council's cordial invitation for the Tasmanian Association to be represented at the 1950 Federal Conference, and Mr. George R. Howe, State Secretary, has intimated that his Association may have one or more Delegates ready to go to Canberra next year to discuss and finalise plans for the Affiliation of his Association with that of the Ex-Naval Men's Association of Australia. It is understood that this subject will be one of prime importance on the Conference Agenda, and if agreed to will be the means of uniting the whole of Australia for always.

G.W.S.

ALFRED HERBERT
(AUSTRALASIA) PTY.
LTD.

Machine Tools,

Machine Shop

Accessories,

Engineers,

Small Tools,

Engineers' Small Tools.

Sydney Office:
101 PYRMONT BRIDGE
RD., PYRMONT, N.S.W.

A. BAGLEY & SON
211-213 BEAMISH ST.,
CAMPSIE.
N.S.W.

The largest and most
up-to-date Shoe Store
in the district was
established by us in
1920.

REPAIRS? YES!

Best of leather and
workmanship
guaranteed.

PHONE: LF 3183.

Always ask for . . .
'SHELLEY'S
FAMOUS DRINKS

Obtainable from leading
shops and saloons.

Retail Price . . .
LARGE BOTTLE . 5d.
SMALL BOTTLE . 4d.

SHELLEY & SONS
CORDIAL FACTORY
PTY. LTD.
MURRAY STREET,
MARRICKVILLE,
N.S.W.

'Phones: LA 2431, LA 2659

**Keep a Good
Lookout**

FOR THE NEXT ISSUE OF

The Navy

A NAVIGATOR'S DECORATIONS.

They Were Awarded For Service In A Fast Minesweeper
When Good Navigation Told In Dangerous Waters.

AMONG those Australian Naval Officers who spent a considerable period during the recent war on exchange duty with the Royal Navy, and who gained awards for their services whilst on that duty, is Commander Lindsay Gellatly, D.S.C., R.A.N.

Commander Gellatly was born in Sydney on the 15 November, 1908, and entered the Royal Australian Naval College in 1922. Appointed to H.M.A.S. "Australia" as his first ship after passing out of the College, he became a Midshipman in May, 1926, Sub Lieutenant in April, 1929, and Lieutenant in 1930. He specialised in Navigation, qualifying in 1935.

When the war broke out he was a Lieutenant Commander, serving as Navigator in H.M.S. "Norfolk," in which appointment he remained until March, 1940. He was then appointed to H.M.S. "Menestheus," and in March, 1941, to the fast minelayer H.M.S. "Welshman," and it was in this ship, whilst in the Mediterranean during 1941 and 1942, that he earned his awards of the D.S.C. and a Mention in Despatches.

The D.S.C. was awarded on the 8th. September, 1942, "For bravery, skill and sustained devotion to duty in action against the enemy." The Recommendation for the Award tells the story briefly: "Lieutenant Commander Lindsay Gellatly, R.A.N., H.M.S. 'Welshman.' For skill and devotion to duty. For the third time, this officer took the ship through Tunisian territorial waters, twice in the dark, at over 30 knots; he also made a perfect landfall of Malta at first light."

The Award of the Mention in Despatches was made on the 11th. May, 1942, "For fortitude and sustained devotion to duty in the Mediterranean. In this case the Recommendation read: "Lieutenant Commander Lindsay Gellatly, D.S.C., R.A.N., of H.M.S. 'Welshman.' This vessel carried out three passages between the Eastern and Western basins of the Mediterranean and one lay of mines in Tunisian waters since 1st. November, 1942. Although not attacked except by one torpedo aircraft, the ship has been under a very real degree of menace for many hundreds of miles."

Early in 1943 Lieutenant Commander Gellatly joined H.M.A.S. "Shropshire," and in her took part in most of the South West Pacific landings up to Leyte and the Surigao Strait battle.

He became Director of Operations at Navy Office in January, 1945, and was promoted Commander in June of that year, following which came further sea appointments in "Australia" and "Shropshire" previous to another shore appointment.

WATCHER, OLD-TIMER I

Continued from page 14

Royal Australian Navy steamed into Sydney Harbour. Not many months were to elapse before they left Australian waters for overseas, to take their part in war. In July, 1914, a hitherto unimportant student assassinated—to the people of the world generally—the almost unknown Archduke Francis Ferdinand of Este, heir to the Austrian Imperial throne, and his Morganatic wife, at Sarajevo, Bosnia. The assassin was a Bosnian of Serbian nationality, and Austria denounced the murder as a Serbian plot fostered by the Serbian Government. Thus was fired the spark that precipitated the First World War, and brought sorrow, pain and death to millions of the men, women and children of the world's peoples.

It was a war which ended that world which those who lived before it knew; a war in which Australia grew to nationhood, and her Navy proved itself as worthy to take its place alongside that parent Royal Navy on which it was modelled and from which it had sprung, and with which it was now to play a part in saving Britain and the Empire; the "sure shield and defence," in the work of which it was to share, together with that imperishable motto of the British ships of war—"Fear God, Honour the King."

WINDJAMMING IN WAR-TIME

Continued from page 16

subject under discussion was tides, and the Officer in charge of the class had asked if anyone knew what caused tides to ebb and flow. There were blank faces all round the class until one young O.D., a trifle brighter than the rest, piped up: "Hasn't it something to do with Harmonic Emotion, Sir?" Emotion interrupted the harmony of that class for some minutes!

After about ten days' slow and stately progress under all plain sail, the Chief had occasion one day to go down to the after store, which was seldom used, in search of something or other, and a few minutes later we were all startled

by a yell that nearly blew the stern of the ship off. While ferreting about in the semi-darkness for whatever he was after, he had come across twelve brand new boiler tubes hidden under a pile of junk. This find proved to be the beginning of the end of all our woes.

By hand we pumped the water out of the boiler to below the level of the tubes, and, with skill and dispatch the Engine-men and Stokers refitted new tubes in place of those we could not stop leaking. Then once again we gingerly raised steam. We held our breath and kept our fingers crossed while the needle in the steam-pressure gauge rose.

It reached seventy pounds without signs of further leaks and, when it did so, we gave up wind-jamming. We furlled the sails and set course for Pointe Noire at a speed of six knots, and although we broke down again twice on the way, we finally made port under power.

Our sailing idyll was over.

ANNIVERSARIES OF THE MONTH

Continued from page 21

"Sydney," successor to the victor of the "Emden" fight, took part in a raid through the Strait of Otranto, and cut up an Italian convoy returning from Albania. In the Indian Ocean, "Canberra," during Nov. 20-21, 1940, picked up twenty-seven survivors from the British "Port Brisbane," which had been sunk by an enemy raider. And it was on the night of the 20th., that the R.A.N. lost its first ship in the war, the minesweeper "Goorangai" being cut down by a coastal liner in Port Phillip Bay, and lost with all hands.

In November of the following year, 1941, the R.A.N. suffered a severe blow with the loss with all hands of H.M.A.S. "Sydney" in the Indian Ocean, some 500 miles from Carnarvon, Western Australia, following an action with the German raider "Kormoran," to which "Sydney" herself delivered a fatal blow. The

CHIEF STOKER'S D.S.M. AND BAR.

His Coolness And Steadiness In "Napier" At The Battle
Of Crete Helped To Keep The Ship Mobile.

THOSE of you who have been in a destroyer's boiler room under normal conditions know what a compact mass of steam pipes, boilers and furnaces there is in a cramped space, and how distracting is the roar of the forced draught and furnace sprayers, with the heat and, to the tyro, the general confusion and sense of closely confined power of tremendous volume. All of this must, one would imagine, be accentuated in action.

It was for his coolness and command of the situation in such circumstances that Chief Stoker Percy Alfred Collins was awarded his Distinguished Service Medal in January, 1942.

A resident of New South Wales—Hurlstone Park—Collins entered the Royal Australian Navy as Stoker II in August, 1927. He received steady promotion, becoming Stoker Petty Officer in May, 1939, and Chief Stoker in January, 1942. His service was continuous until his demobilisation in February, 1946. The outbreak of war in 1939 found him in H.M.A.S. "Adelaide." But in July, 1940, he went overseas to the United Kingdom, and was appointed as Stoker Petty Officer to H.M.A.S. "Napier," in which ship he earned his D.S.M. "For outstanding gallantry, fortitude and resolution during the battle of Crete."

The Recommendation tells how: "Stoker P.O. Percy Alfred Collins, H.M.A.S. 'Napier' during the Battle of Crete, was in charge of No. 1 Boiler Room. A heavy blast was felt, half the lights went out, the boiler water level surged violently, and a brilliant white light occurred in the furnace—which cannot be explained. Collins took the necessary precautions, reduced sprayer output until the water level steadied and then worked up to nearly full power, taking the increased load caused by the failure of No. 2 boiler. This rating's steadiness contributed largely to the general effort of keeping the ship mobile."

From "Napier," Chief Stoker (he was so rated whilst in "Napier") Collins went to "Nepal," and later, back on this side of the world, to H.M.A.S. "Strahan." It was for his services in this ship that he was, in October, 1945, awarded a Bar to his D.S.M., "For courage, endurance and skill whilst serving in H.M.A.S. 'Strahan' in escort duties for a period of more than three years under hazardous and trying conditions between the Coast of Australia and the Philippine Islands."

Chief Stoker Collins remained in "Strahan" until his demobilisation.

Answers to Nautical Quiz

- (1) The ship in question is the 27,155-ton, quadruple-screw, motor liner "Dominion Monarch," flagship of the Shaw Savill and Albion Line.
- (2) In 1900 the Castle Line and the Union Line combined as the Union-Castle Line, trading to South and East Africa. The "Dunottar Castle" inaugurated the mail service to the Cape in that year, and was the first ship to wear the Union-Castle houseflag.
- (3) There were more British ships afloat during the Napoleonic Wars than there were in 1938. In the year 1800, Britain had 14,363 ships at sea in contrast to the 4,405 of 138 years later. But they were of an average of only 115 tons, as against the average of over 3,000 tons in 1938.
- (4) Germany, France, and Britain have held the Blue Riband of the Atlantic during the present century.
- (5) The Peninsula concerned is the Iberian Peninsula, and that fact is commemorated in the P. and O. Company's houseflag of blue, red, yellow and white triangles; the blue and white are taken from the Portuguese Royal colours, and the red and yellow from the Spanish Ensign. The bending rule for the houseflag is:
"Blue to the mast, red to the fly,
Yellow to the deck and white to the sky."
- (6) A masthouse was a tall building overhanging the water, equipped with a crane for dropping lower-masts into position in a

vessel brought alongside for that purpose.

- (7) A humpkin is a short boom, usually projecting from the bow of a vessel so as to extend the clew of the foresail to windward.
- (8) The largest sailing ship was the German five-masted ship "Preussen," of over 5,000 tons; the largest merchant ship the 85,000-ton British "Queen Elizabeth"; the largest warships the Japanese battleships "Yamato" and "Mutsu," of 63,700 tons standard displacement.
- (9) The distinguishing feature of the American clipper was her gleaming white sails, which were made of cotton canvas. The British used flax canvas, which was dingy-looking by comparison.
- (10) The American introduced the electric drive in the United States Navy during the 1914-1918 war. Their lead was followed in 1929 by the P. and O. Company with the liner "Viceroy of India."

ANNIVERSARIES OF THE MONTH

Continued from page 47

story of the action was reconstructed from those told by German survivors who were made prisoners of war, and who were the only ones who could tell of "Sydney's" fate. Six hundred and forty-five officers and men, under the command of Captain Joseph Burnett, lost their lives in the action.

In November of the following year, 1942, the American forces landed in North Africa, Australia being there in the shape of the destroyer H.M.A.S. "Quiberon." In the Indian Ocean on the 28th of that month, H.M.A.S. "Adelaide," in company with a Dutch warship, intercepted the German blockade runner "Ramses," which scuttled herself.

In November, 1943, the Allies in the Pacific effected landings on Bougainville Island. On the 27th of the same month, "Warramunga" and "Arunta" carried out a bombardment of Gasmata, New Britain.

Twelve months later again, the war had advanced in the South West Pacific, and units of the R.A.N. were engaged during November, 1944, in covering landings at Jacquinot Bay, and bombarding at Wide Bay and North Halmahera.

And by November, 1945, it was all over.

JAMES McKEOWN, SONS PTY. LTD.

MANUFACTURERS OF THE FAMOUS

Daily "M" Football Boots

AND

Don Bradman Cricket Boots

GOOD STOCKS OF C.M.A. Cables

C.M.A. Registered Trade Mark Not to be Imitated

are again available throughout Australia

Always specify C.M.A. — your
guarantee of the highest quality.



The Management of Cable Makers Australia Pty. Ltd., manufacturers of C.M.A. Cables and Flexibles, announces that the Liverpool, N.S.W., Factory was closed down and out of production during the eight weeks of electricity restrictions caused by the coal strike.

This loss of production resulted in temporary local shortages of some types of cables and flexibles but stocks are rapidly building up again in Distributors' stores. Order your requirements NOW.

CABLE MAKERS AUSTRALIA PTY. LTD., LIVERPOOL, N.S.W.

A million men can't be wrong!

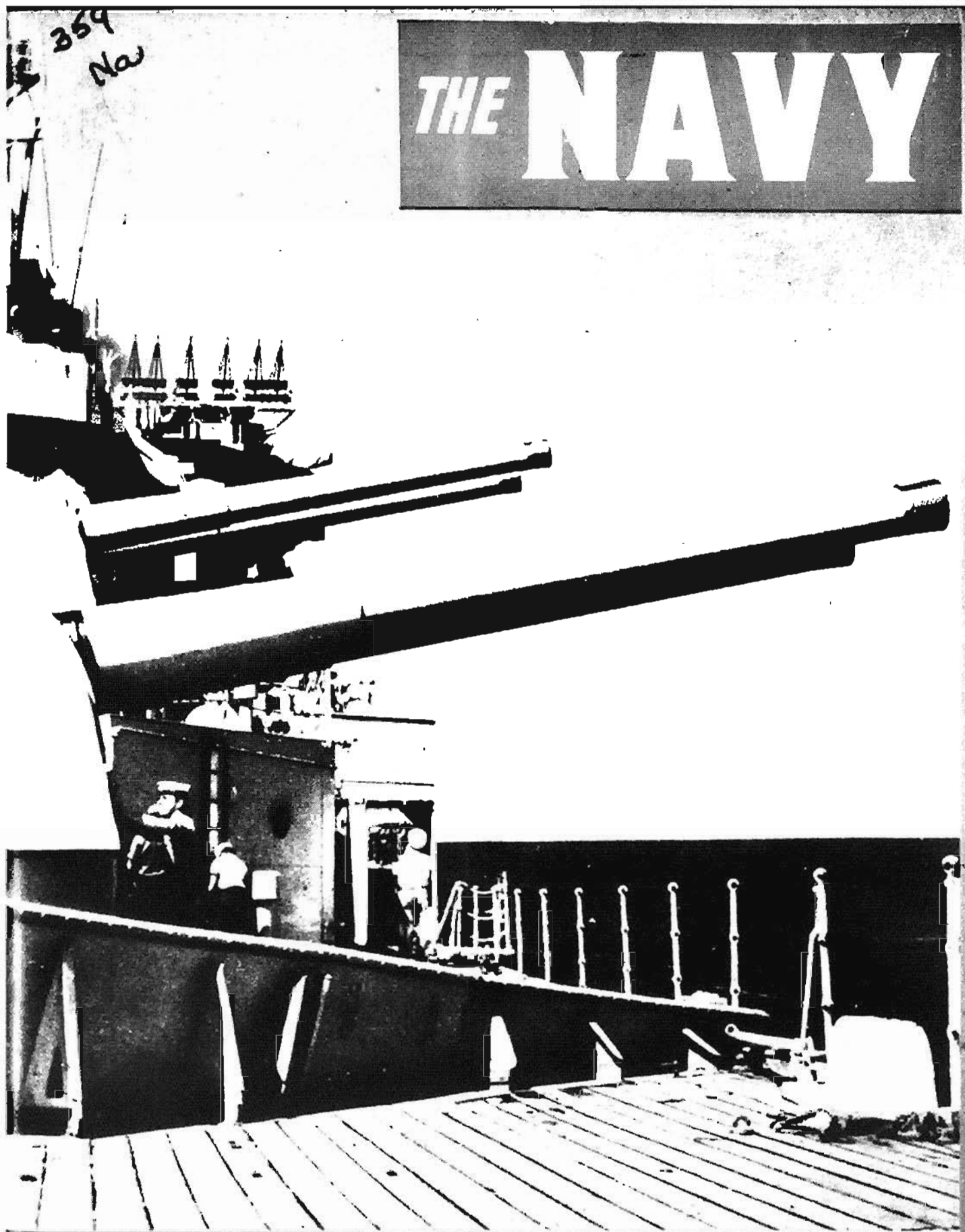
6 reasons why men ask for STAMINA TROUSERS

- (1.) THE FOUNDATION OF ALL STAMINA TROUSERS IS CRUSADER CLOTH.
- (2.) STAMINA TROUSERS ARE SELF-SUPPORTING AND HAVE RUST-PROOF BUCKLES.
- (3.) EVERY SEAM IS SERGED WITH AN OVERLOCK STITCH
- (4.) POCKETS ARE STRONG AND STOUTLY MADE.
- (5.) THEY CARRY THE STAMINA TRADE NAME WHICH IS YOUR GUARANTEE OF SERVICE.
- (6.) EVERY PAIR OF TROUSERS IS TAILORED TO GIVE YOU PLEASURE IN LEISURE.



359
Nav

THE NAVY



...INVEST IN THE BEST for SHAVING SECURITY

HERE'S some bright shaving gear straight from a million and more shrewd shavers—Ingram's concentrated shaving cream is the best investment in shaving security. Increase your face value, look smart, feel smart, be smart and shave the Ingram's way. It's easier, more economical and oh, so much smoother because Ingram's soothes as it smooths as it softens. Send the coupon below for 7 FREE shaves on Ingram's. Once you start shaving the Ingram's way you carry a lifetime policy of shaving security. Don't delay, send the coupon today.

Ingram's SHAVING CREAM

FROM
CHEMISTS
EVERYWHERE



120
COOL SHAVES
FOR 2/-



7 SHAVES FREE

NAME
ADDRESS



THE NAVY

Australia's Maritime
Journal

Published Monthly

Editor:
G. H. GILL.

Associate Editor:

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

Managing Editor:
BARRY E. KEEN.

Incorporating the "Navy League Journal," Official Organ of the Navy League of Australia, and "The Merchant Navy," Journal of the Merchant Service Guild of Australasia.

Circulating through the Royal Australian and New Zealand Navies, the Merchant Service and to the general public.

Published by The Navy League, Royal Exchange Building, 54a Pitt Street, Sydney, N.S.W. Telephone: BU 5808.

Subscription Rate:

12 issues post free in the British Empire,
12/6; foreign, 16/-.

Wholesale Distributors:

GORDON & GOTCH (A/sia) LTD.,
— Australia and New Zealand.

Literary communications, photographs and letters for insertion (which should be short) should be addressed to G. H. Gill, 258 Beaconsfield Parade, Middle Park, Melbourne, Vic. The Editor does not hold himself responsible for manuscripts, though every effort will be made to return those found unsuitable with which a stamped and addressed envelope is enclosed. The opinions expressed in signed articles are those of the writers and not necessarily those of the Navy League.

CONTENTS

Vol. 12

DECEMBER, 1949

No. 12

EDITORIAL

	Page
Letters to the Editors	5
Editorial	10

ARTICLES

The Sea's Continuing Call	12
Like to be a Naval Officer?	16
"Himalaya"—A Fine Ship	18
Roll Up, the Reserves!	20
Landing at Washington Island	23
The Navy Needs Youth	26
Anniversaries of the Month	29

PERSONALITIES

Rear-Admiral J. A. S. Eccles, C.B.E.	24
--------------------------------------	----

OVERSEAS NEWS.

News of the World's Navies	31
Maritime News of the World	33

SPECIAL FEATURES

Nautical Question Box	35
Seas, Ships and Sailors	39

NAVAL OCCASIONS

What the Navy is Doing at Sea and Ashore	36
--	----

GENERAL

The Navy for Next Month	3
Nautical Quiz	30
Naval Appointments	41

ASSOCIATIONS, CLUBS.

The Navy League	9
Ex-Naval Men's Association of Australia	40



WINNS for BOYS WEAR at ECONOMY PRICES

YOUTHS' STRONG WEARING OXFORD PYJAMA SUITS.

Full cut dependable wearing. Blue striped designs.
Sizes—Boys and Youths.

PRICE 12/3

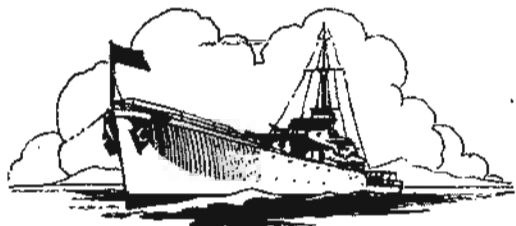
YOUTHS' HEADCLOTH SPORT SHIRTS.

Dependable wearing, full fitting, well made.
Short sleeves, 2 way collars, good self shades of
Fawn, Cream, Saxe Blue or Grey.
Sizes—12 to 14½.

PRICE 12/3

WINNS LTD. OXFORD STREET, SYDNEY
REDFERN, ASHFELD, AUBURN, HURSTVILLE & NEWCASTLE

THE UNITED SHIP SERVICES PTY. LTD.



ALL CLASSES OF SHIP REPAIRS AND FITTINGS UNDERTAKEN

88-102 NORMANBY RD., STH. MELBOURNE, VIC.

Telephones: MX 5231 (6 lines).

THE NAVY FOR NEXT MONTH

WITH this issue of "The Navy" we complete another year of publication. It is now three years since the magazine appeared in its enlarged form—enlarged not merely in material size, but in scope and, we hope and believe, in interest. Looking back over the monthly issues of those three years, we have evidence of the manner in which an endeavour has been made to meet the requirements of those who follow what is going on "on the great waters."

In future issues we shall try to improve on what we have done in the past, to keep our readers abreast of what is happening not only in the Royal Australian Navy, but in other of the world's navies, and also in the Merchant Service. From time to time readers write to us asking for the inclusion of various features. Where it is possible, we shall meet their requirements, if not immediately, as soon as we are able to make arrangements for the supply of the material.

A case in point is that of a reader who wrote asking for a regular feature describing newcomers in Merchant Ships to the Australian trade. In this issue, we give something on the "Himalaya"—and we hope to continue this feature in future issues.

For publication in the near future in forthcoming issues we have the following articles in hand:

"The River Plate Trade," in which one who knows it, and who feels that most deep-water men who have experienced it will agree with him, tells of what is to him "the best trade in the world";

"The Leeuwin to Leeward," wherein the writer tells of that stretch of West Australian coast regarding which the Sailing Directions speak much of danger;

"Life in a Barracks," which recounts experiences in Colombo; and

"The Middle Sea," in which we watch a fascinating parade of House Flags past the de Lesseps Statue at the entrance to the Suez Canal.

We shall continue the usual features of "The Navy," and, in the January issue, the subject of the Book Review will be a book by Mr. G. L. Macandie, whose long and unique experience as Naval Secretary and Secretary to the Naval Board has equipped him *sans pareil* to write "The Genesis Of The R.A.N."

Order your forthcoming issues of "The Navy" NOW.

M.V. "DUNROBIN"—10,500 tons

**MELBOURNE
STEAMSHIP
CO. LTD.**

HEAD OFFICE:
31 King St., Melbourne.

BRANCHES OR AGENCIES
AT ALL PORTS.

MANAGING AGENTS
for
**HOBSON'S BAY DOCK
AND ENGINEERING
COY. PTY. LTD.**

SHIP REPAIRERS, ETC.
Work at
Williamstown, Victoria.

Capstan

is a grand
cigarette for
all occasions



TIME FOR A
CAPSTAN

THE EMPIRE'S FAVOURED CIGARETTE



DELICIOUS WHEN SPREAD
ON BISCUITS OR BREAD!

DELIGHTFUL FOR SAVOURIES
ENRICHES ALL GRAVIES!



and
of
course



MAKES A DELICIOUS BEEF BREW
IN A MOMENT OR TWO!

GLOBEX BEEF EXTRACT

LESLIE'S

Complete Home Furnishers

305 PITT STREET, SYDNEY

(next door to Esquire Theatre)

Phone: M 3267.

A comprehensive and complete range of Quality
Furniture in Bedroom Suites, Dining Room
Suites, Lounge Suites and Kitchen Settings is
available for your selection.

CASH OR EASY TERMS CAN BE ARRANGED
IF REQUIRED.

Our aim is Courtesy and Attention to your needs
at all times.

LESLIE'S

LETTERS TO THE EDITORS

"WATCHER! OLD TIMER"
Sir,

If some of the owners of the ships pictured on pages 12 and 13 of the October issue of "The Navy" could have read the captions you would have spent all your service doing IOA. My guess may not be quite right, but I'll bet a lot of neaters it is better than yours. Page 12, No. 1, "Challenger" class, certainly not "Powerful." No. 2, "Royal Arthur," No. 3, "Ophir." Page 13, No. 1 could be "Powerful" or "Euryalus"; No. 2 Yankee; No. 3 Dutchman, No. 4 Roachman. Chin Chin from another Old Timer.

W. R. Cox,
Spectacle Island,
Sydney.

Sir,

May I point out a few inaccuracies in your issue of October, 1949? I refer to the article "Watcher Old Timer," pages 12 and 13. It seems to me that the descriptions of the ships shown are almost all wrong. What is purported to be U.S.S. "Brooklyn" flies a Union Jack and White Ensign. H.M.S. "Royal Arthur" appears to be sporting the Stars and Stripes, and isn't that the flag of the Netherlands flying from the Royal Yacht "Ophir"? Many thanks for a great magazine. I never miss an issue.

Yours, etc.,
Robert M. Hill,
76 Kerr Street,
Mayfield, N.S.W.
(Ex H.M.A.S. "Colac").

Sir,

I am a regular reader of your very interesting magazine "The Navy," which I buy every month, as I have always been extremely interested in anything connected with ships and the sea. I would like to point out in the October number of "The Navy" a few errors made with regard to the

photographs of the ships shown in the article "Watcher! Old Timer." On page 12 the German cruiser "Hansa" is described as H.M.S. "Powerful," which is the cruiser shown at the top of page 13. Also on page 12 (second picture) the cruiser H.M.S. "Royal Arthur" is shown as the U.S.S. "Brooklyn," which is the cruiser in the second picture on page 13. Also on page 12, the Royal Yacht "Ophir," (bottom picture) is incorrectly described as the Netherlands cruiser "Noord Brabant," which is the vessel shown in the third photograph on page 13. The bottom picture on page 13, of the Russian "Gromoboi," is correct. I would esteem it a great favour if you could please supply me with a list of all the ships of the Blue Star Line that were lost in the 1939-45 war, with dates, causes, and whereabouts of their sinkings. Wishing you the best of luck with your magazine.

Yours, etc.,
Reg. N. Duffield,
119 Inkerman Street,
St. Kilda, S.2,
Vic.

Sir,

I regret that my first communication with you should be one of criticism but I wish to draw your attention to some cases of mistaken identities in your October, 1949, issue. With regard to the letter from D. Johnstone about H.M.S. "Penguin," I do not think the photo shown is of that ship. In a book published before the war entitled "Our Australian Navy" is a photo entitled "Penguin," she is shown with funnel before the main mast. Also the Society for Nautical Research journal, "The Mariner's Mirror," had a series of articles by Admiral G. A. Ballard describing ships of the old Navy which included one appearing in Volume 25, 1939, page 35,

**COCKATOO DOCKS
& ENGINEERING
CO. PTY. LTD.**

Contractors to...

H.M. AUSTRALIAN NAVY.
Ship-builders.

Marine

and

General Engineers.

Inquiries invited.

**COCKATOO ISLAND
SYDNEY**

Phone: WB 1941

(10 lines)

**AARONS
EXCHANGE
HOTEL**

1 GRESHAM STREET
SYDNEY

★

Only the Best Brands
Stocked.
Dining Room
Unsurpassed.

**AARONS
EXCHANGE
HOTEL**

"MAIN" COALS
FROM THE MAITLAND (N.S.W.) COALFIELD
PELAW MAIN—RICHMOND MAIN
ABERMAIN—STANFORD MAIN
for Gas, Railways, Manufacturers and Householders.

STOCKRINGTON COALS

unsurpassed for Bunkers.
FIRST GRADE STEAM COAL FROM THE
"BOREHOLE" SEAM, NEWCASTLE (N.S.W.).

Apply to:

**J. & A. BROWN & ABERMAIN SEAHAM
COLLIERIES LIMITED**

Head Office:
SYDNEY.

N.S.W.

Shipping Office:
NEWCASTLE.

PORT LINE LIMITED

Regular sailings for:

UNITED KINGDOM and CONTINENT.
TAKING WOOL, REFRIGERATED and GENERAL
CARGO, ALSO LIMITED NUMBER SALOON
PASSENGERS.

For further particulars apply:

PORT LINE LTD., 1-7 BENT ST., SYDNEY.
(Inc. in England)

Or Agents:

GIBBS BRIGHT & CO., 37 PITT ST., SYDNEY.
Also at BRISBANE, MELBOURNE, ADELAIDE, PERTH,
and NEWCASTLE.

Specialised

Engineering

Service!

Supplying you with all the best in materials and methods from home and overseas. These include revolutionary processes such as the science of metal spraying and the technique of Carbide Coated Carbides. Watch for the word "Westcott" symbol of engineering development.

**WESTCOTT HAZELL
ENGINEERING & STEEL LTD.**

LETTERS TO THE EDITORS

which covered the class of larger composite sloops, comprising "Wild Swan," "Penguin," "Osprey," "Pelican," and "Cormorant," and included photographs from Dr. Oscar Parke's collection, which agrees with the "Our Australian Navy" photograph. With regard to "Watcher! Old Timer," I found the article very interesting, but the names of the photographs have become confused. The photographs on page 12, from top to bottom are: (1) German "Hansa," (2) H.M.S. on page 13: (1) "Powerful," (2) "Royal Arthur," (3) "Ophir," U.S.S. "Brooklyn," (3) "Noord Brabant," (4) Russian "Gromoboi." Also, "Lizard did not return to England, but was sold to a firm of shipbreakers at Balmain for £800 in February, 1905. I enjoy reading your magazine, and make these suggestions for accuracy, and not to criticise unduly.

Yours, etc.,
James A. Clare,
44 Dalton Road,
Mosman,
N.S.W.

We cry peccavi. The fault lies not with "I.B.", the author of "Watcher! Old Timer," who supplied the photographs, and who named them correctly, but with the Editor of "The Navy." Things came adrift in the making up of the pages, wherein crept one of those simple errors of transposition, which occur so easily and in this case slipped past us. What has happened is that the first three picture captions on page 12, and those on page 13, have become transposed. Take the first three on page 13—"Hansa," "Royal Arthur," and "Ophir," and shift them over to page 12; and take the three from page 12—"Powerful," "Brooklyn," and "Noord Brabant," and shift them to page

LETTERS TO THE EDITORS

13, and all is well. We apologise for the error. At the same time, we wish to thank those of our readers who have written in and drawn attention to this slip. Their taking the time and trouble to do so suggests an interest which we find most gratifying, and we are sincerely appreciative; and we are appreciative, also, of the kind remarks they make, and of their expressions of good will. With regard to your request regarding the ships of the Blue Star Line, Mr. Duffield, we will do our best to get the information for you. In addition to the letters we have received on this subject, we have had a number of telephone calls, which are hereby acknowledged. — —

Ed., "The Navy."

FAMOUS MASTER MARINERS.

Sir,
As an ardent reader and subscriber to your wonderful journal "The Navy," I would desire to know if any of our readers could inform me what has become of, and if possible give a brief outline regarding, the following of the old North Atlantic Commanders: Sir Arthur Rostron, former Commander of the old "Mauritania", Cunard Line; Captain Haddock, former Commander of the "Olympic", White Star Line; Sir Bertram Hayes, former Commander of the old "Majestic", White Star Line; Sir Edgar Britton, former Commander of the "Queen Mary", and Captain Townley, "Queen Mary"; also Captain Turner, formerly Commander of the "Lusitania"; and, if possible, a brief note on their careers as officers, with the foregoing Companies.

Yours, etc.,
R. Kellan,
8 McKenzie Street,
Leichhardt,
Sydney, N.S.W.

Thank you for your letter. We are endeavouring to obtain the information you seek, and will communicate with you when we have anything to report.

Ed., "The Navy."

THE MERCHANT SERVICE.

Sir,

Please find enclosed postal notes to the value of 12/6 being renewal of my subscription to "The Navy" for the 12 months commencing October, 1949. I would like to state again that I find your magazine very interesting and always look forward to its arrival. During the past 12 months you have published two or three illustrated articles on some of the fine new passenger and cargo liners now going into service between the United Kingdom and Australia and New Zealand. Could you publish more of these articles, and cover new vessels of all the major shipping companies trading to our shores? Last year I forwarded a

series of enquiries on naval matters to Captain Dunn's Nautical Question Box and received a very informative and interesting reply per medium of his column. I am enclosing a further series of questions of a somewhat similar nature, which I would be pleased if you could refer to the Captain. Wishing you continued success in your venture.

Yours, etc.,
K. J. Manning,
Marsden Street,
Shortland,
Newcastle, N.S.W.

Thank you for your letter. We intend to continue, and if possible increase, the articles we are publishing on the Merchant Service, and, as you will notice, an article of the kind you request, dealing with the new P. & O. liner "Himalaya," is in this issue of "The Navy." The questions you enclosed in your letter have been forwarded to Captain Dunn as requested by you.

Ed., "The Navy."

MAYFAIR DISTRIBUTORS PTY. LTD.

Distributors of the

**"MAYFAIR" Canned Hams and
other Pork Products**

Office:

18 MARTIN PLACE, SYDNEY, N.S.W.
Phone: B 6191



Abattoirs:

Homebush, N.S.W., and Bendigo, Victoria

INDUSTRIAL STEELS LTD.

LIDCOMBE, N.S.W.

CONTRACTORS TO:
ROYAL NAVY

ROYAL AUSTRALIAN NAVY
UNITED STATES NAVY
ROYAL NETHERLANDS NAVY
AUSTRALIAN SHIP BUILDING
BOARD



ANCHORS

10 lbs. in weight
up to 10 tons
ALL TYPES

The "River" ships are equipped
with 57 cwt. Stockless Anchors,
Byers type, made by Industrial
Steels

APPROVED BY
LLOYD'S

2 can go into 1



Agee Pyrex is
guaranteed against
breakage in oven use.

Bake two courses — in the one dish — at the same time!

You hardly need to be told, probably, that the most delicious casseroles in the world are Pyrex-cooked, but, as far as this Agee Utility Casserole is concerned, the story doesn't end there. Take another look at the picture. The main course is baked (and served) in the base of the dish, while the lid takes care of the sweet. Thus a complete meal is Pyrex cooked at the one time with the aid of one dish only. The convenience of Agee Pyrex goes beyond the actual cooking of meals... you cook in it, serve in it, store in it... and it's so easy to clean when wash-up time comes.

YOU'LL FIND COOKING EASIER WITH A COMPLETE

AGEE PYREX RANGE
MARKETED BY CROWN CRYSTAL GLASS PTY. LTD

C.C.G. 11

ROBERT HENDERSON
LIMITED

THE SILK CENTRE

156 PITT STREET, SYDNEY, N.S.W.

The Navy League

Patron:

H.M. The King
Head Office:
Grand Buildings,
Trafalgar Square,
LONDON, W.C.2.

Branches:

Great Britain, New South Wales,
Victoria, South Australia, Tas-
mania, New Zealand, Ceylon,
Rhodesia.

Affiliated Leagues:

The Navy League of Canada.
The Navy League of South Africa.

THE COUNCIL OF THE
NAVY LEAGUE IN
AUSTRALIA.

President:

Commander (S) J. D. Bates, V.R.D.,
R.A.N.V.R.

Vice-President:

Captain L. A. W. Spooner,
O.B.E., R.N. (retd.).

Honorary Secretary and Treasurer:

Lieut. (S) J. H. H. Paterson,
M.B.E., R.A.N.R.

NEW SOUTH WALES.

Patron:

His Excellency the Governor of
N.S.W.

President:

T. H. Silk, M.L.C.E., M.I.N.A.

Hon. Treasurer:

D'Arcy M. Shelley

Hon. Auditors:

Robertson, Crane and Gibbons.

Hon. Secretary:

Comdr. F. W. Hixson, O.B.E.

Secretary:

W. W. Beale, O.B.E.

VICTORIA.

(Incorporating Navy League Sea
Cadet Corps)

Patron:

His Excellency the Governor of
Victoria

President:

Commander (S) J. D. Bates, V.R.D.,
R.A.N.V.R.

Hon. Treasurer:

C. W. Lucas.

Secretary:

L. S. Digby.

SOUTH AUSTRALIA

Patron:

His Excellency The Governor of
S.A.

President:

E. A. Brooks

Hon. Secretary:

L. T. Evans.



Attorney-General's Legal Service Bureaux

The Legal Service Bureaux established as part of the Commonwealth Attorney-General's Department in 1948 perform the service of advising without charge for the benefit of ex-servicemen and ex-servicewomen and also their dependants.

The Bureaux work in very close conjunction with ex-servicemen's associations. Advicings are given especially in connection with claims under the Re-establishment and Employment Act.

Any ex-serviceman, ex-servicewoman or dependant concerned is entitled to place his problems before the Bureaux and receive advice free of charge. The Bureaux advise either personally or by letter. In addition the services of Bureau officers are available in relation to old age, invalid and widows' pensions and Commonwealth unemployment and sickness benefits.

Addresses throughout the Commonwealth are:—

6th Floor, Newcastle Mutual

Building

117 PITT STREET, SYDNEY

Telephone NW 1863

C.M.I. Building

72 HUNTER ST., NEWCASTLE

Telephone B 1597

Scots House

450 LITTLE COLLINS ST., MELBOURNE

Telephone MU 9194

Esplanade Building

65 PIER STREET, ADELAIDE

Telephone Central 6417

A.N.A. House

ST. GEORGE'S TERRACE, PERTH

Telephone B 4611, B-6797

Crown Solicitor's Office

COMMONWEALTH OFFICES

WEST BLOCK, CANBERRA

Telephone 681

T. and C. Building

QUEEN STREET, BRISBANE

Telephone R 9184

Deputy Crown Solicitor's Office

A.W.C. Building

CLEVELAND ST., TOWNSVILLE

Telephone 1972

Commercial Banking Company of

Sydney Building

EAST STREET, ROCKHAMPTON

Telephone 3169

Police Building

FRANKLIN STREET, MORGAN

Telephone Central 6688

Deputy Crown Solicitor's Office

MOULT STREET, DARWIN

Telephone 166

H. V. EVATT,

Attorney-General of the Commonwealth.



THE NAVY AS A CAREER

IN this issue of "The Navy," the emphasis is on the opportunities existing in the Royal Australian Navy today for the young man who stands on the threshold of a career and wonders which road to follow. Never before in its history has the Navy had so much to offer to ambitious youth.

The Service is sharing in the growth of the Nation, and the expansion of responsibilities which such growth carries with it. We are rapidly getting into the tide of rising immigration which is to cause a considerable increase in population, with all that entails in the way of mounting trade, and with greater trade we shall have more to protect on our own account. Further to that, the recent war has carried a step further that process which took definite shape as a result of the war of 1914-18—the emergence of the Dominions as Nations in their own right, still members of the old family, certainly, but with the greater rights and privileges of majority status, and with the correspondingly greater obligations.

The time when Great Britain and the Royal Navy could act as the world's policeman, and the Pax Britannica maintain law and order on the seas, passed with the first great conflict of this century. The task became too great for one Nation to undertake, and with Britain's abandonment of the Two-Power Naval Standard in 1919 the principle was accepted by the Dominions that, while adhering to a common policy of Imperial Defence based on strength at sea, each member of the British Empire would become responsible for its own local defence; and it was left to the individual Governments to decide what should be their scale of contribution to their own defence, and to the common Imperial defence programme.

In the subsequent developments, Australia took a leading part in the overall Imperial Defence Schemes, being second only to Great Britain in her per capita contribution to the Empire's Naval Defence programme, and, over the between-wars period, contributing more than all the other Dominions put together. For many years now, the Nation and the Government have been "Navy Minded," and Australia was early in the field with her own Navy as her share towards the maintenance of British sea power, instead of relying upon an annual subsidy towards the upkeep of the parent Navy.

THE NEED GREATER TO-DAY

Regardless of political colour, successive Australian Governments have been strong for the maintenance of Australia's Naval power. It was a Labour Government which brought to fruition, in 1913, the schemes for the establishment of a Royal Australian Navy. Non-Labour Governments were in power throughout most of the between-war years, and brought in, and carried through, the peacetime Naval expansion programmes of 1924-28, and of the 1930's.

During the post-war years since 1945, it has been a Labour Government which inaugurated the programme for the rebuilding and modernization of the Royal Australian Navy in the light of war experience, and which has carried much of that programme through and is pressing ahead with the remainder. The Naval Defence programme has received the largest quota in the overall Defence Programme of the present Labour Government, and when the Minister of Defence or the Minister for the Navy have made utterances regarding sea power and the Royal Australian Navy, those utterances have been such as might have come from Lord Bruce when Non-Labour Prime Minister of the Commonwealth in 1924.

Today, the need for such an appreciation of the necessity of adequate Naval defence, and of the role of the Navy, as stated by the Minister for Defence when announcing the Defence programme in June, 1947, "to be ready to fight as soon as war occurs," is of greater importance than ever. For it is unlikely, should an emergency arise in the future, that we would be given the time of grace that we have been afforded in the past. That the Government is sensible of the necessity of having a strong Navy, prepared for action at the shortest possible notice, is therefore something for which it should be given full credit.

NOW UP TO THE INDIVIDUAL

It is now up to the individual Australian to support the Government in providing that essential to sea power—man power. Ships and Naval shore establishments must have men to man them; and with the expansion of Australia's Naval forces the call for recruits to the ranks of both officers and men becomes imperative.

Under the conditions now obtaining, the Royal Australian Navy offers a career of considerable attraction to Australian youth: a career combining a colourful life of widespread interest and travel, with good pay and opportunities for advancement, security of tenure, and a generous gratuity, or pension, on retirement.

To those who, for various reasons, the permanent service is closed, there in many cases remains the Reserve Force, in which they may per-

form a useful job for Australia, and prepare themselves to take a place in her first line of defence in time of emergency.

In this month's issue of "The Navy" is a series of articles dealing with these questions in detail—and their perusal is recommended to all those who are interested in their own future, and that of Australia.

THE NELSON TRADITION

One cannot help feeling that in following the recommendation of a civilian commission to "Play down the Nelson tradition, and build up the Canadian Navy's own traditions based on its record in the last war," the Canadian Navy will lose more than it gains. That is not in any way to depreciate the Canadian Navy's excellent wartime achievements. It is to suggest that any Navy privileged by association to share the Nelson Tradition—including the Royal Navy itself—would suffer an irreplaceable loss in playing that tradition down.

For whoever, and that whatever his walk in life, followed the Nelson Tradition, could but be the better man for it.

Let us take but three examples of Nelson's character at random. There was his refusal of an invitation to attend the Lord Mayor's Banquet at the Guildhall, because the City of London had not honoured the men who fought at the Battle of Copenhagen, a refusal which ended with the words: "Lord Nelson flatters himself that the Lord Mayor Elect, and the Sheriffs, will approve of his feelings on this occasion, and consider that if Lord Nelson could forget the services of those who have fought under his command, that he would ill deserve to be so supported as he always has been." There was his signal, which the "Victory" carried into the fight at Trafalgar, and flew throughout the battle: "Engage the enemy more closely." And finally, the words of his prayer for "a great and glorious victory" before Trafalgar: "And may no misconduct in anyone tarnish it; and may humanity after victory be the predominant feature in the British Fleet."

With such sentiments a man could go through life knowing that he was following the highest tradition possible.

As to the natural desire of a young Navy to build up its own traditions based on its own records, such tradition will grow without artificial forcing. As Lord Cunningham, when Commander-in-Chief, Mediterranean, wrote immediately after the Battle of Matapan in 1941: "H.M.A.S. 'Stuart' and three destroyers of the Royal Navy were with the Battle Fleet, and finished off cruisers damaged in action with the Battle Fleet. H.M.A.S. 'Stuart' performed distinguished service in this duty of a standard which I have come to expect from ships of the Royal Australian Navy."



THE SEA'S CONTINUING CALL

Times Have Changed Since The Elizabethan Seaman Spell-Bound The Eager Boys, But The Sea Still Has That To Fire The Imagination of Enterprising Youth.

CAN you hear the yarn he is spinning as the spellbound youngsters hang on every word of his broad Devonshire tongue? It is a tale shot with the blue of the Caribbean, with the dazzling white of the sandy beaches, with the flame of cannon and the dull glint of gold and silver and the sparkle of precious stones, there is the song of the surf on the Spanish Main in it, and the rumble of gunfire and the clash of steel; the rustle of the wind in bellying sails and the chatter of the spray thrown off by the thrusting stem; the soft sigh of whispering palm fronds and the murmur of the sea on a still, moon-lit shore.

It is a story to stir the hearts of the listening boys, as John Oxenham stirred the hearts of young Amyas Leigh and the men of Bideford when he sought recruits for a venture after Spanish gold, as Charles Kingsley tells in "Westward Ho!" "If you don't believe me, go and see, or stay here and grow all over blue mould. I tell you, as I am a gentleman, I saw it with these eyes, and so did Salvation Yeo there, through a window in the lower room, and we measured the heap, as I am a christened man, 70 foot long, 10 foot broad and 12 foot high, of silver bars, and each bar between a 30 and 40-pound weight. And, says

Captain Drake: 'There, my lads of Devon, I've brought you to the mouth of the world's treasure-house, and it's your own fault now if you don't sweep it out as empty as a stock-fish.'"

Ah! A brave tale. And brave days to tell it in. There was something to pull a man from his home and send him sailing away, Westward Ho! to come rolling back again with his head stuffed with memories of strange things seen and wondrous things done, and his pockets stuffed with gold moulds. There was adventure, romance. There was life!

Yes; And death also. And small, ill-found ships, and bad food, and

scurvy. Only the lucky ones came back with the loot of the Indies. More than half of those that set out on voyages in those days—and for many years after—failed to return, but left their bones bleaching on foreign shores or washing white in Davy Jones's Locker. It was a crowded life while it lasted. But whatever the sea had to offer then in the way of colour, of romance, of adventure, and of riches, it had very decided drawbacks also. It did, however, have the colour and romance. What has it to offer to youth today?

Well, it has much. In the Royal Australian Navy it offers a career with a great deal to recommend it: a career in which health, interest, good pay and prospects, plus security, are allied as the main factors with the "extra issue" of travel, generous leave, plenty of sport, and preparation for those opportunities which exist outside the Service for the Naval man on retirement. Nor, in spite of the passing of the days of the "Spanish Main," is the romance of the sea yet dead. The man who works in office or factory on shore has, in the general run of things, to find his escape from the humdrum of life in his game of football or cricket at the week-end, and his visits to the pictures. In the Royal Australian Navy, sport is part of the life, and the life itself, with its travel, its variety, its comradeship, has in it much of the stuff of which films are made, and which your picture fan envies as he watches the shadow figures on the screen at his local cinema.

It is just because of this, because he really lives, that the average sailor is a cheery soul, with less worries, and consequently with greater happiness and contentment, than is found among men in most other occupations. Certainly life in the Navy has its disadvantages. But on an overall survey you will almost as certainly conclude that these are far outweighed by the advantages. Let us look and see.

First of all, what do you want from a career? If you are wise, you will seek a useful job in which



It is an open-air life in the Navy, filled with variety and interest. Manning an anti-aircraft gun in H.M.A.S. "Bataan."



Recruits are first taught the rudiments of seamanship at entry. Here is a class learning about the compass at Flinders Naval Depot.

you will be happy. And in this money is not the main factor, for material wealth is of little value except as a contribution to happiness. What makes for happiness? At a rough assessment, good health, freedom from anxiety, a contented family life, a job in which you are interested and in which you can feel you are pulling your weight to the common good; trusty friends, enough money to meet your needs, and a fair chance of getting ahead.

What can Naval life offer of all these? It can offer quite a lot. As to health, it provides the essentials—fresh air, exercise, and good food. No one in a ship spends all his time on the upper deck, but in the main Naval life is an open-air, active life, and the modern introduction of air-conditioning between decks has made ships far more healthy and pleasant to live in than they were even a few years back. Your general health is watched over continually, and you receive free medical and dental attention, the emphasis being on the fact that prevention is better than cure. Food is tops, the best raw materials, prepared and cooked by trained hands working under modern conditions.

The Navy is not looking for the "Safety First" man whose main object is to find a soft spot from which he cannot easily be dislodged, but at the same time it looks after its own, and the security of the career it offers is well worth a thought. It takes you on for a stated period, and if you look after yourself, it will take care of you. It starts you off with a 12-year engagement. On completion of that, you may, subject to medical fitness and your proved suitability, re-engage for two further periods of five years each, and then in periods of two years each until you reach the age of 50 years. You thus have the opportunity of a permanent career—and it is permanent career men the Navy wants—until the age of 50 years.

If you take the option of leaving after your first 12 years, you do so with a gratuity of at least

£360 if you enrol in the Fleet Reserve for five years, otherwise you get £240. If you complete 22 years' service you become eligible for a "long service" life pension, which increases for each complete additional year of service; and right throughout your service career—however short that career is—you are covered against death or invaliding by a life pension.

The weight of argument is against the Navy when we consider the question of family life, for both officers and men have to face unavoidable periods of separation from their wives and families. If you are a bachelor, this consideration does not immediately arise, but bachelors may become Benedicts, so they had better think about the matter, anyway. Frequent separation is an unpleasantness that the seaman, be he Navy or Merchant Service, has to face up to. If you can't face up to it, then don't think of the Navy as a career. But if you can, then let us look more closely into it.

In the Royal Australian Navy, on an average a man spends more of his time on the Australia station than he does overseas. Nor does he spend all of his time in a ship. There are a number of shore jobs to be filled, in which both officers

and men may spend periods. As to leave, recreational leave up to 42 days annually is given to men serving in seagoing ships or on shore in certain remote localities. Men serving on shore in establishments or localities other than those specified as remote localities are given 28 days' Recreational Leave a year.

Normally, leave is given in two periods, one about mid-year and the other at the Christmas-New Year period, and the actual leave does not include travelling time to and from home. Furthermore, such travelling is free, and pay, plus leave allowance, continues during the period of Recreational Leave and travelling time. This is not all. In peace-time H.M.A. Ships spend a considerable portion of their time in harbour, and all-night leave is granted to those whose families live in the locality, as frequently as possible. So the situation is not too grim, although, of course, the Navy cannot offer that family life which is enjoyed by the chap in the nine-to-five job ashore.

Does the Navy offer a worthwhile job? We feel that a little consideration will make you answer "Yes" to that one. "Keep, then, the sea," said Richard Hak-

luyt back in the days of Good Queen Bess, "that is the wall of England." And his words are as true today, and apply to Australia every bit as much as they do to England. As a means of defence

—and particularly of defence of an island, and we must remember that, despite its size, Australia is an island—a warship is the most mobile form of power, not excluding the air, that man has yet devised. Air power can only strike and go home again. A warship remains on the job and in control.

Australia is dependent on the security of her sea communications for her own security, and it is the Navy which secures those communications, both by surface power and air power. Things will have to alter very much before our exports, those sources of our wealth—wheat, meat, wool, fruits, metals, and those other commodities upon whose sale overseas we depend for our living—can be transported other than by sea, or our imports reach us by the same road. And so long as that sea trade exists, it must be defended by a Navy modified as changing circumstances demand, but by a Navy nevertheless. Nor is the Navy's role confined to defence in time of war. In times of peace it must train for preparedness in case of emergency, but it has an additional peace time function; the surveying of our coastal waters.

"The being on tap" for call for various jobs—earthquakes, hurricanes, the ditched aircraft, the merchant ship whose S.O.S. tells of a fire at sea or a reef-fang biting through shell plating, these are but some of the conditions that cause a sigh of relief at the news "The Navy's here!"

As to interesting work, the days when a sailor had but to "hale and draw" are past. A warship today is a self-contained floating community in which the jobs to be done are almost as varied as those to be found in a small town. In fact, the Royal Australian Navy caters for almost every taste, and elsewhere in this issue of "The Navy" we give a list to prove that

fact. And in addition to the routine jobs, there are those out-of-the-ordinary tasks that crop up from time to time, the performance of which has earned the sailor his title of "The Handy Man."

One of the best things about Naval life is the opportunity it gives to make new friends in different parts of the world. You get away from the old town, and the resulting broadening of outlook makes you more complete as a man, and makes life more exciting and interesting. Your common purpose with your shipmates creates a comradeship which can scarcely be matched outside the Service, and the friendship of "oppos" is something to be valued indeed.

Naval pay is good, and it, and the various allowances—again dealt with in detail elsewhere in this issue—are calculated at daily rates on the basis of seven days a week. In addition to the pay, it must be borne in mind that food, quarters and free medical and dental attention, are provided. On this basis, the rates of pay compare more than favourably with rates payable for similar work ashore.

And for a youngster of intelligence and determination there are excellent opportunities for advancement, with no fixed limit of promotion to which they may aspire. Serving in the Royal Australian Navy today are Commissioned Officers of high rank who began their Naval career on the lower deck. The Navy wants you to get on, and gives you every reasonable encouragement to do so, providing educational facilities free, in every ship and shore establishment, to those who wish to improve themselves. On an average for the Seaman Branch, a recruit may rise to Chief Petty Officer in 16 years, and from that status advance to Branch and Commissioned Rank, while there is provision for younger men—Able Seamen and Leading Seamen—to advance direct to commissioned rank. And similar advancement may be made in the other Branches also.

On the question of the "Extra

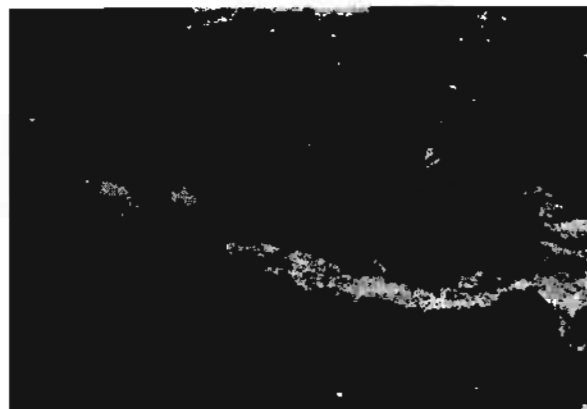
Issue," there is still a good deal in the old slogan, "Join the Navy and See the World." In the Royal Australian Navy you not only see your own coast and its ports, but the Island territories—this year, for example, the Fleet has spent some weeks in New Guinea waters, it has been up and down the east coast, across to the west, spent a month or so in Tasmania, and has generally given its people an opportunity to see around this neck of the woods to an extent to which the average shore citizen has no hope of attaining. Then quite a number of the men of the R.A.N. have been up to Japan during the past 12 months, for we have a ship up there all the time with the Allied Occupation Force, and also some hundreds of them have been across to England for the aircraft carrier "Sydney." In addition, there are always some on individual exchange duty with the Royal Navy, and the future will see the resumption of the cruiser-exchange programme, when units of the Australian Fleet will exchange for periods with units of the Royal Navy, and spend a while in the Mediterranean and the United Kingdom.

When you are overseas like this, leave is on a generous scale, permitting visits to places of interest, and, don't forget, the prestige of the British sailor is high abroad, and he invariably gets a good welcome.

It is this high prestige of the Naval sailor which stands a man in good stead when he retires, giving him a special position in the labour market. A Naval Service Certificate stretching back over 12 or 22 years is a valuable testimonial; it is, as the King's Regulations describes it, "a man's passport through life." Certainly many a pensioner, or retired Naval man, will tell you it has been the key to a good job with employers who value guarantee of honesty, steadiness, and proved all-round worth.

And so, even though the days of "Westward Ho!" and the romance of the Spanish Main are over, the sea—in the shape of a career in the

Continued on page 17



There is plenty of real "sailorising," even in these mechanical days. A boat's crew setting off from an Australian warship.

LIKE TO BE A NAVAL OFFICER?

IF YOU ARE ROUND ABOUT EIGHTEEN YEARS OF AGE AND HAVE THE EDUCATIONAL QUALIFICATIONS, THERE IS A CHANCE FOR YOU TO BECOME A NAVAL OFFICER AS A "SPECIAL ENTRY". THIS ARTICLE TELLS HOW.

IF you are round about the school-leaving age, say, counting your years at 17 or so, and are wondering what you are going to do with the life that now opens up before you, have you ever thought of the possibility of becoming an officer in the Royal Australian Navy?

Maybe you have in the past, and have thought: "Ah! It would have been very nice, but I'm too old for that now. You have to enter the Naval College as a boy

—somewhere round about 13 years old."

The answer to that one is both "Yes" and "No." Certainly the normal entry into the College is of boys who have their 13th birthday in the year in which they sit for the qualifying examination—the successful ones—hurdle successfully the medical tests and the interview. But you can also enter the Navy as an officer at a later age—in your 18th year—as a "Special Entry."

What are the qualifications? To be considered for selection as "Special Entry" Cadet Midshipman, you must have passed examination at matriculation standard in mathematics, physics, and English; and you must have obtained satisfactory passes in two other subjects, although not necessarily up to matriculation standard. You must also, of course, pass the medical examination, and satisfy an Interviewing Committee that you possess the personal qualifications of character and leadership.

So far, so good! But what, you may ask, do I get providing I am selected and enter the Navy in this way?

You get all the opportunities and privileges that come to those boys who enter the Naval College at the age of 13 and graduate from the College as Midshipman after four years' training there. Because of your higher educational standard when you enter the Navy, your Naval College training is "telescoped," as it were.

Let us get down to details. If you have the necessary qualifications and are accepted off you go to the Royal Australian Naval College at Flinders Naval Depot as a Cadet Midshipman. Instead of spending four years there you

"pass out" after about six months; and then you are sent overseas to the United Kingdom, where, just as do the Cadet Midshipmen of the normal entry class, you join the Royal Navy training cruiser "Devonshire" for two cruises, which will occupy about eight months.

Right! When you have completed this eight months or so in the "Devonshire," you are promoted Midshipman, and are appointed to a ship for fleet training, thus starting off a period of about two years and nine months in which, in addition to the fleet training, you do an educational war course at Greenwich, small ship training, technical courses and gunnery, at the end of which you will be confirmed in the rank of Sub-Lieutenant.

Here you get sea training, and, incidentally, see something of the world. As an example, the "Devonshire"—with 270 Cadet Midshipmen in her company, including Australian "normal" and "special entry" classes—reached Plymouth early this month at the conclusion of her autumn cruise, which started in September last, and during which she visited many Mediterranean ports, including Gibraltar, Porto Conte in Sardinia, Villefranche, Sorrento, Augusta, Malta, and Palmas Bay, Sardinia. Quite an experience, you will agree.

Then you return to Australia for appointment for duty with the Royal Australian Navy, promotion up to the rank of Lieutenant-Commander, which comes in due course, being automatic, subject to recommendation.

Above the rank of Lieutenant-Commander, promotion is by selection. What are your chances of such selection? You have every chance. It depends upon yourself. You can rise to the top of the nautical tree—to Flag Rank as Admiral. A case in point is that of the present Flag Officer Commanding the Australian Fleet, Rear-Admiral J. A. S. Eccles, C.B.E., who himself entered the Royal Navy as a "Special Entry" at the

age of 18. Just read how he has got along—he is the "Naval Personality" in this issue of "The Navy"—and you will see what you have a chance of doing also.

The foregoing refers to cadet-midshipmen, who will eventually become executive officers, that is, officers who will command ships and naval establishments. But in addition to executive officers, the Navy requires more officers for its supply and secretariat branch, and there is an opening for you there also.

To be selected for this branch, you must have reached the age of 17 years, but would be ineligible if you have attained the age of 18 years on the 30th June in the year of entry. Educational qualifications? You must have your leaving certificate, or have passed the senior public examination. If entered, your training would be similar to that of the executive "Special Entry"—including proceeding to the United Kingdom and joining the "Devonshire," but would include naval accountancy, secretarial work, victualling, clothing, and naval store procedure, and your more advanced training would be at the Royal Naval College, Greenwich, and the Royal Navy Supply and Secretariat School.

You would start off as a cadet-midshipman (S)—the ("S") being short for Supply and Secretariat Branch—and would be promoted to midshipman a year after entry, and to acting sub-lieutenant (S) a year and eight months later, being automatically promoted lieutenant (S) on obtaining two years and four months' seniority as sub-lieutenant, less "time gained," which may be as much as 16 months, according to marks obtained on "passing out" from the training cruiser and courses as sub-lieutenant. After serving for eight years as Lieutenant (S) you would, on passing a professional examination, be promoted to Lieutenant-Commander (S) and from then on promotion to Commander (S) and Captain (S) would be by selection.

So there are, you see, openings for you as an officer in the Royal Australian Navy. As to the life itself, you would enjoy many privileges. You would hold a position of authority in the senior service of His Majesty's armed forces; you would have unusual opportunities for travel all over the world; you would meet, and find happy to meet you, intelligent, keen, and knowledgeable people. You would have opportunities for gaining promotion to the highest ranks of the Service, you would receive a good salary and allowances, and at the end of your active career you would have qualified for generous superannuation payments which would be made in accordance with the rank at which you retire.

You would have the knowledge that you were serving your country in that important defence force which is its first line of protection against aggression, a service, furthermore, which is being strengthened and which, for some little time to come, will offer greater inducements in the way of advancement than at any time in its history.

The matter is worth more than a passing thought. Why not write to the Secretary, Department of the Navy, Melbourne, and ask him for particulars regarding those applications which close in June of next year? He will send them to you willingly, together with an application form. There is the chance here of opening a door which will disclose to you attractive vistas which you had not known of hitherto, and which might easily solve for you the problem of your future.

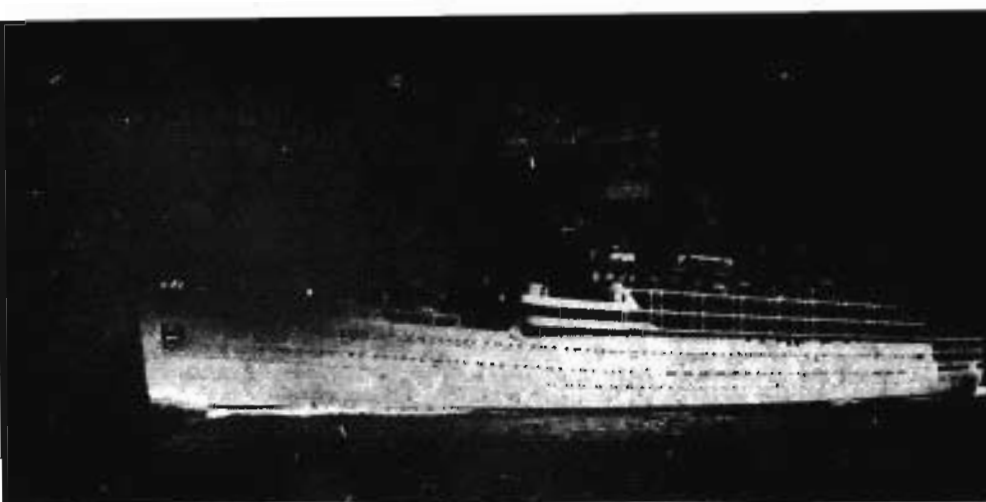
THE SEA'S CONTINUING CALL

Continued from page 15

Royal Australian Navy—still has much to offer. A job that is worth doing, for the sake of Australia; security for yourself and your family; a chance to get ahead; good fellowship; travel; and, even today, a spice of romance and adventure. It is a career worth giving some thought to.



You can rise to the top of the tree. The Flag Officer Commanding the Australian Fleet—Rear-Admiral J. A. S. Eccles, C.B.E., here seen at inspection in H.M.A.S. "Sydney"—joined the Navy as a Special Entry.



The "Himalaya," a graceful, handsome profile—a picture to gladden the heart in a brisk, breezy seascape.

"Himalaya"—A Fine Ship

IN THE P. & O. TRADITION, THE NEWEST ARRIVAL IN THE AUSTRALIAN TRADE IS A WORTHY ADDITION TO A NOTABLE FLEET.

by Hermon Gill

THE Peninsula & Oriental Steam Navigation Company has for long been a British institution, the initials "P. & O." being synonymous with well-built, well-found ships, and with good service. Last month Australia saw the latest addition to, and worthy representative of, the long line of vessels which have won the famous House Flag, make her initial voyage to this country—the "Himalaya."

The writer of this article watched from his windows her arrival in Hobson's Bay on a Melbourne Spring morning, of lowering, rain-laden skies shot with intermittent bursts of sunshine. Such a burst threw her into sharp relief against a lead-coloured background as she entered the Bay, providing a brilliant contrast of white hull and upperworks and buff funnel, and disclosing a graceful, handsome profile, a picture to gladden the heart in a brisk, breezy seascape. As is the case with a vessel of nice proportions, she did not look her

size in that setting. It was not until one saw her alongside the pier at Port Melbourne, and in comparison with other vessels, whose hitherto imposing dimensions were now dwarfed, that her 28,000 tons became apparent.

She is nice to look at. There is in her no drastic departure from orthodox in outward appearance. There is an over-all satisfying balance. A single pole mast stepped forward on the long forecastle; a large elliptical funnel, well placed with regard to foremast and bridge, and both mast and funnel raked just right; a bridge structure that makes no excessive concessions to modernity; a raked stem, and agreeable sweep of hull line—which is followed by the superstructure—through to her rounded stern.

Nothing breaks the clear run of her hull-line. The bower anchors house right up in the hawse pipe in a rectangular recess, so that the line is flush. Six Samson posts break her profile, but do not ob-

trude. The absence of ventilators is noticeable, for her ventilation units are enclosed with the deck houses at the base of the funnel, but here again the louvre system, although a large unit, has not been permitted to take charge and spoil her appearance.

On a first meeting, then, she looks attractive. Let us briefly run the measuring stick over her. Built by Vickers-Armstrongs Limited, her keel was laid at Barrow-on-Furness on the 29th April, 1946, and she was launched on the 5th October last year—the largest vessel to be launched anywhere in the world in 1948. She completed her trials on the 1st September last, and sailed from Tilbury on her maiden voyage on the 6th October, a year and a day after her launching. Figures? She is of 28,000 tons, 709 feet in length overall by 90½ feet moulded breadth. Her horse-power of 42,500 gives her a service speed of 22 knots. There are 200,000 cubic feet for general cargo, and 235,000 cubic feet re-

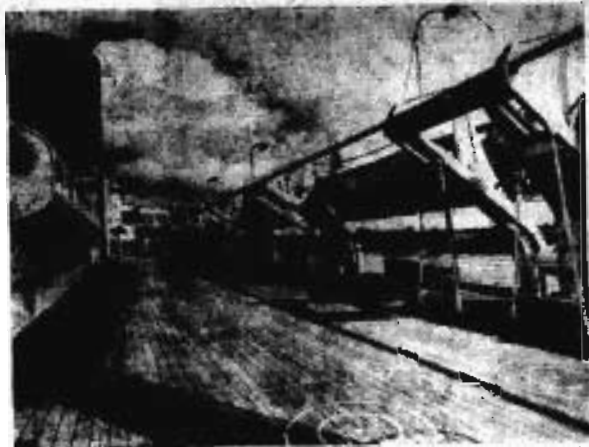
frigerated. Her full complement is close on 1800—762 first-class and 401 tourist-class passengers—and a crew of 631.

On board he is as satisfying as outward appearance had led one to expect. The emphasis is on sound construction, on the retention of a "shipboard" atmosphere, on solid comfort—with, at the same time, all modern conveniences of present-day sea travel. Her teakwood decks are broad and spacious; her public rooms large, well lit both by natural and artificial light, and excellently panelled, furnished, and decorated. Her alleyways are treated in pastel shades, cream on some decks, pale blue-green on others.

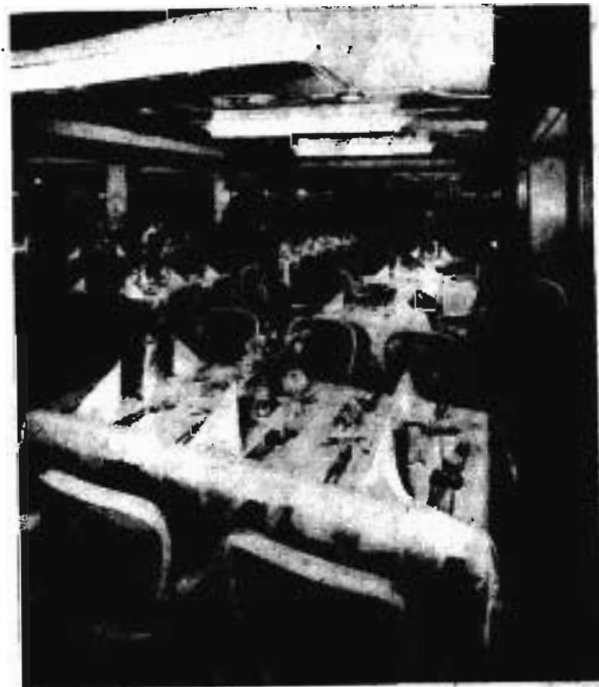
In her, as was noticed in the case of Shaw Savill's "Ceramic"—"The Navy," of September, 1949—the happy thought of naming the woods in the various panellings, by means of small nameplates, has been followed. The "Himalaya's" woods include English ash, English chestnut, English olive ash, paldao from the Philippines, and, in the Australian room, straight and figured maple, with door surrounds and pillars of eucalyptus burr.

The third of the P. & O. "Himalayas," her forerunners are not forgotten. In each of the "Observation Lounges" on the port and starboard sides of the promenade deck, are oil paintings by Strom Gould of the earlier ships of the name. That in the port lounge is of the first "Himalaya," built in 1853, of 3508 tons, 340 feet in length by 44 feet beam, and then, the largest merchant ship in the world. She was a transition stage ship, with clipper bow, and square rigged on three masts, with one funnel, and carrying 200 passengers, and with space of 1000 tons of cargo. Sold to the Admiralty in 1854, she had a long life, meeting her end at the age of 87 years when, as a naval coal hulk at Portland, England, she was destroyed in a German air raid in 1940. Her bell is carried by the present "Himalaya," in a case in the port lounge, having been pre-

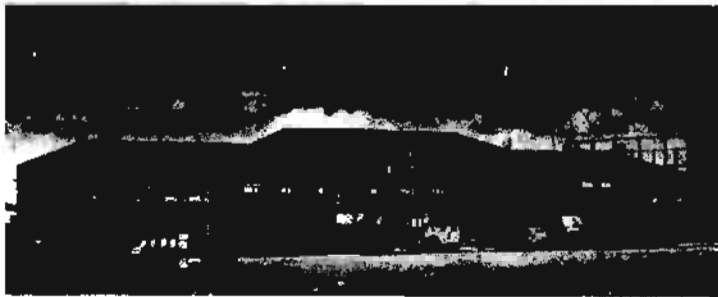
Continued on page 44



Her teakwood decks are broad and spacious. Motor lifeboats add to her safety potential.



The "Himalaya's" First-Class Dining Saloon, from which electrically-driven, four-leaved revolving doors communicate with the galley immediately abaft.



A typical Royal Australian Naval Reserve Headquarters. H.M.A.S. "Lonsdale," the Naval Depot at Port Melbourne, Victoria.

ROLL UP, THE RESERVES!

THIS MONTH THE NAVY STARTS RECRUITING FOR THE RESERVE FORCES, WITH ROOM FOR OLD "H.O." BLOOD, NEW BLOOD, AND ALSO 16 TO 18-YEAR-OLD CADETS.

ON the first of this month the Royal Australian Navy made a start with its post-war recruiting for the Royal Australian Naval Reserves. This is more than just a news item of passing interest. It is a matter of concern to us all—and quite close, probably, to you who are reading these lines now. It is a matter of concern because it is upon the Reserves that the country depends, in case of emergency, to bring the Navy up to a footing whereby it can exercise its traditional function of "holding the ring" until the nation generally—its war industries, its other defence arms, its mobilisation for possible conflict—can get cracking.

A Navy, you see, is an expensive organisation to run in peacetime. To keep that expense as low as possible, the peace-time Navy is not maintained at its full potential. Numbers of ships are kept in reserve: various auxiliary craft, such as minesweepers and anti-submarine vessels, and certain shore stations and establishments which assume a great importance in time of war, but have no place in the piping days of peace, are otherwise engaged or closed down. But when an emergency arises, they must speedily be brought into commission and manned—and that is

when the Reserves come very much into the picture.

Let us look at that picture in September, 1939. Then the establishment of the Permanent Forces of the Royal Australian Navy was approximately 400 officers and 5,000 men, not enough to man all the ships—including those brought from reserve—at full war complement; far, far short of the number needed for all the auxiliary services that came immediately into operation, Naval Control, Examination Service, Minesweeping, and so on, to say nothing of the manning of large passenger liners requisitioned and converted to Armed Merchant Cruisers. So, almost overnight, the strength of the Royal Australian Navy was very nearly doubled by the addition of some 400 officers and 4,000 men of the Reserves, and, with this mobilisation of personnel with at least some training and knowledge of Naval life, the Navy was able to swing smoothly into action, and to function not only as an efficient squadron of major units, but in its various auxiliary branches from the day that war was declared.

At a very early stage, all war-time volunteers for Naval service were signed on for "the duration

of the war," and underwent a common basic training in the established Naval Schools of the Royal Australian Navy, and, being entered in the Reserves, the Reserves thus became merged in the permanent Service. Such was the intake during the war, that by the conclusion of hostilities some 3,000 Reserve Officers and 30,000 Reserve Ratings were serving in the Navy, and were to be found in every theatre of war. During the war, also, there was brought into being the Women's Royal Australian Naval Service, its members, both Officers and Ratings, filling many posts in the Base Staffs of Shore Establishments as Transport Drivers, Writers, Cooks, etc.

With the end of the war, ships were placed in reserve, war-time bases and establishments were closed down or greatly reduced, and there was a large-scale demobilisation of Reserve personnel to permit their early return to civil life. Now that there has been time to indulge in some stocktaking, and to assimilate the lessons of the Naval war and get a picture of post-war development in scientific and other directions, the time has arrived when the rebuilding of a well-trained and efficient Reserve is necessary for the security of the

nation.

Hence the Royal Australian Navy is resuming recruiting, and the training that elapsed in the immediate post-war years, and hence it invites your co-operation, and application for membership in this most important body of men—and women—willing to contribute some of their time and services to their country.

The Post-War Reserve Forces are in four branches. These are, respectively, the Royal Australian Naval Reserve (Seagoing), a branch confined to Officers and composed of Merchant Seamen holding Board of Trade Certificates who are following the sea as a profession, and who will carry out extended periods of training with the Fleet; the Royal Australian Naval Reserve, composed of Officers and Ratings, who, by reason of their availability, undertake to carry out certain regular training in H.M.A. Ships and Establishments; the Royal Australian Naval Volunteer Reserve, made up of Officers and Ratings who undertake to serve in case of an emergency, but who for occupational or residential reasons are unable to perform regular training; and the Women's Royal Australian Naval Reserve, of women, of the W.R.A.N.S. who are prepared to enrol for service in case of emergency.

The Navy needs in the Reserves not only men with previous Naval experience in the war, but also those who have had no earlier experience of the Navy. Indeed, so great have been the developments in Naval warfare since the conclusion of hostilities in 1945, that to a large extent both "old hands" and newcomers will have to start off scratch so far as training in specialist subjects are concerned—and today every Naval man is a Specialist. And so wide is the range of Specialist work that whatever your bent or occupation, you will find something in the Navy that fits in with it.

Let us look at conditions of entry into the Royal Australian Naval Reserve, which is the

Branch concerning most of you. First of all, we will take it that you have had no previous Naval experience. Right! If you are an Australian subject of substantially European descent, between the ages of 18 and 40, and medically fit for Naval service, you may join. The conditions of service are simple. You undertake to serve for a period of three years, and during that time to attend the prescribed training. To be efficient you must attend at least 18 two-hour periods each half year, these being in the evening, and/or during daylight on Saturdays.

During the first six months, training will be carried out in your local Headquarters, where, by practical instruction with modern Naval equipment and the use of Instructional Films, you will find out what the Navy is, how it is organised, and what part you can play in it. Subjects included in your initial training will be boat handling—power, oars and sail, swimming, close-range weapons, chemical warfare, and elementary fire-fighting.

After six months as a Recruit, you will commence specialist training in the Branch you have chosen. It may, for instance, be in one of the various Seaman branches—Gunnery, Torpedo Anti-Submarine, Radar Plot, Quartermasters, or Boom Defence; or the Electrical Branch, which entails the maintenance of all electrical and radio equipment; or the Stoker Mechanic Branch, whose members are employed on engineering duties; or it may be the Communication Branch, embracing both visual signals and telegraphy; or the Supply and Secretariat Branch, which includes Writers engaged on secretarial and accountancy duties, Stores Assistants, whose duties relate to the care and issue of stores; and Cooks and Stewards.

In addition to your training ashore, you will have service afloat in one of H.M.A. Ships as an essential part of your training—a complete change from life on shore, and a healthy and fascinating break which it is impossible for

anyone but Naval personnel to obtain.

As to promotion, "efficient" ratings reported upon favourably by their Commanding Officers, and with educational standards not lower than Intermediate Certificate or Junior Certificate, will have the opportunity of selection for training as Midshipmen or Sub-Lieutenants, according to age.

Apart from the attainment of Commissioned Rank in this way, every encouragement will be given to Ratings to qualify for advancement in rate. A high standard is essential in order that the Reservist may be absorbed with career personnel in time of emergency. But also, under the new Pay Code now in force in all Services, advancement has been combined with a specialist qualification, and it is necessary to obtain that qualification before being advanced in rating.

In the case of men with previous Naval experience as "Hostilities Only" personnel, they are eligible to join the Royal Australian Naval Reserve in the rating they held on release, provided they make application within five years of demobilisation. Where the rating formerly held no longer exists, transfers will be effected to the most appropriate rating. Chief P.O.'s, P.O.'s, Leading Seamen, and equivalent ratings in other Branches, will join as Able Seaman or its equivalent rating, and will be advanced by successive steps on succeeding days to the rating they held on demobilisation. To come in line under the new Pay Code, Seamen in their second engagements will be required to qualify or requalify in the appropriate Branch during their second enrolments.

On the question of pay: Naval rates of pay and allowances will be paid to Reservists when training, and while embarked in H.M.A. Ships, and free rail travel will be provided when travelling to or from a ship or establishment to attend a drill. Also uniform, the same as that worn by men of

Continued on page 46



LANDING AT WASHINGTON ISLAND

By Captain Brett Hilder

WAY back in 1798, Captain Fanning, in the American ship "Betsy," discovered a tropical island growing under the weight of its prolifically dense growth of coconut palms, which reached up to the maximum height of 90 feet. Unfortunately the island also groans under a heavy surf which breaks right around its seven-mile circumference. Captain Fanning did not land, but he named the island in honour of the President, George Washington.

The next note of the island was 50 years later, when a trader from Tahiti passed by, without landing. In 1856 the island was claimed under the American Guano Act, but it was not used by them. From 1860 to the present day Washington has been associated with its neighbour, Fanning Island, under British rule. As there are no indigenous natives, the copra has been collected by indentured natives from the Cooks, Tahiti, and the Gilbert Islands, at various periods.

Before the dawn of Pacific history, there were several large migrations of native races by canoe fleets, especially by the Polynesians, who came from an unknown home in India or China, down through the chains of islands and atolls to the centre of the South Seas. From their new base they spread out over an area with a diameter of 5000 miles. Their four furthest colonies are Hawaii,

Easter Island, the Ellice Atolls, and New Zealand. During their the dangerous lee-shores of the canoes must have been wrecked on the dangerous lee-shores of the more isolated reefs and atolls. Any castaways arriving helpless at Washington Island would find plenty to eat, but no trees suitable for rebuilding their sea-going canoes in which to continue the journey.

Washington was once a normal atoll, with its lagoon open to the sea in three places, but at some ancient date the entrances closed up, and the lagoon was turned into a fresh-water lake by the heavy tropical rainfall. In fact, the lake was six feet above sea-level when first seen, which explains the density of the vegetation when compared with the usual thirsty coral islets.

Washington would have been an ideal stopping place for the early migrations if it had not been for the surf, and the food plants are now growing wild around the lake, suggesting that they were planted by the pre-historic travellers. Their canoes were always stocked with coconuts and other plants for cultivation at their ocean caravanserai.

Nowadays the island is run as a copra plantation, except that the almost impenetrable mass of palms is quite different to the usual neat and open lines of palms on less fertile islands. There is an Austr-

lian manager with some part native overseers, and the labour force consists of 80 Gilbertese natives and their families, who spend 18 months under indentures away from home. The work of collecting the fallen nuts is very hard, owing to the dense undergrowth of young palms, and the island is kept boggy by the heavy rainfall.

This has been overcome by draining the lake to a height of three feet above sea-level, by canals which are also used for the water transport of the copra from the lake to the settlement. The canal ends at sluice-gates at the beach, which keep the required level in the lake and canals, but it prevents the lake boats from access to the sea, and likewise the surf boats are unable to gain the sheltered waters of the lake.

If the lake were drained to sea-level the canals would be dry, and apart from deepening them another three or four feet, the difficulty would arise of keeping an entrance open in the pounding surf and rapidly changing shape of the beach. The canals would be scoured out of shape by the force of the tidal streams in and out to the lake, which would become salt in the process. With the lowered water-table the island would lose its green and luxurious growth, becoming no better than any other coral island.

The loading of the copra into overseas ships is the worst prob-

lem on the island, and only two or three ships call a year. When they do, it takes a month or six weeks to load what would only take one week in a convenient port.

The island has been made a workable port in any weather a better than average by a unique system of controlling the boats in the dominating surf. The seaman-ship employed is unusual, and I think the scheme deserves attention for that reason.

Starting from the copra shed ashore, ten feet above sea-level, we are confronted by a beach of blindingly white sand made of coral fragments and much lighter and looser than ordinary sand of silica. The beach becomes crooked away at times, right up to the shed, while in other years and seasons it builds right out for 50 yards. From underneath the beach the coral reef extends out to sea 200 yards, with parts exposed at low water, and through this reef a passage 50 feet wide has been blasted out for the surf boats.

Beyond the reef lies the very uncomfortable anchorage, where the ocean swells from every quarter contends for mastery with the wind, the seas, the ocean current

and the tidal streams over the tortured anchor-cable of the visiting ship. From the 10-fathom line the seas rear up to fight the swell, causing more than one line of breakers to cross-cross before they crash on the edge of the reefs. Then they travel right over the shallows and the passage, and are still dangerous when they finally dump on the beach.

Any attempt to keep the bow of a boat touching the beach, and the stern held by a kelly, would result in the boat being swamped or capsized. The safety of the boats in the passage and at the beach is maintained by a long seven-inch ear hawser, which is buoyed at the seaward end and kept taut at the beach-head by a heavy tackle.

The buoy is anchored in five fathoms by a cable around a coral outcrop, but this is still well within the breakers. The next problem is how the boats can be secured safely to the rope, for a rope stopper of any sort would only slip or carry away under the weight of the larger waves, and the boat would then be adrift.

The hawser is held in deep channels built into both bow and stern, and is kept from jumping out by a heavy steel pin. Pivoted on the

pin is a large iron-shod brake-lever, which can be held down to compress the rope and hold it kindly but securely in position.

Getting to and from the hawser requires some smart boat work, but once safely on the rope the boats have little to fear, as long as the crews adhere to the correct procedure.

The empty boat must first be towed from the ship to the surf by the launch, which casts the boat off as close to the buoy as it can safely venture, depending upon the surf at the time. In good weather the boat's crew can seize the hawser with hook-tops, but usually one of them has to swim to the hawser with a messenger, when the boat has been pulled under oars close to the buoy. The heavy rope is then parbuckled aboard and lifted into the channels. The brake-levers are shipped, and the boat then awaits its turn to go in to the loading place.

Only one boat can be loaded at a time, nor can the boats pass one another while attached to the haw-

Continued on page 47



The writer shooting Gilbertese women on the blindingly white beach; there are breadfruit trees behind, and the copra-dryers in the distance.

Rear-Admiral J. A. S. Eccles, C.B.E.

Flag Officer Commanding, the Royal Australian Fleet

A tall, powerfully-built man—he is well over six feet in height, and of a largeness in proportion—Rear-Admiral John Arthur Symons Eccles, C.B.E., although but recently appointed on loan from the Royal Navy as Flag Officer Commanding the Australian Fleet, has had associations with the Royal Australian Navy since he first went to sea thirty-three years ago.

The son of a doctor, he was born on the 20th June, 1898, in Hertford Street, London. "Within sound of Bow Bells, so, I am a Cockney," as he himself interpolated. He was educated at Lancing, on the Sussex coast, and joined the Royal Navy as a Public School Entry in 1916. Entering the Navy in this way at the age of eighteen, the entrant had only from three to six months training before going to sea, and young Eccles quickly found himself a midshipman in the "Indomitable" with the 2nd. Battle Cruiser Squadron.

Therein comes the first Australian association, for the Flag Officer Commanding the Squadron, Rear-Admiral A. C. Leveson, was flying his flag in H.M.A.S. "Australia", the then Commanding Officer of "Indomitable", being now Admiral of the Fleet Sir Michael Hedges. In those early days with the 2nd. Battle Cruiser Squadron, Admiral Eccles met a number of the Australian Midshipmen—those of the First Entry at the R.A.N. College—who were serving in the Flagship, Burnett, Long, Esdaile, Redley, Sadleir and Conder were of that party.

"We carried two aircraft in the 'Indomitable'," said Admiral Eccles. "We had two turrets amidships en echelon, and platforms were built on these over the guns, and the aircraft were launched from these. No catapults or anything. We steamed into the wind, and the aircraft were held while their engines were revved up, and then they were released and off they went. The trouble was that they could not be picked up again. They had to come down in the water and take their chance. This is apropos of my last sea appointment previous to my present one, when I was Commanding Officer of another 'Indomitable'. She also carried aircraft but, instead of two, sixty—she being an aircraft-carrier."

With promotion to Sub-Lieutenant, young Eccles was appointed to the destroyer H.M.S. "Wallace"; and in her saw active service in the Baltic in the campaign against the Bolsheviks. There followed a return to England, and courses for Lieutenant, which included a period at Cam-

bridge to complete the general education which had been interrupted by the war. As a Lieutenant, he was appointed to H.M.S. "Revenge," then Flagship of the Home Fleet, and it was at this time that he volunteered as a student of Japanese, a preliminary six months at the School of Oriental Studies, London, being followed by two-and-a-half years in Japan, spent mostly at Kyoto.

It was during this period that he was associated with two officers who were later to occupy the appointment of First Naval Member of the Commonwealth Naval Board, and Chief of the Naval Staff there, Admirals Sir Ragnar Colvin and Sir Guy Royle, who at various times during his sojourn in Japan, were Naval Attaches there. It was also—in 1923—the time of the great Japanese earthquake, and for his services then Admiral Eccles received the appreciation of the Lords Commissioners of the Admiralty.

To sea again after Japan, this time in H.M.S. "Benbow" with the Mediterranean Fleet; an appointment which was followed by a return to the Far East in "Hawkins," the Flagship of Admiral Sir Reginald Tyrwhitt, commanding the China Fleet. In 1930 Admiral Eccles returned to the United Kingdom and took the Staff Course, subsequently returning once more to "Hawkins"—now flying the Flag of Admiral Sir Dunbar Na-smith, V.C., as Commander-in-Chief, East Indies—as First Lieutenant.

Promotion to Commander came in 1933, and the following year, after a six months refresher course in England in Japanese, Admiral Eccles returned to China as Staff Officer, Intelligence, to the Commander-in-Chief; serving in turn in this capacity under Admirals Sir Frederick Dreyer and Sir Charles Little. It was the time of the beginning of the Sino-Japanese War, the capture by the Japanese of Woosung and Shanghai, and the evacuation of the British.

Then to the United Kingdom again, and the appointment as Executive Officer of H.M.S. "Ark Royal," standing by her for twelve months while she was completing at Cammell Laird's, after which came six months working up period.

Then the war. Promoted Captain in December, 1939, Admiral Eccles was appointed in command of the cruiser "Durban," and was employed escorting Australian troop convoys to Singapore, and in hunting German raiders. He flew to the United Kingdom in November, 1941, to take up

Continued on page 48



Rear-Admiral J. A. S. Eccles, C.B.E., Flag Officer Commanding, the Royal Australian Fleet. A drawing made on the Flagship H.M.A.S. "Sydney," by Esther Peterson.

THE NAVY NEEDS YOUTH

FOR THE YOUNG MAN WHO IS LOOKING FOR A CAREER WITH GOOD PAY, CONDITIONS, PROSPECTS, AND INTEREST, THE NAVY CAN PROVIDE THE ANSWER.

THERE are probably few young fellows—at any rate, those of British stock, who have not something of the call of deep water in their blood—sublimely have not at some time or another thought of going to sea. It is not unlikely that you yourself have, and have wondered what offers to the young Australian, and if the idea is worth following up, how you go about it. What previous knowledge must you have? What are the qualifications? What sort of a life is offered, as to pay and as to advancement?

These few notes are an endeavour to answer some of those questions.

First of all, so far as the young Australian is concerned, there are good openings in the Royal Australian Navy—which is looking for youth to swell its numbers. Something of what sort of life is offered is outlined in the article, "The Sea's Continuing Call," in this issue of "The Navy." Here is a little more detail to supplement that article:

Let us suppose that you are a young fellow, over 17½ years of age, and under 24—with the choice of a settled career still before you. You have no particular knowledge of any walk of life, and certainly none of the sea. Would you be acceptable to the Navy? Under certain conditions, Yes. The Navy would welcome you.

To start off with, you must be the son of natural born or naturalised British parents, and be of substantially European descent. You must also produce evidence of good character, be medically fit, and satisfy certain educational standards, which vary slightly according to the branch of the Service which you desire to enter, but which in any case should not debar the average Australian youth.

If you can satisfy these requirements, there is an opening for you in the Navy in quite a choice of branches.



You will learn the general "know-how" of a sailor. Taking a trick at the wheel.

You can, for example, become a Seaman, a member of the Electrical Branch, a Stoker-Mechanic, a Signaller, a Telegraphist, Writer, Stores Assistant, Sick Berth Attendant, Dental Assistant, Cook, or Steward. In none of the above is it necessary for you to have previous knowledge. The Navy will teach you all it is necessary for you to know—and you will earn as you learn.

As a Seaman you would learn all the duties of the Upper Deck—cleaning, painting, maintenance of rigging and gear, boat work, the use of small arms, rifles, machine-guns, and the general "know-how" of a sailor. When sufficiently ad-

vanced for qualification as an Able Seaman, you would specialise, perhaps in Gunner or in Anti-Submarine work and Minesweeping, Torpedoes, or Radar.

If you joined the Electrical Branch, you would be trained in everything to do with electricity so far as it is used on board ship—and that is quite a lot; wiring, radar, motors, and what makes things tick in the electrical line.

As a Stoker-Mechanic you would be employed in the machinery compartments and boiler rooms of all classes of ships, including Aircraft-Carriers. You would fire boilers, watchkeep on auxiliary machinery, operate small boat engines, drive motor transport ashore, and generally look after the maintenance of engine and boiler compartments.

Signallers and Telegraphists are "the Eyes and Ears of the Fleet." They send and receive visual and wireless signals—the Signaller mostly on the ship's bridge or flag deck, the Telegraphist in the wireless offices of the ship. And they are responsible for the internal handling and distribution of signals sent or received.

As a Writer you would be one of the clerks of the Navy, doing clerical work on board ship and in Naval Depots ashore—and in this connection a knowledge of shorthand and typewriting would help you. Much of the work of a Stores Assistant is clerical also, since he is responsible for the receipt and issue of provisions, clothing and stores of all kinds.

Should you decide to become a Sick Berth Attendant, you would acquire a considerable knowledge of first aid and the medical treatment of sick and injured, of medicines, of medical history sheets and other medical documents; while opportunities exist for you to

specialise in Radiology, or as an Operating Theatre Assistant, and in other directions; while as a Dental Assistant you would find yourself similarly employed in the field of dentistry.

In the Cook and Steward Branches, cooks are trained to a high standard of cookery, including bread baking, while Stewards acquire extremely useful knowledge, in catering, the custody and serving of wines, waiting at table, the care of clothes and quarters, and the keeping of all types of catering records.

So there is, you see, no lack of openings for inexperienced youth in the foregoing—known as "General Service Branches"—and the Navy is accepting applications in all these branches now.

But hold on a minute—here is another branch which you can enter without previous knowledge—that of Naval Aviation. If over 17½ years and under 24 years of age, you can join this branch as a Naval Airman (non-flying), in which your duties would have to do with the maintenance and handling at Naval Air Stations ashore or in Aircraft-carriers afloat, of aircraft. Or, within narrower age limits, if over 17 years, but under 19 years of age, you could join to become a Rating Pilot, in which case you would fly aircraft.

Well, that's all right, you might say, but I'm a bit older than the chaps you've been referring to, and I have made a start on a career—as a tradesman. I'd like to have gone to sea, but I don't want to chuck away the time I've put in at my trade.

There's no need to do so. The Navy is looking for chaps like you also, for tradesmen, for men in whom trade knowledge and experience is a qualification of entry. If, for instance, you are up to 23 years of age—and in special cases 25 years—the Navy would welcome you, providing you measure up on the basic standards of parentage and descent, medical condition, and education, as a Shipwright, Joiner, Engine Room

Artificer, Electrical Artificer, Ordnance Artificer, Painter, Plumber, or Blacksmith.

In each of the above cases you must produce written evidence of having served a certain term of apprenticeship, or of having had a certain period of experience at your trade and possibly pass a trade test. As a case in point, to enter as an Electrical Artificer 4th Class, you must have served a five-years' apprenticeship as Fitter and Turner, Electrical Fitter or Instrument Maker, or produce written evidence that you have had at least five years' experience as a Fitter and Turner or Instrument Maker. You must also pass a trade test before entry, while if you had not the full of that experience you could enter as Electrical Fitter 5th Class, providing you are an apprenticed Electrical Fitter with more than three and a half years, but less than five years' apprenticeship.



If you joined the Electrical Branch you would be trained in everything to do with electricity as it is used on board ship.

time, are over the age of 18½ years, and can pass a trade test.

Similar, but slightly varying conditions—regarding which your nearest Naval Recruiting Officer would advise you personally or by letter—obtain in the other Trade Branches.

In the more limited age class, if you are over 18½ years and under 23 years, and a Fitter, Copper-smith or Sheet Metal Worker, there are openings for you as an Aircraft Artificer.

In the Trade Branches, the Artisans—that is, Joiners, Plumbers, Painters and Blacksmiths—are employed on the normal duties of their trade, ashore or afloat; Ordnance Artificers have to do with all kinds of armament, range-finders, gunsights, control instruments and equipment connected with gunnery; Engine Room Artificers have to do with engineering, watchkeeping in the ships, and

maintenance afloat, with maintenance, shopwork, stationary engineering, etc., ashore; while Shipwrights are employed on the normal duties of their trade both ashore and afloat, and Electrical Artificers are concerned with the more highly skilled maintenance and repair of electrical instruments, machines, and equipment generally.

What is the procedure for selection? Well, if you are a citizen of one of the capital city ports where there is a Naval Recruiting Office, you will see the Recruiting Officer personally, and go through the necessary education and medical tests. If you live in the country, your first contact will be by letter, and then you undergo the preliminary tests in your home town, and on passing those, are brought to your recruiting centre at the Navy's expense for the interviewing, and final educational and medical tests.

Normally, the period elapsing between the date of lodging your application and being actually entered into the Service is, in the case of metropolitan recruits, three to four weeks; in that of country recruits, four to five weeks.

There comes the day when you are officially entered into the Service, sworn in at the Naval Recruiting Office—and you are in the Navy. Then off you go to Flinders Naval Depot, Victoria, where you are fitted up with your uniform and gear, spend a few weeks "shaking down," getting your recruit training, learning all about the Navy and its customs, and are then trained in the special duties of the Branch you have joined. The time you spend at the Depot varies according to your Branch, but you all receive basic training as sailors, apart from the specialist duties, and that involves some training afloat in the Training Squadron during your period at Flinders.

And, remember, however mundane your ordinary duties may appear, you have become members of a Fighting Service, and in action, should such at any time eventuate,

you have an "action station"—so that you can feel that, should the time ever come again, you will be taking an active part in the defence of Australia. In the meanwhile, you will find a life that is colourful, filled with variety, and with many attractions lacking in a shore occupation: your health, with its combination of good food, fresh air and exercise, and constant medical and dental care, will be well guarded; your retirement looked after, with a cash gratuity if you take your discharge after 12 years' service, and a life pension if you serve for 22 years. And, finally,

the job is well paid, and with a degree of security not ordinarily to be found. And so that you may see that, we append hereto the current rates of pay—and in reading these, remember that in addition to the money you receive, there is free accommodation, food, and medical and dental attention among the other "extras."

This, then, is a brief outline of what the Navy wants in the way of youth, and what it has to offer, and should you want further information, you'll find the Naval Recruiting Officer at your capital city eager to oblige.

RATES OF PAY IN THE ROYAL AUSTRALIAN NAVY (Current from 7th October, 1949)

General Service Branches	Single			Married		
	£	s	d	£	s	d
Recruit under 21				4. 0	6	
Recruit over 21				4. 11	0	
"Ordinary" Rating				5. 0	0	
"Able" Rating	5. 19	0	to	6. 10	8	
"Leading" Rating	6. 17	1	to	7. 5	3	
Petty Officer	7. 16	11	to	8. 4	6	
Chief Petty Officer	8. 15	0	to	9. 2	0	
Naval Aviation Branches						
A—Rating Pilot				4. 0	6	
Probationary Pilot (under six months' service)				5. 0	0	
Probationary Pilot (over six months' service and until training commences) ..				5. 19	0	
Probationary Pilot (commenced flying training) ..				7. 14	0	
Pilot, 4th Class	9. 6	1	to	9. 14	3	
Pilot, 2nd Class	8. 8	0	to	8. 16	9	
Pilot, 3rd Class	9. 17	2	to	10. 6	6	
Pilot, 1st Class				12. 11	5	
B—Naval Airman (non-flying) ..				13. 0	9	
Rates* of pay are the same as for equivalent ratings in General Service Branches.						
Trade Branches						
A—Artisans—						
Recruit (Art. V) and Artisan, 5th Class				5. 19	0	
Recruit (Acting Artisan, 4th Class) and Artisan, 4th Class				6. 11	3	
Artisan, 3rd Class				7. 1	9	
Artisan, 2nd Class				7. 12	10	
Artisan, 1st Class	8. 3	11	to	8. 8	0	
Chief Artisan	8. 15	0	to	8. 18	6	
B—Artificers—						
Recruit (Art. V) and Artificer, 5th Class				6. 6	0	
Recruit (Acting Art. IV) and Artificer, 4th Class				7. 5	3	
Artificer, 3rd Class				7. 19	3	
Artificer, 2nd Class				8. 6	10	
Artificer, 1st Class				8. 16	9	
Chief Artificer	8. 19	8	to	9. 9	0	

ANNIVERSARIES OF THE MONTH

THEY HAVE MOSTLY BEEN OF MORE RECENT YEARS, AND DECEMBER, 1941, WAS A PARTICULARLY BUSY MONTH IN THE COLLECTION OF ANNIVERSARIES.

by John Clark

DECEMBER is a month which should stir a chord in the thoughts of English-speaking peoples, for it was the month in the year 1773, of the "Boston Tea Party," when, over the question of the duty of threepence a lb. on tea, Boston threw down its gage at the feet of the Crown, and the British Government swiftly took it up—the real starting point of the American Revolution.

Leading up to the immediate event was the arrival in Boston on Sunday, the 28th. November, 1773, of the "Dartmouth," with, among other cargo, 114 chests of East India Company's tea on board. A meeting of Boston citizens the following day resolved that "the tea should be sent back to the place whence it came at all events, and that no duty should be paid on it." The "Dartmouth," however, having landed the rest of her cargo, was refused a clearance by the Governor until the tea had been landed also. In the meanwhile, two more tea ships arrived, and on Thursday, the 6th. December, 1773, some 50 men, disguised as Red Indians, and with tomahawks, boarded the ships, broke the chests of tea and threw the tea overboard. There was no rioting, and no member of ships' companies suffered any violence. But the first blow had been struck in the War of American Independence.

There was a naval December anniversary during the War of Independence, when Admiral Samuel Barrington, in 1778, fought an action with D'Estaing off the island of St. Lucia in the West Indies. D'Estaing attacked whilst the British were landing troops on the island, but Barrington beat him off and the British finally succeeded in taking the island, which was to prove an exceedingly useful naval base.

December anniversaries are concentrated in the later years. The

14th. of the month is that of the birth, in 1895, of King George VI and the 11th., 41 years later, of his accession to the throne in 1936. On the 8th. December, 1914, was fought the Battle of the Falkland Islands, when the battle-cruiser squadron under the command of Sir F. C. D. Sturdee, decisively defeated the German squadron under Count Maximilian von Spee, who himself went down in his flagship, the "Scharnhorst."

Lord Fisher had joined the Admiralty as First Sea Lord 24 hours before von Spee had destroyed Cradock's cruiser squadron at Coronel. Immediately the news was received he ordered "Invisible" and "Inflexible" from the Grand Fleet to coal and leave at the earliest date for the Falklands. They arrived at Devonport on the 8th. November, and sailed on the 11th., proceeding to their destination with all despatch. On the morning of the 8th. December, the Germans, approaching Port Stanley, saw the tripod masts of the battle cruisers over the land. But it was then too late to escape, and, in the subsequent battle, the German force was annihilated.

A quarter of a century later, on the 13th. December, 1939, in seas not so very far distant from those of the scene of Sturdee's victory, was an echo of that earlier action when the German pocket battleship "Graf von Spee" was driven to her destruction by the British cruisers "Ajax," "Achilles," and "Exeter" under the command of Commodore Harwood, flying his broad pendant in "Ajax."

The "Graf Spee," under Captain Hans Langsdorff, had the weight and range of the British ships, but the three cruisers hit hard and damaged him so that he made for Monte Video, followed by "Ajax" and "Achilles." "Exe-

ter" having withdrawn to effect repairs of heavy damage from a number of hits—and there, with the British ships waiting outside to re-engage should he come out, the German ship was scuttled by her commanding officer, who, in a letter to the German Ambassador at Buenos Aires, wrote: "After a long struggle I reached the grave decision to scuttle the pocket battleship 'Admiral Graf Spee,' in order to prevent her falling into enemy hands. I am still convinced that under the circumstances this decision was the only one left, once I had taken my ship into the trap of Monte Video, for with the ammunition remaining any attempt to fight my way back to open and deep water was bound to fail... I alone bear the responsibility for scuttling the pocket battleship 'Admiral Graf Spee.' I am happy to pay with my life for any possible reflection on the honour of the flag." Captain Langsdorff did so pay, committing suicide after writing this letter.

It was in December, 1939, that the Australian destroyers "Stuart," "Voyager," "Vendetta," "Vampire," and "Waterhen," of the famed "Scrap Iron Flotilla," arrived in the Mediterranean during the recent war, and entered that sea where they were to add laurels to the R.A.N.

December of the following year saw the opening of the British offensive against the Italians in Libya, the Australian destroyers forming part of the Inshore Squadron—with Captain H. M. L. Waller, R.A.N., in command of the squadron—and playing a considerable part in the success of the operations. In home waters, the coastal vessel "Nimbin" was sunk by a mine off the New South Wales coast with the loss of seven lives, and the British steamer "Hertford" was also sunk.

South Australian waters, but reached port safely. In the vicinity of Nauru Island, German surface raiders made their presence felt, sinking the steamers "Triona," "Vinni," "Triaster," "Triadic," and "Komata" on the 6th and 7th of the month, while on the 27th one of the raiders—there were three in all, "The Narvik," the "Manyo Maru," and the "Kulmerland"—stood off the island and shelled the phosphate loading equipment. Survivors from the sunken ships were landed by the Germans on Emirau Island, north of New Guinea, and were picked up there by the steamer "Nellore," and landed at Townsville at the end of the month.

Back in the Mediterranean again, "Sydney" was one of a striking force which passed through the Strait of Otranto and bombarded Valona during the 18th and 19th of the month, while on

the 24th H.M.A.S. "Perth" made her first appearance in the Mediterranean, and on the 29th "Voyager" assisted in the capture of the Italian schooner "Zingarella" off the Libyan coast.

December, 1941, was a busy month. On the 7th the Japanese attacked Pearl Harbour and invaded Thailand, and made sea and air assaults on Hong Kong, Malaya, Singapore, the Philippines, Guam, Nauru, and Ocean Island. The following morning Japanese Imperial Headquarters announced that Japan was at a state of war with the United States and Great Britain, and the same day Great Britain, the United States, Canada, and The Netherlands Government declared war on Japan, Australia, New Zealand and South Africa following suit on the 9th, on which day China declared war on Germany and Italy.

That day the first Japanese land-

ings were made in the Philippines, Malaya, and in the Gilbert Islands. On the 10th, the "Prince of Wales" and "Repulse" were sunk by Japanese torpedoes and high level bombers off Malaya, H.M.A.S. "Vampire" being on the destroyer screen, and picking up some hundreds of survivors. Italy and Germany declared war on the United States—which immediately returned the compliment—on the 11th of the month. Burma was invaded by the Japanese on the 14th, Penang was occupied five days later; Wake Island fell on the 23rd; and on the 25th Hong Kong capitulated.

Twelve months later the Allies were hitting back hard in all theatres. H.M.A.S. "Quiberon" was concerned in the destruction of an enemy convoy in the Mediterranean on the night of December 1-2, 1942, and at the same time H.M.A.S. "Armidale" was sunk by Japanese torpedo bombers south of Timor. On the 13th of the month the corvettes "Colac," "Ballarat" and "Broome" transported A.I.F. troops for the assault on Buna, from Milne Bay to Oro Bay, and these troops captured Cape Endiaderre.

In December, 1943, the Allies were making good progress in the South-West Pacific, and H.M.A. Ships "Shropshire," "Australia," "Warramunga," "Armuta," and "Westralia" were concerned in assault landings in New Britain. Overseas, the German battleship "Scharnhorst" was sunk off North Cape on the 26th of the month, after an action in which the "Duke of York" dealt the mortal blows. And in the last December of the war, that of 1944, Captain H. B. Farncomb, R.A.N., was appointed in Command of the Australian Squadron with the rank of Commodore First Class on the 9th, and the following day the formation was announced of the Eastern Fleet under Vice-Admiral Sir Arthur Power, and of the British Pacific Fleet under Admiral Sir Bruce Fraser.

Continued on page 44

News of the World's Navies

R.N. MARRIED QUARTERS

In the Royal Navy, the first schemes for married quarters for officers and ratings at the more isolated Admiralty Establishments in the United Kingdom have been completed. These establishments are mainly air stations. So far, married quarters have been installed at two such establishments—at St. Merryn in Cornwall; and at Yeovilton, Somerset.

ARGENTINE TRAINING CRUISER

The Argentine Training Cruiser "La Argentina" paid a week's visit to Great Britain during September, berthing in the Thames at Greenwich Pier. With a crew of 550, she carried 120 cadets. The ship was open to visitors, and a full programme of events ashore was arranged for the ship's company, including visits to the Arsenal-Liverpool football match, marine engineering firms, Naval establishments, and the B.B.C. Television Studios.

ROYAL PAKISTAN NAVY.

Last month, H.M.S. "Offa," a destroyer of the Royal Navy, which has been purchased by the Royal Pakistan Navy, was handed over at Plymouth by the Commander-in-Chief, Admiral Sir Robert Burnett, K.C.B., K.B.E., D.S.O. It is claimed that "Offa" has the distinction of having fired the first shot in the liberation of Europe from the sea, when she opened the bombardment of Catania an hour before the troops landed on the beaches of Sicily in 1943.

PAKISTAN'S SECOND DESTROYER.

"Offa" is the second destroyer to have been acquired from the Royal Navy by the Royal Pakistan Navy. A month previous to the handing over of "Offa," the First Lord of the Admiralty, Viscount Hall, handed over another ship of the same class—H.M.S.

"Onslow." "Onslow" will be remembered for her action in the North Russia Convoys when, under the command of Captain R. St. Vincent Sherbrooke, V.C., D.S.O., R.N., she led the escorting destroyers into attack against a superior German force, including the cruiser "Admiral Hipper," which was endeavouring to intercept the convoy. The enemy was prevented from attacking the convoy, and his forces four times withdrew behind smoke screens when fired upon. Both "Offa" and "Onslow" were among the first destroyers to be built under war construction programmes, and were both completed in 1941.

NEW ANTI-SUBMARINE AIRCRAFT.

Details have been released of two new anti-submarine aircraft, the Fairey 17, made by the Fairey Aviation Company, and the Blackburn Y.A.5, made by Blackburn and General Aircraft. The Fairey 17 is particularly interesting, being the first aircraft, either military or civil, to make use of a paired airscrew turbine. It is fitted with an Armstrong-Siddeley Double Mamba, which gives 2,340 horse power, plus 770 lb. of thrust for take-off, and has a maximum combat power of 3,500 horse-power, plus 280 lb. of thrust at 400 miles an hour. The engine consists of two single Mamba units laid side by side, with their individual reduction gears replaced by gearing in a common casing, arranged to drive two co-axially mounted, but independent, airscrews rotating in opposite directions. The Mamba is an axial flow type of gas turbine. The Blackburn Y.A.5 is fitted with a Rolls-Royce Griffon piston engine, a more powerful engine than the famous Merlin, which powered the Battle of Britain Hurricanes and Spitfires.

THREE-QUARTERS OF WORLD'S NAVIES

Stating that he is still a "strong Navy man," Senator Tydings, chairman of the Senate Armed Services Committee, pointed out that the United States Navy is three times the size of the combined navies of the rest of the world. "Nobody can beat us on the high seas," he said. "We intend to keep the best Navy in the world. We must keep naval aviation strong." Discussing the Army and the Air Force, however, he said: "The naked, stark facts are, that we have no Army that reasonably compares with other countries in men and fire power."

NEW U.S. NAVY CHIEF.

Vice-Admiral Forrest Sherman has been appointed to succeed Admiral Louis Denfield as Chief of Naval Operations in the United States Navy. The appointment is subject to Senate confirmation when Congress meets again next month. Admiral Denfield was dismissed from the position of Chief of Naval Operations last month, because of his opposition to the unification of the American armed forces.

THE "CANADIAN" TOUCH

Arising out of the recommendation of a civilian commission investigating incidents aboard three Canadian warships early this year, that steps should be taken to "play down the Nelson tradition and build up the Canadian Navy's own traditions based on its record in the last war," the Canadian Defence Minister, Mr. Brooke Claxton, has announced that instructions have been given for the maple leaf to be painted on the funnels of Canadian warships.

ADMIRALTY "CUTS."

In accordance with the Admiralty policy of economy, a reduction in civilian staffs varying in

NAUTICAL QUIZ

- (1) In the article "Windjamming in Wartime" in the November issue of "The Navy," reference is made to a "Dutchman's Log." What is a Dutchman's Log?
- (2) What do you know of Fanny Adams and Harriet Lane?
- (3) Do you know how the wardroom got its name?
- (4) The Merchant Service captain, Richard Jenkins, of the Glasgow brig "Rebecca," was made the excuse for a war between Britain and Spain. Do you know how?
- (5) The Aberdeen and Commonwealth Line steamers "Moreton Bay" and "Arawa" were in port together at Melbourne on the 31st October this year. They were together in Sydney in September, 1939—do you know what they were doing there then?
- (6) Do you happen to know whence the word "hammock" is derived?
- (7) In "Anniversaries of the Month" in the November issue of "The Navy," reference was made to the capture of the French "Duguay Trouin" by Sir Richard Strachan in November, 1805. Do you know what subsequently happened to her?
- (8) A British merchant ship held the Blue Riband of the Atlantic for no fewer than 22 years. Do you know who she was?
- (9) Of what city is Tandjong Priok the port?
- (10) One of the greatest peacetime naval "marine casualties" involved the wrecking of seven destroyers steaming in formation. Do you recall it?

[Answers on page 47]

THE POETRY OF MOTION GREYHOUND RACING

conducted at
HAROLD PARK

Take Balmain, Birchgrove, Lilyfield, or Forest Lodge Tram.

10 RACES : 7.30 P.M.

ALL AMENITIES FOR THE PUBLIC

NEXT MEETING

TUESDAY, 27th DECEMBER

ADAMS' CAFES & SILVER GRILLS

484 GEORGE STREET and 259 PITT STREET

LUNCH FROM 12 NOON. DINNER FROM 5.30 P.M.

FINEST MENUS IN TOWN.

ADAMS' NEW FISH CAFE

484 GEORGE STREET (BASEMENT)

"FISH FOR THE CONNOISSEUR"

PHONE: M 4601.



HALLIDAY BROS.

Engine Works:
30 ERSKINE STREET,
SYDNEY, N.S.W.

Phone: BX 1700.

MARINE & GENERAL ENGINEERING REPAIRS

JAMES McKEOWN, SONS PTY. LTD.

MANUFACTURERS OF THE FAMOUS

Dally "M" Football Boots

AND

Don Bradman Cricket Boots

partments from five to twelve-and-a-half per cent. is being made in home dockyards and establishments. Reductions are also being made in headquarters civilian and uniformed staffs.

R.N. DESTROYER FOR R.I.N.

The former Royal Navy destroyer "Raider" was handed over to the Government of India by the Commander-in-Chief, Plymouth, at Devonport Dockyard on the 9th. September. The vessel, which was renamed H.M. I.S. "Rana," by Lady Burnett, the wife of the Commander-in-Chief, was accepted by the High Commissioner for India, Mr. V. K. Krishna Menon. The new commanding officer of the destroyer is Commander S. N. Kohli, R.I.N., and the ship has joined the 11th. Destroyer Flotilla, which is under the command of Captain A. Chakravarti, R.I.N.

MALTA DOCKYARD.

The Admiralty has carefully considered the question of unavoidable reduction of employment in the dockyards at Malta, and in outlining the situation, has pointed out that The Maltese suggestions for modifying the effect of the discharges have been carefully considered, but none of these afford any practical solution. In the years between the wars the numbers of work-people in Malta Dockyard, whilst they fluctuated a good deal, averaged something in the neighbourhood of 7,000. The numbers employed in 1938 were 8,000. The numbers in employment at the time when the decision was taken to make discharges of about 1,200 to 1,300 were 12,500 so that, even after the full programme of discharges has been completed, the number employed in the dockyard will still be substantially higher than in 1938; and the wages bill in the dockyard will be three times as large—£2,500,000 as compared with £800,000.



MARITIME NEWS OF THE

WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

MERCHANT SHIP REPAIRS.

The United Kingdom proceeding for the licensing of Merchant Ship repairs, which has been in operation since the Board of Admiralty made an Order on the 1st. January, 1940, is abolished as from the 1st. October last. The object of the Order was to restrict the amount of repairs to Merchant Ships. When the war ended, the merchant ship repairing industry was faced not only with the arrears of repairs and special surveys, but also with the reconversion to trade of ships which had been taken up for war purposes. In addition, materials were scarce, so that the continued control of work carried out in merchant ships was essential. It is now considered that the repairing industry has broken the back of its immediate post-war task, so that the Restriction of Repairs of Ships Order is no longer necessary.

MERCHANT SHIP RECONVERSIONS.

The merchant ship reconversion programme carried out in the United Kingdom since the war has included the re-instatement of about 50 liners, including the "Queen Mary" and the "Queen Elizabeth," which were taken over for such service as troopships and armed merchant cruisers. All the ships requisitioned for war service will eventually be brought back to their original state, and it is expected that the programme will be completed early next year.

GERMAN SHIP REPAIRS.

The contract for the reconditioning of the Swedish trans-Atlantic liner "Gripsholm," for which a number of British and Continental firms quoted, went recently to Howaldswerke, Kiel, it is understood at a price about half of a reasonable British quotation for the job, which would be roughly £300,000. Not only British, but also Dutch, Belgian, and Scandinavian yards have recently lost orders to German yards; and in many of these contracts the Germans have been prepared to accept a penalty of £200 a day for every day that they are behind schedule. German wages are low, but even so British and Continental firms are astonished by the low prices and short times the Germans quote for substantial contracts.

THE P. & O. "CHUSAN."

For two years running the Peninsula and Oriental Company has had the distinction of launching the largest passenger liner to take the water during the year. In 1948 it was the "Himalaya," which, at 28,000 tons, was the largest ship in the world to be launched during the twelve-month period, and which, incidentally, was the largest ship to be completed anywhere in the world during 1949. This year, the P. & O. heads the world's launching lists with the "Chusan," of 24,000 tons, which slid down the ways at the Barrow-in-

Furness yard of Vickers-Armstrongs Ltd.

CLYDESIDE SHIPBUILDING.

An observer in Britain states that there are worried looks on Clydeside these days. There is at present plenty of shipbuilding work there, but mass dismissals have taken place at Jarrow and other English shipbuilding centres, and no new orders are coming in to Clydebank. Some shipyards executives hope that the devaluation of the pound might bring in some South American orders. Failing that, a recession in the shipbuilding industry seems a certainty and, despite industrial expansion in other directions, Glasgow is still primarily dependent on the shipyards. If they close, it will mean unemployment to a large number of people.

SCHOOL OF NAVIGATION.

The evolution of the British Merchant Service is most interesting to follow. This year the School of Navigation, University College, Southampton, had 118 cadets, the maximum number that the present accommodation can house. Cadets came from all parts of Great Britain and the Empire, as well as from Burma and the Lebanon. When presenting the prizes at the end of the summer term, Captain W. H. Coombs, C.B.E., President of the Officers' (Merchant Navy) Federation, said that during the past twenty-five years, men of good will from the ranks of officers



SURE TO PLEASE!

Not yet available in full variety.
Joyce Biscuits nevertheless offer
flavours to please all tastes. Ask for

JOYCE BISCUITS

FOSTER'S LAGER

BREWED BY **Carlton & United Breweries Ltd.**



For the Best Soft Drinks

Always say . . .

MARCHANT'S

PLEASE!

and of shipowners had caused quite spectacular changes to be introduced into the Service. The young officer of today had to prove himself worthy of his forbears, and had also to justify the confidence of those who had laboured to make the Merchant Navy an attractive profession.

WORCESTER AND PANGBOURNE

Interest in the Merchant Service as a career remains strong with British youth. The Thames Nautical Training College, H.M.S. "Worcester," maintained her full complement of 217 cadets this year, with a growing competition for entry. During the year, 93 new cadets were admitted, and 90 left, of which number 83 were placed in shipping lines. During the same period 63 cadets passed out of the Nautical College, Pangbourne, and of this number 31 went to the Merchant Service, 13 obtained Royal Navy Cadetships, two went to the R.M.A., Sandhurst, and two were successful in obtaining special entry into the Royal Naval College, **NEW SHIP FOR NEW ZEALAND.**

A sensible, and very welcome innovation, is that of the passenger accommodation design in the 22,000-ton liner "Rangitoto" of the New Zealand Shipping Company, just completing her maiden voyage from the United Kingdom to New Zealand and return. The accommodation is designed for one class only of passengers; that is to say, neither first-class nor tourist only, but in a wide range of cabins, varying from a suite for two that includes private sitting room and bathroom, to single-berth cabins with bathroom, or two-berth rooms without bath, or to cabins fitted with two to six berths. The advantage of this design is that passengers have greater freedom to move about the ship, less restricted deck spaces, and a wider choice of public rooms—of which the "Rangitoto" has ten—since none has to be duplicated for separate classes.

NAUTICAL

QUESTION BOX

CONDUCTED BY

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

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

P. McL. (Auckland) submits another list of vessels and asks what their fates were.

"Beacon Grange," 10,160 tons, was bombed by enemy aircraft in position 38°17' North, 02°27' West on 23rd. August, 1940, but she escaped. She was sunk by a submarine torpedo in position 62°05' North, 16°26' West, on 27th April, 1941.

"Oswestry Grange," 4,684 tons, was sunk by the German heavy cruiser "Admiral Hipper" in position 37°10' North, 21°20' West, on 12th. February, 1941.

"Upwey Grange," 9,130 tons, was sunk by a German submarine torpedo in position 54°20' North, 15°28' West, on 8th. August, 1940.

"Elstree Grange," 6,598 tons, was destroyed in Liverpool Docks by aircraft bombs on 3rd. May, 1941.

"Lynton Grange," 5,029 tons, was sunk by a German submarine torpedo in position 43°23' North, 27°14' West, on 28th. December, 1942.

"Canonesa," 8,286 tons, was sunk by a German submarine torpedo in position 54°55' North, 18°25' West, on 21st. September, 1940.

"El Argentino," 9,501 tons, was sunk by bombs from an enemy aircraft in position 39°50' North, 13°38' West on 26th. July, 1943.

"Anglo Maersk," Danish motor tanker, was placed under British control after the capitulation of Denmark in 1940, and was 7,705 tons. She was torpedoed by a German submarine in position 27°50' North, 22°15' West on 26th. October, 1942, and while proceeding under her own power to port, she was again torpedoed

by a U-boat and sunk in position 27°15' North, 18°50' West on 27th. October, 1942.

"Empire Starling," 6,060 tons, was sunk by a German submarine torpedo in position 13°05' North, 56°20' West on 21st. November, 1942.

"Empire Shackleton," 7,068 tons, was sunk by a German submarine torpedo in position 43°20' North, 27°18' West on 28th. December, 1942.

"Aviemore," 4,060 tons, was sunk by a German submarine torpedo in position 49°11' North, 13°38' West on 16th. September, 1939.

The present "Elstree Grange," 7,272 tons, was the American built steamer "Sametrick," built during the War, and purchased by Houlder Bros. about 1947.

"Cutty Sark" (Sandringham) asks which was the greater ship, "Cutty Sark" or "Thermopylae," and which was the faster?

"You don't catch me that way, my lad. I happen to be a keen admirer of the 'Cutty Sark,' but I would not dare to voice an opinion as to the relative merits of the two ships for I would be sure to antagonize many people and rouse a hornet's nest around my head." "Cutty Sark" arrived in the tea trade too late to show what she could do, for she was completed in the year the Suez Canal was opened and the bulk of the trade passed to the steamers.

It would appear to be correct to say that "Thermopylae" was at her best during her first ten years, while "Cutty Sark" was at her best after her first ten years. "Thermopylae's" passages to Melbourne for her first ten years were 62, 70, 60, 67, 70, 72,

64, 68, 80, and 74 days from the Lizard to Hobson's Bay. The "Cutty Sark" first visited Melbourne and Australia in 1873, making the passage in 69 days, "Thermopylae" taking 70 days that year. This was "Cutty Sark's" only visit to Melbourne. From 1873 to 1878, "Cutty Sark" went to Sydney or beyond and via Southwest Cape, Tasmania. Her times from the Lizard to Southwest Cape from 1874 to 1878 were 72, 66, 67, 73 and 69 days. "Thermopylae's" times from the Lizard to Hobson's Bay for the same years being 72, 64, 68, 80 and 74. In her last twelve voyages under the Aberdeen White Star houseflag "Thermopylae" went to Sydney and on her homeward passages to the Start from Sydney, her best time was 76 days in 1882, while "Cutty Sark" had an average of 73½ days over the same distance on her last seven passages to 1890.

From the two ships' logs it would appear that "Thermopylae" could leave "Cutty Sark" standing in light winds, while "Cutty Sark" was the faster in heavy weather. "Thermopylae's" best day's run in her career was 348 knots in 1875 but Captain Jenkins, in the late 1880's, claimed 350 knots, but this has never been verified. "Cutty Sark's" best run was 363 knots for twenty four hours. Her masts were cut down in 1880, some ten feet being taken off her lower masts and seven off her lower yards, her other spars being shortened in proportion. She still made three great runs from Sydney to the Lizard, 1885, 68 days; March, June, 1887, 70 days; and December, 1887, 70 days; as well as a passage from Newcastle, N.S.W., in March, 1888, 69 days. On the only passage that these two fine ships were matched against each other from China to London, "Thermopylae" carried 1,196,400 lbs. of tea, whilst "Cutty Sark's" cargo was 1,303,000 lbs. They left simulta-

Continued on page 16

WHAT THE NAVY IS DOING

SINCE these notes were written for the November issue of "The Navy," the Australian Fleet has completed the exercises it carried out in conjunction with the New Zealand Squadron, and the ships have dispersed to their respective bases. The people of Melbourne had a week of Naval occasions—unfortunately marred by bad weather, for it rained every day whilst the ships were in the Victorian capital port—and had the, for them, unusual experience of 10 naval vessels in port at the one time. In spite of the bad weather, many thousands of visitors went down to the piers and the ships, which were berthed at Port Melbourne. But, although it was Navy Week, and good publicity was given to the various Naval activities, which included the presentation of the Trafalgar Memorial ceremony in front of the Victorian State Parliament House on the 21st. October, and a Naval march through the city a week later, the support given to the appeal for funds for the building of the Memorial Chapel at Flinders Naval Depot was disappointingly small. Some thousands of pounds yet remain to be raised, and the Fund Committee will welcome any donations.

The most important news in the period under discussion is that of the appointment of Mr. Thomas J. Hawkins as Secretary, Department of the Navy, to take effect on the retirement of Mr. A. R. Nankervis early next year. Mr. Hawkins has had a long and rich experience in the Department as a Naval Staff Clerk, as Head of "N," as Secretary of the Naval Board, and as Assistant Secretary of the Department. He is well and widely known as a man of great capacity, with a sound knowledge of the Service and with his heart in its interests, and as an indefatigable worker. One feels that the appointment will be generally welcomed as a wise choice, and "The Navy" offers the Secretary Designate its congratulations and best wishes.

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 Sydney, where she arrived on the 12th. November from Jervis Bay, on completion of the joint exercises with the New Zealand Squadron. She has availability for refit and leave from the 14th. of last month until the 6th. January, 1950, and will sail from Sydney about the 11th. of that month.

The Cruisers:

H.M.A.S. Australia (Captain G. C. Oldham, D.S.C., R.A.N.) arrived in Sydney on the 12th. of November, and has availability for

urgent defects and leave as from the 14th. of that month until the 6th. of next month, sailing from Sydney about the 11th. of January.

10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Captain W. H. Harrington, D.S.O., R.A.N.) is in Sydney at availability for refit and leave until the 6th. of next month, being due to sail on the 11th. of January in company with the Flagship.

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

H.M.A.S. Bataan (Captain F. N. Cook, D.S.O., R.A.N.) is in Sydney at 45 days' availability for refit and 50 days for leave, which run as from the 18th. October last.

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

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

1st. Frigate Flotilla:

H.M.A.S. Shoalhaven (Captain A. W. R. McNicoll, G.M., R.A.N., Senior Officer) is in Sydney at availability for refit and leave. She is due to depart from Sydney on the 4th. of January, to relieve H.M.A.S. Culgoa in Japanese waters.

H.M.A.S. Culgoa (Lieutenant-Commander V. G. Jerram, R.A.N.) is in Japanese waters with the Allied Naval Forces. She will be relieved by H.M.A.S. Shoalhaven about the 1st. of February next, and on her return to Sydney will be granted availability for leave and refit.

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

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 under the direction of 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.

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:

H.M.A.S. Ships Warrego and Barcoo are in Sydney.

H.M.A.S. Lachlan (Lieutenant-Commander W. Sharpey-Schaeffer, R.N.), which is on loan to the New Zealand Government to carry out a survey of New Zealand waters, arrived at Auckland last month to commence operations.

... at Sea and Ashore

ROYAL NAVY.

Home Fleet:

Last month, at the conclusion of Autumn exercises and a cruise of the British Isles, which included visits by various units of the Fleet to Rosyth, the Clyde, Lamlash, Swansea, Port Talbot, Holyhead, Leith, Grangemouth, and Aberdeen, ships of the Home Fleet dispersed to their home ports from Portland, to carry out self-refits before giving Christmas leave. Ships taking part in the exercises and cruise were:

Fleet Aircraft-Carrier: H.M.S. Implacable, wearing the Flag of the Commander-in-Chief, Admiral Sir Rhoderick McGrigor, K.C.B., D.S.O.

Light Fleet Carrier: H.M.S. Vengeance, wearing the Flag of Rear-Admiral C. E. Lamb, C.B., C.V.O.

Cruisers: H.M. Ships Superb, wearing the Flag of Rear-Admiral W. R. Slayter, C.B., D.S.O., D.S.C.; Diadem, and Cleopatra.

Destroyers: H.M. Ships Solebay, Gabbard, St. James, St. Kitts, Battleaxe, Agincourt, Alamein, Corunna, Jutland, Aisne, Barrosa, Crossbow.

GENERAL.

"Amethyst" Returns Home. When H.M.S. "Amethyst" reached England last month after her successful escape from the Chinese Communist-controlled Yangtze Kiang River earlier in the year, her Commanding Officer, Lieutenant-Commander J. S. Kerens, D.S.O., R.N., and his officers and men, together with a contingent of officers and men from H.M.S. "London," were the guests of the City of London at a luncheon in the Guild Hall. The issuing of the invitation was decided upon by the Court of Common Council, presided over by the Lord Mayor of London, and was intended as "a tribute of admiration of the

skill and courage displayed by the ship's company."

Training Cruise.

A number of Australian midshipmen are in the training cruiser H.M.S. "Devonshire" (Captain St. John Cronyn, D.S.O., R.N.), which returns to Plymouth early this month after a cruise in which she visited Gibraltar, Porto Conte (Sardinia), Villefranche, Sorrento, Augusta, Malta, and Palmas Bay (Sardinia). The total of 270 cadets in her company included 175 drawn from the Royal Navy, the remainder being from Dominion Navies, Egypt, and Burma.

Naval Honours For Victorian Governor.

Those on Station Pier, Port Melbourne, when the "Orcades" liner arrived from England on the 18th. of October last, saw the colourful pageantry which marked the disembarkation of the new Governor of Victoria, General Sir Dallas Brooks, who came out in the ship with Lady Brooks and their daughter, Miss Jeannette Brooks. A Naval Guard of Honour received the Governor on the pier.

Fleet Fills Melbourne Piers.

The arrival of the ships of the Australian Fleet and the New Zea-



The new Governor of Victoria, General Sir Dallas Brooks, inspecting a naval guard of honour on his arrival at Port Melbourne by the "Orcades," 18th. October, 1949.

Tattersall's £10,000(1st Prize) CASH CONSULTATIONS

are a weekly affair.

—Well and Widely Known—

THE TICKET S...

Postage for ticket and result, 3d.

"To Win You Must Be In."

You can write from any ship or any port.

The Address...

GEO. ADAMS (TATTERSALL) HOBART



SCIENTIFIC & NAUTICAL INSTRUMENTS

Manufacturers of "Sirius" Brand

Standard & Boat Compasses: Hand Bearing Compasses: Pelorus:

Azimuths: Sextants: Surveying and Dumpy Levels: Clinometers:

Prismatic Compasses: Water Level Recorders and Current Meters.

FULL RANGE INSTRUMENTS AND ACCESSORIES FOR
NAVIGATION AND ENGINE ROOM.

REPAIRS ESPECIALLY CATERED FOR.

Send for particulars:

E. ESDAILE & SONS PTY. LTD.

SURVEYING, NAUTICAL, INDUSTRIAL & OPTICAL
INSTRUMENTS.

ESDAILE HOUSE, 42 HUNTER STREET, SYDNEY

BW 863L

CHAS. E. BLANKS PTY. LTD.

15 CASTLEREAGH STREET, SYDNEY

Specialising in Theatre Advertising and Production of
Advertising, Documentary and Featurette Films

Our Disc Recording Studio caters for reproduction of
Vocal, Instrumental and Personal messages.

Special reduction to Students.

Ring for information—BW 8540, BW 8787.

land Squadron at Port Melbourne taxed the berthing facilities at the two piers—Railway Pier and Princes Pier—and it was only by berthing three deep in some cases that the total of 16 vessels which sought accommodation could be provided for. In all there were 10 warships and six merchant ships—half of the total number being sizeable vessels.

At the Railway Pier were the merchant vessels "Orcades," "Strathaird," "Anna Salen" and "Port Lincoln," each berthed singly, but at the inshore end of the pier was triple berthing on each side, on one side by the New Zealand frigates "Kanieri," "Tutira" and "Pukaki," and on the other by the New Zealand frigates "Rotorua" and "Taupo," and the Australian frigate "Shoalhaven."

At Princes Pier, the merchant vessel "Moreton Bay" and the aircraft-carrier "Sydney" each had a single berth on opposite sides of the outer end of the pier; the merchant vessel "Doric" had a berth to herself on one side of the inshore end, but opposite her was more naval triple berthing, the Australian cruiser "Australia" lying alongside the pier, with the New Zealand cruiser "Bellona" berthed outside her, while outside "Bellona" was H.M.A.S. "Wararamunga." It was the biggest collection of ships ever accommodated at the two piers.

NAUTICAL QUESTION BOX

Continued from page 35

taneously, and when in the Indian Ocean, and some 400 miles ahead of "Thermopylae," "Cutty Sark" had the misfortune to lose her rudder, which, of course, finished the race. Well, there you are. As you see, you set a difficult task.

**Keep a Good
Lookout
FOR THE NEXT ISSUE OF
The Navy**

SEAS, SHIPS AND SAILORS

NORTON



PENALTY

THE LONDON JAVELIN MAY BE FLOWN BY SHIP BY ANYONE WITHOUT QUESTION, BUT ANY PERSON HOLDING IT AT SEA, ON OTHER THAN HIS MAJESTY'S SHIPS OR BOATS, OR WITHOUT WARRANT, IS LIABLE TO A FINE OF £500 FOR EACH OFFENCE.

NAVIGATION-1000 A.D.

FOR CENTURIES THE NATIVES OF POLYNESIA VOYAGED FAR IN THE CANOES IN THE SOUTHERN SEAS, NAVIGATING BY CAREFULLY MADE "CHARTS" OF GRASS BLADES AND STICKS, WHICH INDICATED WINDS, TIDES, AND SAILING ROUTES.

TREES ARE GROWING FROM THE WRECK OF THE BARQUE "JANE SAIGAS" AT DISASTER BAY NEW SOUTH WALES



THE AVERAGE SPERM WHALE WILL STAY SUBMERGED FOR ONE MINUTE FOR EVERY FOOT OF ITS LENGTH, AND DISPLACES THAT NUMBER OF TONS OF WATER. A 60-FOOT SPERM, WEIGHING 60 TONS, WILL STAY DOWN FEEDING 60 MINUTES, AND WILL SPLOUT 60 TIMES WHEN IT COMES TO THE SURFACE //

"OLD TOM"

FOR MORE THAN 80 YEARS A FAIRLY IDENTIFIED "HOMING" KILLER WHALE RETURNED TO TWOFOLD BAY, N.S.W. EVERY WINTER YEAR AFTER YEAR FROM ABOUT 1842 TILL 1880.

AMONG OTHER TRICKS "OLD TOM" WOULD SEIZE THE HARPOON LINE BETWEEN HIS TEETH AND HOLD ON AS LONG AS HALF AN HOUR. IN SEP. 1880 HE WAS FOUND DEAD ON THE BEACH. HIS CARCASS WAS STUFFED AND EXHIBITED AT SOON.

104 MILES BACKWARD.

STRUCK BY A FIERCE WESTERLY GALE OFF CAPE LEEUWIN, AUSTRALIA IN AUGUST 1859, ON HER 462-DAYS VOYAGE FROM LONDON TO NEW ZEALAND THE TUG "LYTTLETON" WAS FORCED TO TURN ROUND AND HEAVE TO. SHE DEPARTED STEADFASTLY TOWARDS HER DESTINATION 104 MILES IN 24 HOURS, FASTER THAN SHE'D EVER GONE BEFORE.



EX-NAVAL MEN'S Association of Australia

Patron-in-Chief



His Majesty The King

Federal Council

THE Federal Secretary has received notification that there will be 21 inter-State delegates and Federal Council Executive officers present at the official opening of the Federal Conference at Canberra next month. Amongst some of these attending will be: Messrs. F. P. Anderson (Federal President), G. W. Scott (Hon. Federal Secretary), both representing the Federal Council, and Messrs. H. E. Ivey, W. J. Pearce and E. H. Smith for Victoria; G. Carroll, H. Humphry and W. Titman for New South Wales; H. H. Hanby, W. A. Palmer and C. J. Tucker for South Australia; N. B. Bicker, N. A. Murphy and W. W. Wayman for Western Australia. Mrs. J. Bath, formerly Miss A. W. Beresford, will be one of the Queensland Sections' delegates. Names of further delegates from the latter State and A.C.T. Section and Tasmanian Association are now awaited by Council. The Conference Agenda, containing 95 items, as submitted by the various States, has been promulgated to State Councils and their Sub-Sections for further discussions prior to State Councils instructing their delegates how to vote on these items.

Mr. W. A. Sullivan (State Secretary of Victoria) left Melbourne

during the month for a holiday trip overseas. Mr. Sullivan was accompanied by his wife, and we trust that they will have the opportunity of making contact with other Naval Associations whilst they are in the United Kingdom. Another member who left during the month was Miss K. Hennessy, an ex-W.R.A.N. and a member of the Newcastle Sub-Section. Miss Hennessy will visit a number of ex-W.R.A.N.s who are now residing in England.

Mr. R. Humphry (State Secretary of N.S.W.) visited Melbourne in November and was present at Flemington to see the "Cup." Mr. Humphry went on to Adelaide by the "Oracles" and was welcomed by Mr. W. A. Palmer (State Secretary of South Australia), who very proudly showed the N.S.W. Secretary over the Naval Memorial House in Peel Street, Adelaide.

Federal Council has sanctioned the award of the Diploma of Merit to Mr. Leslie C. Nimmo, a Past President of the Leederville-Wembley Sub-Section in Western Australia. Mr. Nimmo is Chairman of the recently-formed Housing Committee of the Association in the West. The first house approved under this scheme is now in course of erection and it is hoped that Captain H. L. Howden, C.B.E., will consent to hand over

the key to the successful member. It is likely that land in the Melbourne district will be chosen for the erection of additional houses as the scheme progresses.

It is with deep regret that Council has to report on the large number of deaths of members during the past few months. Amongst those old shipmates who passed on were: Messrs. W. B. Harvey, H. Brett, T. R. Stewart, W. H. Nagle, A. H. Greer and J. ("Purser") Groves, of N.S.W.; W. R. Day, E. J. Wheatley, J. O'Beirne and N. G. McDonald, of Victoria; A. E. Allsopp, B. J. Benzie and E. Bowers, of Western Australia; G. J. Peterson, G. F. Freeman and F. A. McArthur, of South Australia. to the next of kin and families of the above deceased the Association has conveyed the usual messages of sympathy.

During the month all State Councils and Sub-Sections will be holding their regular meetings, to be followed by the popular social evenings and suitable refreshments, and the Federal President and fellow Councillors desire to convey to all officers and members of the Association their heartiest good wishes for the coming festival season, and trust that 1950 will be prosperous to all concerned.

—G.W.S.

Naval Appointments, Etc.

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

His Excellency the Governor-General in Council has approved of Rear-Admiral John Arthur Symons Eccles, C.B.E., being appointed on loan from the Royal Navy, to date 18th August, 1949, with seniority in rank of 8th January, 1949, and as Flag Officer Commanding His Majesty's Australian Fleet, to date 5th October, 1949, with an allowance for Table Money at the rate of Three Pounds (£3) per diem.—(Ex. Min. No. 58—Approved 27th October, 1949.)

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

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 David Gordon Goodwin, D.S.C., is appointed on loan from the Royal Navy, with seniority in rank of 31st December, 1944, dated 1st September, 1949. Kenneth George Schultz (Lieutenant, Royal Australian Naval Reserve) is appointed Lieutenant with seniority in rank of 14th July, 1945, dated 12th April, 1949. Peter James Hutson (Lieutenant, Royal Australian Naval Reserve) is appointed Lieutenant, with seniority in rank of 12th May, 1948, dated 26th April, 1949. The following are appointed Lieutenant (Acting) (on probation):—Alan Herbert McIntosh, seniority 21st September, 1943; Ronald Hamilton Thomson, D.F.C., seniority 9th December, 1943; William George Herbert, seniority 8th July, 1944; John Griffin, seniority 16th April, 1945; Desmond Scott Harvey, seniority 30th May, 1945; Brian

Gregory O'Connell, seniority 5th August, 1945; Garvon Kable, seniority 27th August, 1945; Gerald Edward Riley, D.F.C., seniority, 19th October, 1945; Jack Sydney Hickson, seniority 3rd April, 1946; Alexander Hughie Gordon, D.F.C., seniority 17th November, 1947—dated 9th August, 1949. Communication Lieutenant Henry John Percy Boxall is appointed Lieutenant (L.), with seniority in rank of 1st April, 1948, dated 15th September, 1949.

Promotions.—Sub-Lieutenants David Willoughby Leach and John Neville Crosthwaite are promoted to the rank of Lieutenant, dated 16th September, 1949. Cadet Midshipman (S.) Ian Inglis Blaikie is promoted to the rank of Midshipman (S.), with seniority of 1st May, 1949, dated 1st September, 1949.

Confirmation in Rank.—Acting Lieutenant (E.) Frank Albert Sturgess is confirmed in the rank of Lieutenant (E.), with seniority of 1st December, 1947, dated 15th June, 1949. Commissioned Bandmaster (Acting) George Hooker is confirmed in the rank of Commissioned Bandmaster, with seniority of 22nd September, 1948, dated 22nd September, 1949.

Loan to Royal Navy for Service and Training.—The following are loaned to the Royal Navy for service and training:—Lieutenant Hugh Pryce Jarrett, dated 1st September, 1949; Lieutenant Julian Horace Garfit Cavanagh, dated 1st September, 1949; Lieutenant Clement John Schmitzer, dated 1st September, 1949; Lieutenant (E.) Colin Richard Fletcher, dated 26th August, 1949; Instructor Lieutenant Richard Gerard Pennessy, D.S.C., dated 1st September, 1949; Commissioned Engineer Edward Robert Sangwell, dated 26th August, 1949; Commissioned En-

gineer George Alexander McGregor, dated 26th August, 1949; Cadet Midshipman Philip Graham Newman Kennedy, dated 1st September, 1949; Cadet Midshipman Donald Proctor Weil, dated 1st September, 1949; Cadet Midshipman (S.) Ian McLean Crawford, dated 1st September, 1949; Cadet Midshipman (S.) John Charles Todd, dated 1st September, 1949. The loan of the following to the Royal Navy for service and training is terminated:—Lieutenant David John Hamer, D.S.C., dated 4th August, 1949; Lieutenant (E.) Myles John McLachlan, dated 4th August, 1949; Commissioned Gunner Allen George Harrison, dated 7th July, 1949; Commissioned Gunner Raymond William Clark-Smith, dated 7th July, 1949; Commissioned Gunner (Acting) Geoffrey Thomas Gafford, dated 4th August, 1949; Commissioned Gunner (Acting) Donald Moreton Holmes, dated 4th August, 1949.

Fixing Rates of Pay.—Lieutenant-Commander Robert Henry Edmund Kerruish to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Commander whilst acting in that rank, dated 7th September, 1949.

Resignations.—The resignation of Neville McGuire of his appointment as Commander (E.) is accepted, dated 6th May, 1949. The resignation of Oswald Trethewey Amos of his appointment as Surgeon Lieutenant-Commander (D.) is accepted, dated 13th April, 1949. The resignation of Reginald Tyrrell Charlesworth of his appointment as Commissioned Mechanician is accepted, dated 19th July, 1949.

Termination of Appointments.—The appointment of Thomas Bowen Ready as Surgeon Lieutenant (for short service) is terminated, dated 10th March, 1949. The appointment of William Baker as Acting Temporary Senior Commissioned Boatswain is terminated, dated 9th September, 1949. The appointments

CIVIC HIRE SERVICE

UNIFORMED DRIVERS : : : COURTEOUS AND CAREFUL
ALL-NIGHT SERVICE : : : ALWAYS PUNCTUAL
1/- per mile : : : PHONE: FA3124 (5 lines)
PRIVATE HIRE CARS : : : WEDDINGS A SPECIALITY

C. EBELING & SONS PTY. LTD.



SHIP REPAIRS, MARINE ENGINEERS, BOILERMAKERS
AND WELDERS.

OWN FOUNDRY AND LABORATORY.

Works: 70-80 STEPHEN ST., YARRAVILLE, VIC.

'Phone: MW 2255.

CABLES & TELEGRAMS: "EBELING," MELBOURNE.

Reg. Office: 1 CASTLEMAINE ST., YARRAVILLE, W. 13,
VICTORIA, AUSTRALIA.



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



ANCHOR BRAND

ALBERT'S BOOMERANG SONGSTER NUMBER 53

CONTAINS WORDS OF THE GREATEST
COLLECTION OF WORLD-WIDE HIT SONGS
EVER PUBLISHED.



CONTENTS INCLUDE:
"Again," "So Tired," "Daughter of Rosie
O'Grady," "My Cuckoo Lullaby," "That Certain
Part," "Tears To-Love To-Love," "Belkin' The
Jack," "Caroline in the Morning," "Down By The
Station," "Cruising Down The River," "I Want
A Girl," "Largo Lento Little Bolero," "Rumba-
Carri," "Sousville De Paris," "The Heart of Lark
Leonard," "Gloria," "Blue Moon," "Little White
Lies," "I'd Love To Live In Loveland," "Mama,"
"Down Among The Shagbark Palms," "In The
Market Place of Old Moscow," "You Were Only
Fooling," "The Mistletoe Kiss," "Those Things
Money Can't Buy," "Blame It On The Samba,"
"Corobella," "My One And Only Highland Fling,"
"Betty Blue," "Takin' Miss Mary To The Ball,"
Etc., Etc.

PRICE 9d.

Or send 11d. in stamps and Boomerang Songster
No. 53 with list of Latest Popular Song Successes
will be mailed to your address.

J. ALBERT & SON PTY. LTD.
137/139 KING STREET, SYDNEY.

of Frederick Keith Gorham as
Temporary Commissioned Mech-
anician (Provisional) is terminat-
ed, dated 6th September, 1949.

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

Promotion.—Lieutenant (S.)
Keith William John Angwin is
promoted to the rank of Lieuten-
ant-Commander (S.), dated 28th
August, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Promotions.—Sub-Lieutenant
John Bennetto is promoted to
the rank of Lieutenant, dated
25th August, 1949. Surgeon
Lieutenant Peter Dudley Blax-
land is promoted to the rank of
Surgeon Lieutenant-Commander,
dated 30th August, 1949.—(Ex.
Min. No. 60 Approved 27th
October, 1949.)

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

Appointments.—Benjamin
Crawshaw is appointed Surgeon
Lieutenant-Commander (for
short service), subject to such ap-
pointment being deemed to be
temporary service for the pur-
pose of the Defence Forces Re-
tirement Benefits Act 1948, dat-
ed 1st October, 1949. Leslie
Harold Capleton is appointed
Surgeon Lieutenant-Commander
(D) (for short service), dated
1st September, 1949.

Promotions.—Lieutenant Pat-
rick Brougham is promoted to
the rank of Lieutenant-Commander,
dated 16th September, 1949.
Sub-Lieutenants Patrick Burnett
and William John MacNally are
promoted to the rank of Lieuten-
ant, dated 1st October, 1949.
Senior Commissioner Gunner
John Stuart Godfrey, M.B.E., is
promoted to the rank of Lieuten-
ant, dated 12th October, 1949.
Senior Commissioned Master-at-
Arms Norman Craig Alan Web-
ster is promoted to the rank of
Lieutenant-at-Arms, dated 1st Oc-
tober, 1949. Senior Commission-
ed Shipwright Ernest Victor
Gooch, M.B.E., is promoted to
the rank of Shipwright Lieuten-

ant, dated 1st October, 1949.
Commissioned Gunner George
Jack Hartley is promoted to the
rank of Senior Commissioned
Gunner, dated 1st October,
1949. Acting Temporary Senior
Commissioned Gunner Alexander
George Gray, D.S.C., is promoted
to the rank of Temporary Senior
Commissioned Gunner, dated 1st
October, 1949. Acting Temp-
orary Senior Commissioned Gunner
(T) William John Eastwood is
promoted to the rank of Temp-
orary Senior Commissioned Gunner
(T), dated 1st October, 1949.
Acting Senior Commissioned
Boatswain John William Home-
wood is promoted to the rank of
Senior Commissioned Boatswain,
dated 1st October, 1949. Acting
Senior Commissioned Electrical
Officer (L) Francis John Dudley
is promoted to the rank of Senior
Commissioned Electrical Officer
(L), dated 1st October, 1949.
Commissioned Electrical Officer
(L) Jack Percy Moore is promot-
ed to the rank of Senior Commis-
sioned Electrical Officer (L), dat-
ed 1st October, 1949. Commis-
sioned Writer Officers Clive Alex-
ander MacKenzie and James Gra-
ham Smith are promoted to the
rank of Senior Commissioned
Writer Officer, dated 1st Oc-
tober, 1949.

Confirmation in Rank.—Com-
missioned Communication Offi-
cers (Acting) Darrel William
Bertram and Geoffrey James
Harle are confirmed in the rank
of Commissioned Communication
Officer, with seniority of 14th
August, 1948, dated 14th Aug-
ust, 1949. Commissioned En-
gineer (Acting) (Provisional)
Cecil Adrian Logan is confirmed
in the rank of Commissioned En-
gineer (Provisional), with sen-
iority of 25th May, 1948, dated
25th May, 1949.

Transfer to Emergency List.—
Commander (Acting Captain)
James Claude Durie Esdaile,
C.B.E., is transferred to the
Emergency List and re-appoint-
ed for temporary service, dated
3rd October, 1949. Lieutenant-
Commander George Henry Cope-

land, M.B.E., is transferred to
the Emergency List and re-ap-
pointed for temporary service,
dated 12th October, 1949.

Termination of Appointments.
—The appointment of Clement
Edward Page, D.S.M., as Acting
Temporary Senior Commissioned
Communication Officer (Provi-
sional) is terminated, dated 22nd
August, 1949. The appointment
of Henry Pickles as Temporary
Commissioned Shipwright (Pro-
visional) is terminated, dated 8th
September, 1949.

AUXILIARY SERVICES.

Promotion.—Senior Commis-
sioned Communication Officer
William Robert Phaup is pro-
moted to the rank of Commu-
nication Lieutenant, dated 1st Oc-
tober, 1949.

EMERGENCY LIST.

Termination of Appointment.
—The appointment of Surgeon
Commander (Acting Surgeon
Captain) David Shields Prentice
for temporary service is termi-
nated, dated 30th September, 1949.

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

Resignation.—The resignation
of John Robertson Goodwin
Coupe of his appointment as
Lieutenant is accepted, dated
15th September, 1949.

Termination of Appointments.
—The appointment of Samuel
John Montgomery as Temporary
Engineer Lieutenant-Commander
is terminated, dated 21st July,
1949. The appointment of John
MacKenzie Gault as Acting Tem-
porary Senior Commissioned
Boatswain is terminated, dated
23rd August, 1949.

ROYAL AUSTRALIAN NAVAL RESERVE.

Transfer to Retired List.—
Lieutenant-Commander (S.)
Charles MacVean Branstone
Crabb is transferred to the Re-
tired List, dated 30th August,
1949.

Termination of Appointment.

—The appointment of Newton
Symonds Chalk as Surgeon Lieuten-
ant is terminated, dated 22nd
August, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—John George
Allingham is appointed Lieuten-
ant, with seniority in rank of
27th August, 1945, dated 30th
August, 1949. William John
Dominic O'Grady is appointed
Lieutenant, with seniority in rank
of 12th October, 1947, dated 8th
September, 1949. William Hu-
bert Sutton is appointed Lieuten-
ant, with seniority in rank of 6th
January, 1949, dated 12th Sep-

Over 20,000,000 Tons
of the World's Shipping
Annually Use
"INTERNATIONAL" MARINE PAINTS



"INTERNATIONAL"

The Greatest Name in Marine Paints

Well Worth Considering—Where Do You Stand Young Man?

Notwithstanding your ready acknowledgment of your faith in God, it is tragically possible that every passing day is bringing you nearer to Eternal Damnation.

In Matthew's Gospel, Chapter 7, Verses 21 and 22, Jesus states that MANY shall say in that day, "Have we not done many wonderful things in Thy Name," to which Jesus will reply, "I NEVER KNEW YOU." What a shock to so many.

DOES JESUS KNOW YOU? Unless your faith in God is supported by the knowledge that Jesus Christ is your Lord and Saviour, there is no possibility of having Eternal Life.

Consider these Scriptures quickly: In St. John's Gospel, Chapter 14, Verse 6, Jesus said: "I am THE WAY, the truth, and the life: no man cometh unto the Father BUT BY ME."

Acts 4:12 reads: "There is none other NAME under Heaven given among men whereby we must be saved."

John's 1st Epistle, Chapter 5, Verse 12: "He that hath the Son (Jesus) hath life (Eternal). He that hath not the Son of God HATH NOT LIFE."

By the foregoing it should be clear that there is no access to God or Heaven except through our Lord Jesus Christ.

As YOUR Eternal Welfare is dependent upon YOUR acceptance or rejection of GOD'S WAY OF SALVATION—BE WISE AND BE SAVED through our Lord Jesus Christ.

REMEMBER . . . Jesus has already died on the Cross for YOUR sins and paid the price that you might have Eternal Life.

YOUR PART is to repent and have faith that will lead you to acknowledge Jesus Christ as your Saviour and Lord. SEE 1

PETER 3:18.

—Inserted by W. S. BUTLER, Marrickville.

tember, 1949. Noel Edward Farmer is appointed Lieutenant, with seniority in rank of 25th March, 1949, dated 27th July, 1949. Richard Penn Symons is appointed Sub-Lieutenant, with seniority in rank of 18th July, 1944, dated 23rd May, 1946. John Dunlop Cathcart is appointed Sub-Lieutenant, with seniority in rank of 21st November, 1948, dated 8th September, 1949. Peter Eric Blaubaum is appointed Surgeon Lieutenant, with seniority in rank of 20th November, 1944, dated 29th June, 1949. Russell Geoffrey Cole is appointed Surgeon Lieutenant, with seniority in rank of 20th November, 1944, dated 28th June, 1949. Ian Campbell Galbraith is appointed Surgeon Lieutenant, with seniority in rank of 25th February, 1945, dated 26th August, 1949.

RETIRED LIST.

Termination of Appointment. —The appointment of John Fraser Jackson as Lieutenant-Commander is terminated, dated 23rd September, 1949.—Ex. Min. No. 64.—Approved 3rd November, 1949.)

W. J. F. RIORDAN,

Minister for the Navy.

"HIMALAYA"

Continued from page 19

sented to the P. & O. Company by Sir George Hammick, son of the late Admiral Hammick, who commanded her in the 'eighties, when she was a naval transport.

The second "Himalaya," which was built in 1892, of 6000 tons, and 465 feet in length by 52 feet beam, is the subject of Strom Gould's painting in the starboard lounge. A straight-stemmed, four-masted, two-funnelled ship, she carried 3425 tons of cargo, and 251 first and 74 second-class passengers, and was sold to the British Government as a troop transport in 1916.

While on the subject of paintings in the present "Himalaya," Strom Gould is also responsible for the oil of "The Himalayas, Tibetan Side," over the fireplaces in

the main lounge. Australians artists are also represented on board, John Loxton by some water-colours of Australian scenes in the Australian room, while Elaine Maxton designed some of the sets of menu cards, and the playing cards used in the ship.

Let us take a look at the bridge and engine room. As is to be expected, "Himalaya" is well equipped for safe navigation. Her wheel house contains three types of steering gear, hand-operated telemotor gear for narrow waters, the automatic gyro-pilot, which holds her to her course in the open sea, and an electric control which, used by the gyro-pilot, can also be operated manually. Equipment includes distance and speed indicators, revolution and helm indicators, alarm switches, and whistle and siren controls. Electric loud-hailers, and gyro-repeaters are in each wing of the bridge. "Himalaya" is further equipped with radar, echo-sounding gear, a 10-inch daylight projector, and fire protection in the form of automatic detectors and sprinklers throughout the ship in addition to fire-proof doors, and motor life-boats.

Communication between bridge and engine room is provided by electric telegraphs and telephones. The ship's propelling machinery comprises twin screw turbines, developing 42,500 shaft horse-power. The intermediate and low pressure turbines are of single reduction type, the high pressure turbine being geared to the main gear wheel by double reduction gearing, thus combining maximum efficiency with lightness of weight. Steam is generated in four Foster Wheeler boilers with a working pressure of 525 lbs. a square inch, and a controlled superheat steam temperature of 850 deg. Fahrenheit. Electricity is provided by four 850-kilowatt, 220-volt D.C. turbo generators, each with its own self-contained condenser and separately driven extraction pump.

One of the show places of the ship is the all-electric galley which, situated between the first and

second-class dining saloons on "D" deck, provides some 4000 meals daily. Extending the full width of the ship, and some hundred feet or so in length, it is a truly impressive compartment, admirably equipped with such devices as toasters with an out turn of 120 slices of toast every 35 seconds; automatic egg-boilers which cook eggs to the required consistency and then remove them from the boiling water; butter pat machines, machines which slice and butter bread, refrigerators producing 50 lbs. of ice every three hours—in addition to the main ranges, hot presses, bakeries, and so on.

As an example of the importance of the galley, and of the preparation of food in "Himalaya," the Chef has under his control 25 leading chefs and cooks, while the head baker has a personal staff of 12 assistant bakers. In addition, are butchers and others concerned, so that the total of those employed in the preparation of food and the care of the galley and its subsidiaries, is 87. In addition to the main galley—the principal cooking unit of which is a 20-oven range—the ship has two galleys, designed to give complete privacy, for the exclusive use of Asian passengers or their servants.

And now let us wind up with a few more figures, to give some idea of what was involved in outfitting and furnishing such a ship. For the cabins, more than 1800 mattresses, 3400 pillows and 5500 blankets, 13,000 pillow slips and 13,500 sheets, 2500 bolster covers and 2000 mattress cot covers; 11,000 bath towels for passengers and 3000 for the crew, while 4500 assorted small towels were required. In addition, is the special linen for the suites, and bedding for the children's cots.

For the business of eating and drinking, 6500 breakfast cups, 4000 tea cups, 3700 coffee cups, and their companion saucers; some 17,900 plates, comprising those for dessert, puddings, soup, and for afternoon tea. Glassware: Some 15,00 Otumblers, 3200 wine glasses, 3000 sherrics, and 59 items of

THE FLEET-FORGE PTY. LTD.

9-13 LORIMER ST.
STH. MELBOURNE
VICTORIA

ENGINEERS
STRUCTURAL
MECHANICAL
MARINE

Quotations given for all classes of work.

TELEPHONE:
MX 5231 (6 lines)

NETTLEFOLDS SCREWS

ARE
USED
IN
EVERY

BRITISH
SHIP

NETTLEFOLDS PTY. LTD.

SUNSHINE
VICTORIA



PROTECT
YOUR
CHILDREN

Cornwell's Extract of Malt—the economical tonic food provides essential body building and energy creating vitamins which fortify growing children against sickness and build them strongly for future years.

CORNWELL'S
Extract of
MALT

NATURE'S TONIC FOOD FOR YOUNG AND OLD.

AUSTRALIAN JOCKEY CLUB SUMMER MEETING RANDWICK RACECOURSE

SATURDAY, 24th DECEMBER
MONDAY, 26th DECEMBER
TUESDAY, 27th DECEMBER

Secretary, W. N. PARRY-OKEDEN

AN AUSTRALIAN INSTITUTION

Established 1862.
FIRE, MARINE, MOTOR CAR
Passengers' Baggage, Pluvius,
Householders' Comprehensive,
All Risks, Burglary,
Personal Accident,
And all other
Classes of
Insce.

THE
UNITED
INSURANCE COMPANY LIMITED

Head Office
George & Hunter Sts.,
Sydney.

With branches throughout
Australia & New Zealand.



KINNEAR'S **EMU** BRAND

ROPE, CORDAGE, TWINE and LINEN THREADS



silverplate, including 4000 forks and over 8000 spoons of various kinds. In the galley the Chef has an inventory of 124 different items, the Baker 75, and the modest Butcher a mere 39, ranging from cleavers to refrigerating suits.

"Himalaya" is, in fact, a speeding city of no mean size, and a well-equipped one at that, with brightly lit streets illuminated by its own power plant, with the shops of the "Ocean Trading Company" with its laundry, its orchestras, its sports grounds, its swimming pool, its barbers' saloons—in fact, all the traveller can wish for, and all contained in a ships that looks like a ship, one worthy of the Company it represents, and of the long line of fine vessels whose tradition it carries on.

ROLL UP, THE RESERVES

Continued from page 21

the permanent force, with the exception that the cap tally will be R.A.N.R. unless called up for mobilised service, will be issued to Reservists.

In addition to those in the 18 years to 40 years of age group, if you have attained your 16th. birthday and are below the age of 18 years, you are eligible for enrolment in the Royal Australian Naval Reserve Cadets. Cadets will receive Recruit and general training, and on their 18th. birthday, or on completion of the Recruit's course, they will be eligible to complete an engagement in the Royal Australian Naval Reserve. As Cadets they will not receive any pay, but they will be issued free with the normal articles of uniform. Their training periods do not include continuous training, but they will be requested to attend 30 two-hour instructional periods each year, either on week nights or during daylight on Saturdays.

So if you are near to hand at any of the Australian capital city ports, you can enrol in the Royal Australian Naval Reserve and undergo that training which will be of inestimable benefit to the Navy

and to the country, and, incidentally, will benefit you also as a citizen, and give you a greater zest in life. Headquarters Training Establishments are situated in those ports, and the "Ships" to which Reservists will be attached, and on the books of which they will be borne, are: At Sydney, H.M.A.S. "Rushtetter" at Edgecliff; at Melbourne, H.M.A.S. "Lonsdale" at Port Melbourne, and H.M.A.S. "Lonsdale II" at Williamstown; at Brisbane, H.M.A.S. "Moreton" at Alice Street; at Adelaide, H.M.A.S. "Torrens," Port Adelaide; in Western Australia, H.M.A.S. "Leeuwien," Fremantle; and at Hobart, H.M.A.S. "Huron," Royal Domain. So those of you who can do so, roll up and enrol. See the Naval Recruiting Officer at your local Naval Headquarters. Enrolment starts this month. Training starts in January. And the Royal Australian Navy needs an adequate and efficient Reserve to help, in time of emergency, "the blokes who look after the Navy in peace time."

LANDING AT WASHINGTON ISLAND

Continued from page 23

scr. This means that the loaded boat coming out from the beach must cast off when it gets to the incoming boat, and pull desperately to get out to the launch and safety. Our empty boat is now ready to travel inshore. The next wave arrives, and as it reaches the boat the brakes are eased, and the boat runs forward with the momentum of the wave. As the crest passes under the boat the brakes must be applied in time to stop the boat surging back with the backwash, or undertow towards the next wave. This operation is repeated as each breaker reaches the boat, which thus travels inshore in easy stages, under perfect control, and without any human energy being expended in trying to counter the undertow.

When nearly at the beach a man swims out from the shore with a corked life-line, to make fast to the boat. The gang ashore lean on this line and help the boat im-

perceptibly. When the boat does reach the beach, the brakes are applied and lashed hard down to hold the boat just clear of the sand, though this means that it is rather deep alongside most of the time, and the copra-carriers have to be helped to get the bags up over the high bulwarks, before a wave sweeps them away and gets the copra wet.

As the boat strains at the hawser at the beach, it rears and plunges like a wild stallion, putting a great strain on the hawser and sometimes stranding it. The boats are very heavily built, to stand the pounding they get at the beach and alongside the ship, with a load of up to six tons of copra. This is without the weight of the boat and the water in it. The boats are built at Suva at a cost of £900, and they have to be of the special design to suit the work at Washington.

When the boat is sufficiently loaded for the state of the surf, the brakes are eased after each wave-crest passes, and the returning surge takes the boat seawards. The undertow is very strong in the passage, as all the water carried over the reefs by the breakers tries to return to sea through the boat passage. This enables the loaded boats to get out through the surf without any more manual work than the operation of the brakes. It is remarkable that the surging of the waves can be used to take boats in and bring them out at the same time, much faster than they could be pulled by oars.

Both at the beach and on the way out to the launch the boats ship water from the largest breakers, but never enough to swamp the boat completely. When they near the buoy the hawser must be released and cast off between breakers, and the boat pulls out to the launch. At this stage it is in danger of being carried along the edge of the reefs by the current at the mercy of any large breakers which could throw the boat bodily on to the reef. The total weight of the boat by this time is about 10 tons, and too heavy for six oars to propel in the boisterous seas. On the other hand, when the boats are empty they have a very high freeboard, making pulling difficult, and exposing the boat to the full force of the wind and breakers.

The day is, therefore, spent between doubts and alarms, boats getting out of control with men and oars being washed out of them. At night the large boats are made fast astern of the ship, or hove up the beach by the winch to await the next day's fortunes. And so, day by day, the loading is accomplished despite half the days of the year being too rough to work, even with the ingenious loading scheme.

Stray visitors must give good warning of their coming, as the buoy and hawser must be set up, and the local boats used, as it is too dangerous to run the gauntlet in any normal service boats, but it is an island well deserving of our study.

Answers to Nautical Quiz

- (1) A "Dutchman's Log" was a primitive method of estimating the speed of a ship through the water by throwing a chip of wood over the side forward, and taking the time it took to pass two measured marks on the ship's rail as it floated on the water, the answer forming the basis for a problem in proportion.
- (2) "Fanny Adams" is a general nautical name, for stew: "Harriet Lane" is a Merchant Service title for the same dish.
- (3) The Ward room was once known as the "wardrobe," and was a repository for the prizes captured in battle as, at that time, there was no

Always ask for . . .

SHELLEY'S FAMOUS DRINKS

Obtainable from leading
shops and saloons.

Retail Price . . .

LARGE BOTTLE . 5d.
SMALL BOTTLE . 4d.

SHELLEY & SONS CORDIAL FACTORY

PTY. LTD.
MURRAY STREET,
MARRICKVILLE,
N.S.W.

Phones: LA 2431, LA 2659

ENGINEERING PRODUCTS PTY. LTD.

426-436 Burnley St.
BURNLEY
VICTORIA

Specialised
Manufacturers
in all types of
Petrol, Oil and other
Storage and Dispensing
Equipment.

Telephones:
JA 5251
JA 5252

Telegrams:
Eppcol, Melbourne

separate officers' mess, of-
ficers feeding in their own
cabins, which were built
round the "wardrobe."

- (4) When, in the early Eighteenth Century, the Spaniards were stopping and searching ships carrying on contraband trade with their colonies, they are alleged to have boarded the "Rebecca," and to have cut off Captain Jenkins' ear, telling him: "Carry this home to the King, your master, whom if he were present I would serve in like fashion." The story roused great indignation in England, and the country clamoured for war with Spain, which was declared in 1739. When the bells were rung in London on the declaration of war, Walpole said: "They may ring their bells now, but ere long they will be wringing their hands."

- (5) The "Moreton Bay" and "Arawa" were in Sydney together in September, 1939, fitting out as Armed Merchant Cruisers.

- (6) The name "hammock" is taken from the West Indian word "hamaca," and in early days at sea the hammock was known as the "hammo." It was introduced into the British Navy in 1597.

- (7) The "Duguay Trouin," which was launched at Rochefort in 1800, fought the "Victory" at Trafalgar. After her capture by Sir Richard Strachan she was taken to Plymouth, refitted and renamed "Implacable," and finished up in Fareham Creek, Portsmouth, as a training ship.

- (8) She was the Cunard liner "Mauretania" which, built in 1906, retained the Blue Riband of the Atlantic for 22 years until it was won from her in 1932 by the German "Bremen."

- (9) Tandjong Priok is the seaport of Batavia.

- (10) In September, 1923, seven United States of America destroyers, in a dense fog, ran on the rocks at La Honda, 75 miles north west of Santa Barbara, California. The destroyer "Delphy" led, followed by "S. P. Lee," "Young," "Nicholas," "Woodbury," "Chauncey," and "Fuller." The seven destroyers were total loss, and in addition 23 lives were lost.

REAR-ADMIRAL J. A. S.
ECCLES, C.B.E.

Continued from page 24

the appointment of Director of Operations at Admiralty, remaining there until 1943, when he assumed command of the aircraft-carrier H.M.S. "Indomitable." He joined her in the United States, where she was repairing after having been torpedoed at Salerno. From the States she proceeded to join the Eastern Fleet, operating out of Trincomalee, Ceylon, and carrying out air strikes on Sumatra and the Andamans.

At the end of 1944, "Indomitable" came to Australia—carrying out an air strike on Palembang on the way, and there having her first experience of Kamikaze attacks—and joined the British Pacific Fleet. Flying the Flag of Admiral Sir Philip Vian, she took part in the attacks on Okinawa, and was at the Japanese surrender at Hong Kong.

Following his command of "Indomitable," Admiral Eccles was for a year Chief of Staff, Portsmouth, to Admiral Sir Geoffrey Layton. He then took the Imperial Defence College course—there, incidentally, being in company with the present First Naval Member, Rear-Admiral J. A. Collins—and was subsequently in command of Chatham Barracks until his promotion to Rear-Admiral in January of this year, and his present appointment as Flag Officer Commanding the Australian Fleet.

A CALL TO ADVENTUROUS YOUNG MEN

The call of the sea, to adventure, to foreign travel, to a grand, free life, is as strong as ever. And the Royal Australian Navy offers you just that life, in a rapidly expanding, highly technical service. The work is most interesting and varied, and gives real opportunities of promotion and high rates of pay with complete security.



Send the coupon to the end of this advertisement for full information on the opportunities the Navy offers today.

APPLICATIONS ARE INVITED FOR

SEAMEN, Signaller, Telegraphist, Stoker-mechanic, Sick berth attendant, Cook, Steward, Electrical, Clerical, Airman (non-flying), Musician and Musician-bugler.

No previous experience required, except for Musician and Musician-bugler. AGE FOR ENTRY: Over 17 and under 21.

TRADE BRANCHES
Shipwright, Engine Room Artificer, Ordnance Artificer, Aircraft Artificer, Electrical Artificer and Artisan.

Trade experience is required, and entry is subject to passing a trade test. AGE FOR ENTRY: Over 16 and under 21 (Under 26 in special cases). Aircraft Artificers over 18½ and under 23.

Employment eligible: Shipwrights, boat-builders, bridge-builders, fitters and turners, boiler-makers, copper-smiths, engine-smiths, instrument makers, electrical fitters, fitters, sheet-metal workers, painters and blacksmiths.

NAVAL AVIATION BRANCH: Rating Pilot.
Entry by selection. AGE FOR ENTRY: Over 17 and under 19.

For full information, fill in and send the coupon below together with a cutting of this advertisement showing the group in which you are interested, to the Naval Recruiting Officer in your State.

Join the **ROYAL AUSTRALIAN NAVY**

Please send this coupon to the Naval Recruiting Officer in your State, showing the group in which you are interested.

NAME (block letters)

ADDRESS



MEN OF STAMINA

MATTHEW FLINDERS

1774-1814



CLOTHES
Tailored from
Crusader Cloth

THIS GREAT English navigator, who first proved our Continent to be an island, is the man who gave Australia its name. Before then, Australia was called New Holland. . . . In 1803, by circumnavigating Australia, Flinders completed the great task of coast exploration. The story of Flinders is the story of amazing dangers and escapes and of great stamina. His honest, simple and heroic character, his skill, resourcefulness, thoroughness, and his indomitable courage make Flinders one of the greatest figures in the history of British seamanship.

Ask for

Stamina

Self-Supporting TROUSERS

IDEAL FOR EVERY WEAR — EVERYWHERE

PLEASE NOTE

**THIS MATERIAL
WAS FILMED AT A
REDUCTION
RATIO 16.5x**

**SOME PAGES MAY
CONTAIN FLAWS AND
OTHER DEFECTS WHICH
APPEAR ON THE FILM**