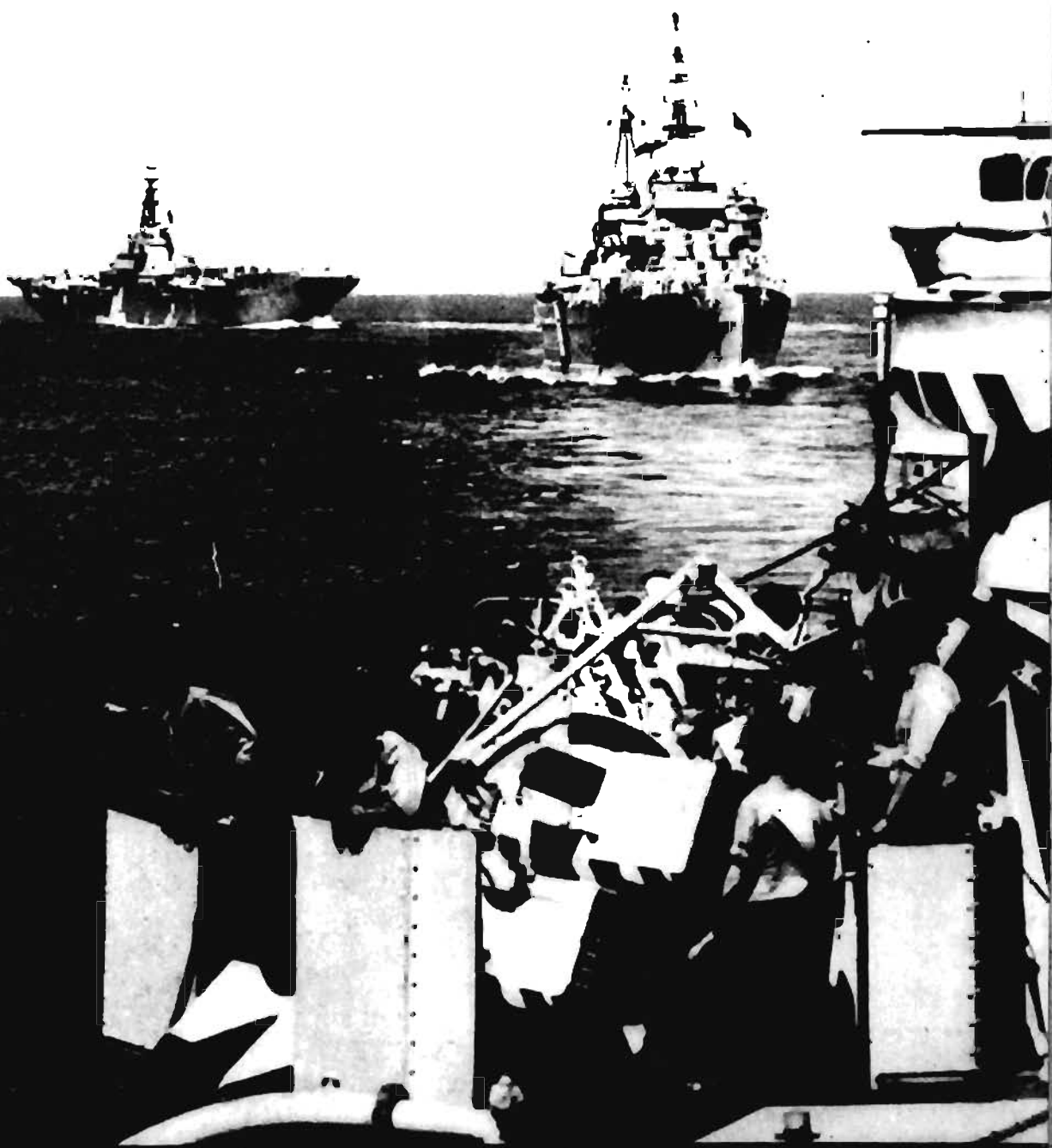


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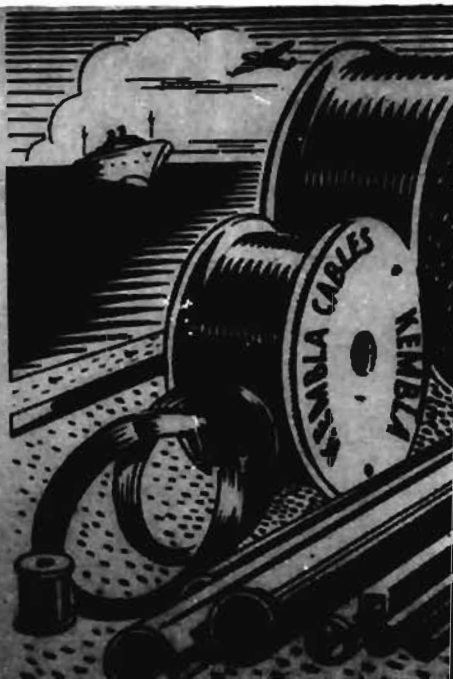
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## THE NAVY FOR NEXT MONTH

LET us start off by wishing our readers the best for 1950— including, we hope, the best issues of "The Navy" which we have so far produced. To do that we have, we know, a long way to go. There is much that we have to do before we make "The Navy" just as good as we want it to be. But we have, we feel, improved in the three years since the magazine came out in its new, enlarged form. And we are going ahead to improve still more, and to give you the journal you want to fill your nautical needs in reading and pictorial matter. So, all the best for 1950. In the meantime, here is something of what we shall have in the February issue:

### THE "ORIZABA" GOES WEST

Forty-five years ago on the 13th. of this month, the Orient and Pacific Steam Navigation Company's "Orizaba" sailed from Tilbury for Australia. On the 16th. of February, after an uneventful voyage, she reached Western Australia—and, in hazy weather, ended her life on the Five Fathom Bank outside Fremantle. In the anniversary month, the February issue of "The Navy," our contributor "I.B." tells the story of the voyage and loss of the "Orizaba" in a fully illustrated article of great interest.

### THE U.S. COASTGUARD AND OCEAN SAFETY

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### THE R.A.N. SICK BERTH STAFF.

In the September last issue of "The Navy," Mr. J. D. Hoysted wrote of the growth of the Sick Berth Branch of the Royal Australia Navy, writing with authority as one of the members of that important Branch of the Service. In the forthcoming issue, he follows this up with a second article, telling of the developments in the Branch to its present-day position.

### GENERAL

All the usual features of your Australian Maritime Journal—Anniversaries of the Month, Nautical Question Box, What the Navy is Doing, Maritime News of the World, etc., and the latest from the Navy League and Ex-Naval Men's Association.

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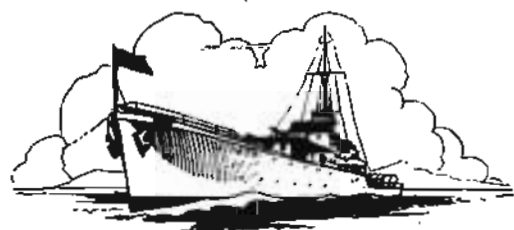
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## LETTERS TO THE EDITORS

### "THE NAVY IS HERE"

Sir,  
I have been reading with interest the October issue of "The Navy" and have come across an article on a new publication, "The Navy is Here," and I was wondering if it will be possible to purchase this book in the newsagents or, if not, if I were to send a postal note to you, could you forward a copy to me? Congratulations on the fine magazine you are turning out.

Yours, etc.,  
S. M. Zouch,  
14 Queen Street,  
Woolahra, N.S.W.

The letter, and the congratulations, are appreciated. As was pointed out in the October issue of "The Navy," the proceeds from the sale of the small souvenir booklet, "The Navy is Here," are in aid of the Memorial Chapel at Flinders Naval Depot. The booklet is not on sale at newsagents. Copies could be obtained from the Senior Chaplain, H.M.A.S. "Lonsdale," Port Melbourne, Vic. We have had pleasure in obtaining and forwarding a copy to Mr. Zouch.

—Ed., "The Navy."

### SUBMARINE "J.I." PHOTOGRAPHS

Sir,  
No doubt I am being a little optimistic in this request. My husband was in the crew of H.M. Submarine "J.I." which arrived in Sydney in August, 1919. The Captain was Lieutenant D'Oyley-Hughes. The boats had the photographs of the crews taken on board, and I am wondering if I could procure a copy of that of the "J.I.'s" crew through your magazine. We are regular subscribers to "The Navy," which we procure through South's Book Shop, Willis Street, Wellington. Hoping you will be able to help me.

Yours, etc.,

(Mrs.) Grace Anglis,  
1 Bourke Street,  
Kilbirnie, E.3.  
Wellington, N. Z.

Thank you for your letter. We are making enquiries to see if we can help you. In the meantime, if any other reader of "The Navy" knows of the required photograph, it would be much appreciated if he would write to the Editor, or get into touch direct with Mrs. Anglis at the above address.

—Ed., "The Navy."

### OLD "YARRA'S" WANTED

A correspondent who is constructing a model of H.M.A.S. "Yarra"—the destroyer of the 1914-18 War—is anxious to get into touch with one of the Engineer Officers who served in that ship during her period in the Arctic. If any reader can help, and would advise the Editor, the necessary contact will be established.

—Ed., "The Navy."

### SOUTHERN OCEAN ICE

Sir,

In the October issue of "The Navy" the first picture relating to old-time warships gives H.M.S. "Powerful" as having only three funnels. Quite obviously a mistake, she and "Terrible," her sister ship, having four. Could you let me know the northern limit of drifting ice in the Great Southern Ocean? On passage in S.S. "Indrapura," Cape Town to Melbourne, in May, 1914, early one morning several witnesses besides myself saw icebergs, we then being about eight days out from the Cape. That night Captain Craven made an emphatic denial that any ice was about. Personally, I believe that he was doing a good job for his passengers, and incidentally, for his company, especially in view of the comparatively recent "Titanic" disaster. There

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## LETTERS TO THE EDITORS

were over 800 migrants on board, including many young children and women, and their peace of mind would be the first consideration of a ship's officers. The announcement was made at a concert. No public address systems in those days, of course. (I touch my cap!). I remember we few were looked upon from then on as scaremongers—or something much worse. Should time and space permit, possibly at a later date, would you kindly tell the story of the S.S. "Etruria," engaged in the North Atlantic trade about 1884? I much enjoy reading my copy of "The Navy." P.S. As a native of Pompey, I have seen H.M.S. "Powerful" many times.

Yours, etc.,  
Edw. A. Nash,  
54 Kendall Street,  
West Preston,  
Vic.

Thank you for your letter, and for directing our attention to the wrong picture title to "Powerful" in the October issue. A number of our readers have written in on this matter, as you no doubt noticed from "Letters to the Editor" in the December issue. Regarding ice in the Great Southern Ocean, the normal northern limit for bergs is, between the months of November and March, in the vicinity of 46 degrees to 44 degrees South Latitude, up to about 6th Meridian. East of that the limit is more southerly. But occasionally bergs are sighted further North, up to 39 or 40 degrees South. The "Australia Directory," Vol. 1, states: "Independently of the severity of the climate occasionally experienced in high latitudes, there exists the lurking danger of disrupted masses of ice and icebergs of large dimensions. The absence of approximate positions of these dangers cannot be depended on for any season of the year; they are, however, rarely encountered north

of lat. 40 degrees South. Nevertheless, there are instances of icebergs being seen off the Cape, and north of lat. 40 degrees South as far as long. 60 degrees East, and it is, therefore, desirable to keep a good look-out for them. Between 40 degrees and 45 degrees South they have occasionally been met with as far as 65 degrees East; on the 45th parallel to 135 degrees East, and on the 50th parallel to 140 degrees East. In one year (July, 1895), 13 icebergs were passed by the steamship "Tainui," between lat. 44½ degrees South, long. 44 degrees East, and lat. 45½ degrees South, long. 67 degrees East. And in the same month the steamship "Port Chalmers" collided with an iceberg in lat. 44 degrees 55 minutes South, long. 52 degrees 23 minutes East." In the summer of 1921, the "Runic" sighted ice when bound from the Cape to Australia, and somewhere in the vicinity of the 40th parallel.

—Ed., "The Navy."

## FIVE-BLADED PROPELLER

Sir,

Your paragraph in the November issue (page 23) of "The Navy" about the five-bladed propeller of the "Saint Gregory" prompts me to mention another of this type. The American Pacific Coast marine Press has lately given a lot of publicity to a five-bladed fitted last month to the "R.G. Follis," a tanker of the Standard Oil Fleet. The vessel was built by the Sun yard in 1946, but this year went into Bethlehem's San Francisco yard for the replacement of the propeller. It was the yard's largest job of this nature, weighing 18 tons, and is the first five-bladed built on the Pacific Coast. Some reader who specialises in engineering or design might care to enlighten me regarding the advantages—theoretical or practical—of this design. I am only a recent addition to your list of subscribers, but have found "The Navy" well

January, 1950.

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### LETTERS TO THE EDITORS

worth taking. Good luck to you.  
Yours, etc.,

N. L. McKellar,  
Tamworth Base Hospital,  
P.O. Box 83,  
Tamworth,  
N.S.W.

Thank you for your letter, and for the good wishes you kindly express therein. If any reader with knowledge of propeller design cares, as Mr. McKellar suggests, to give us the benefit of his views on this matter, we would be happy to publish them.

—Ed., "The Navy."

### H.M.S. "CHALLENGER"

Sir,

"I.B.'s" informative article, "Watcher, Old Timer," has been, I'm sure, welcomed by all those to whom it was dedicated. Forty years is a long way back, and names and dates are so easily forgotten; for this reason his article is doubly acceptable. To keep the record straight, however, a couple of corrections are necessary in regard to H.M.S. "Challenger." In the first place, this ship was a "Second-Class Protected Cruiser," not a Third-Class Cruiser, as stated. Second, and more important, the Captain of that ship, repeatedly referred to as "E.F.G." Gaunt, was Guy Gaunt, a younger brother of E.F.G., both of them being sons of the late Judge Gaunt, of Ballarat and Melbourne. Guy Gaunt, who served an apprenticeship (or part of one) in sail in the Merchant Service before joining the R.N., won fame as a Lieutenant during the Samoan troubles of 1899. Gaunt, as a Lieutenant of H.M.S. "Porpoise," organised the native defences, and licked into shape a body afterwards known as "Gaunt's Brigade." In his post-"Challenger" years he became the British Naval Attaché at Washing-

ton, U.S.A., and as such took an active part in thwarting the sabotage efforts of Captain von Rintelen and other Germans prior to America's entry into the 1914-18 War. He subsequently became a Member of Parliament in England, and the last I heard of him he was living in retirement in the tax-free paradise of Tangier. Captain Guy Gaunt was the most unorthodox skipper I ever served under. He "took over" from Captain Da Costa at Hobart in April, 1910, in civilian attire, his uniform having gone astray somewhere. I can still visualise the green Hornburg hat with its feather, worn at an angle of 45 degrees, the rather loud check suit, and the green handkerchief tucked up one sleeve, in which our new skipper paraded for the first few days. Some months later "Challenger" spent a long period of quarantine just inside Cape Moreton, an old pilot station, Bulwer, being used as a mump camp. In a disreputable rig which no wharfie would wear to shovel phosphate, Captain Gaunt used to go ashore with a "pusser's" shovel over his shoulder, and proceeded to work out irrigation problems by cutting patterns of trenches in the sand. The photograph of "Challenger" on page 12 of the November issue of "The Navy" was taken in 1910—not 1912—two days out from Hobart to Fremantle. I watched the antics of the photographer—an officers' steward, I think—of "Powerful," trying to get steady enough to snap the shutter on one of the many occasions when "Challenger" over-ran her station. Incidentally, half an hour later both ships hove to to repair damage and secure gear, and remained at four knots heading the seas all night. I have an excellent reason for remembering the date this photograph was taken—April 30, 1910. At daylight that morning, as signalman of the watch, I "sneaked" aloft without permission to retrieve the starboard lower yard-arm halyard that were streaking away in the breeze. The ship gave a daddy of a roll—similar to the one in the

photograph—the seizing of the foot-rope bearing my weight carried away, and I was left hanging by both hands to the yard-arm, with nothing under my feet. The sea seemed mighty close, too! The corresponding roll to port enabled me to get a leg over the yard, and so on back to the mast. I wasn't worried at the moment—it happened too quickly. But by the time the Commander (Luxmoore) and the O.O.W. had finished with me on the bridge, I was scared to death. Yes! Those old "Chally" days were good old days, "I.B."

Yours, etc.,

C. B. Norton,  
487 Mowbray Road,  
Lanc Cove,  
Sydney, N.S.W.

Many thanks for your most interesting and informative letter, which will, we know, be valued by "I.B.," and will be of great interest to our readers generally.

—Ed., "The Navy."



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## GENESIS OF THE R.A.N.

IN this issue of "The Navy" we publish a review of a book by Mr. G. L. Macandie, "The Genesis of the Royal Australian Navy." Mr. Macandie has spent a lifetime in the Naval Forces of Australia: first in the Queensland Marine Defence Force; later, after being, through his association with the "Father" of the Royal Australian Navy, Admiral Creswell, at the centre of developments throughout the period of the birth of the Navy; and finally, until his retirement in 1946, as one of the senior Civil Officers of the Royal Australian Navy as we know it today.

He is thus peculiarly well equipped to have compiled and prepared this book, which is a most valuable contribution to Australian history. The considerable amount of work involved has been for him, during his retirement, a labour of love. The result is a permanent record of a most im-

portant phase of Australia's "growing up" period: of her evolution from the status of a collection of Colonies to an independent Dominion.

The great importance of this record lies in the fact that it was largely through the acquisition of a Navy of her own that Australia, in common with her sister Dominions, achieved the actual status of a self-governing Dominion when she did. The establishment of independent Naval forces within the framework of the Empire created an entirely new set of relationships among the component parts of the Empire. A situation was reached which made it imperative that the Empire as a whole should be guided by a common policy in regard to the other nations of the world. If, as Sir Edward Grey made clear at the Imperial Conference of 1911, the action of fighting forces in different parts of the Empire were determined by divergent views of foreign policy, the Empire would not consent to share the resulting liability, the risks of which it could not gauge. "The creation of separate fleets," he said, "has made it essential that the foreign policy of the Empire should be a common policy."

This recognition by the senior partner in the Empire bore immediate fruit, in that from then on, the Dominions were consulted, and their concurrence secured, in matters of foreign policy

affecting the Empire as a whole; a condition which had not hitherto obtained. It was the first step towards that recognition of equality of status in which, as Mr. Lloyd George, when Prime Minister of Great Britain, said at the Imperial Conference of 1921, the Dominions "attained full national status, and now stand beside the United Kingdom as equal partners in the dignities and responsibilities of the British Commonwealth."

## THE UNFOLDING STORY

Mr. Macandie's contribution to Australian history, through the voluminous documents he publishes and from which he quotes, is a tribute to the realism and commonsense of the authorities both in Great Britain and in Australia in their solving of the problem presented by the Australians' wish to possess their own Navy.

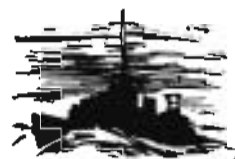
It was a problem on which good feeling could easily have been wrecked. On the one hand there was the natural Australian aspiration to take an active part in Australian Naval defence, to have a fleet over which Australia exercised control; and, more especially, to have a fleet in which Australians could be trained and which Australians would eventually command. On the other hand there was the stand by Admiralty, on firm strategical ground, that "The sea is all one, and the British Navy, therefore, must be all one; and its solitary task in war must be to seek out the ships of the enemy wherever they are to be found, and destroy them. At whatever spot, in whatever sea, these ships are found and destroyed, there the whole Empire will be simultaneously defended in its territory, its trade, and its interests." As Lord Selborne, then First Lord of the Admiralty, told the Colonial Conference of 1902: "It is desirable that the populations of the Dominions beyond the seas should become convinced of the truth of the proposition that there is no possibility of the localization of naval force, and that the problem of the British Empire is in no sense one of local defence."

It would have been easy to have reached an impasse. As it turned out, by the use of understanding and compromise on both sides, a happy solution was reached by which Australia has her own Navy, controlled by her own Government, administered by her own Naval Board, officered and manned by her own nationals, and paid for and maintained by her own people; yet completely and perfectly integrated with the Royal Navy, with ships, officers, and men of equal efficiency, interchangeable at a moment's notice with complete assurance of full mutual confidence, know-

ledge, and ability. Training, intelligence, techniques, and traditions are common to the two Services which are thus virtually one. It is a relationship which is an outstanding example of that British genius for reaching an arrangement whose flexibility meets what appear to be opposing demands. It is a relationship which has stood the test of time, and the strains of two world wars. No stronger link than that of the two Navies exists between Australia and her British partner in the Commonwealth of Nations.

This relationship was not reached easily. The arrangement took considerable hammering out, considerable adjustment of what could have been irreconcilable points of view. Much credit goes to those in Australia, who, themselves seamen, conceived the ideal of an Australian Navy and pressed their claims in and out of season, and to those in the Government who supported those claims. Much credit goes also to the Admiralty who, having accepted the Australian aspirations, have since fostered and encouraged them, have given the services of distinguished and devoted officers to the Royal Australian Navy, and have helped that Navy to its present status. All concerned have been well repaid. The Royal Australian Navy is today not only a part of that Empire Navy which secures our sea communications "at whatever spot, in whatever sea," is necessary; it is also a fully-fledged Navy in its own right, proved in war as well as in peace.

The road by which this was achieved is marked by major signposts in Australian history, and in preserving them in this book, Mr. Macandie has performed a service of national importance.



**'The Navy'**  
is Your Guide  
to Naval Affairs





With lovely hull lines, the Port Line's new "Port Brisbane" displays something new in ship design in her streamlined superstructure.

## AN ESSAY IN STREAMLINING

THE PORT LINE'S "PORT BRISBANE" — ONE OF THE MOST EXPENSIVE CARGO VESSELS EVER BUILT — IS A FINE EXAMPLE OF PRESENT DAY BRITISH SHIP CONSTRUCTION.

by REUBEN RANZO

QUITE a number of years ago now, when the writer of this article was an apprentice in the British Merchant Service, fo'c'sle yarns used to be current regarding a mythical ship called the "Nonsuch." As to whether or no she ever then existed, he is still in the dark.

The story ran that she was built and operated by an eccentric who had the interest of the seaman at heart. Sailors slept in cabins between sheets, dined in mess rooms off cloth-covered tables, enjoyed such amenities as a recreation room, and were, in fact, treated more as passengers than as shellbacks. She was, legend averred, a failure as a social experiment; for the seamen failed to appreciate what was done for them, and cut the sheets up for brass rags, half-

inched the cutlery, destroyed their comfortable lounges, and generally broke the heart and faith of their would-be benefactor.

But now the "Nonsuch" has become a fact, as is evidenced in quite a number of ships sailing the seas today, among them the subject of these notes—the Port Line's new "Port Brisbane", one of the recent new arrivals in the Australian-United Kingdom trade.

As the photographs herewith illustrate, the "Port Brisbane" is something of a departure in shipbuilding: the first really streamlined vessel. She was built by a firm which has had considerable experience with Port Line ships. Swan, Hunter, and Wigham Richardson have built sixteen

"Ports" since they built their first in 1925.

This one, which they completed last year—she is now homewardbound on her second voyage—is of 11,950 tons deadweight; 559 feet 10½ inches overall length; of a moulded breadth of 70 feet and moulded depth of 43 feet; and measures 11,941 tons gross tonnage.

A motor ship, she is propelled by twin-screw Wallsend-Doxford balanced type, opposed piston, reversible engines, which were constructed by the Wallsend Shipway and Engineering Company Limited. Each engine has six cylinders of 670 millimetre bore and 2,320 millimetre combined stroke, working on the single acting two-stroke cycle principle, with airless injection of fuel. There are three lever-driven scavenge pumps on

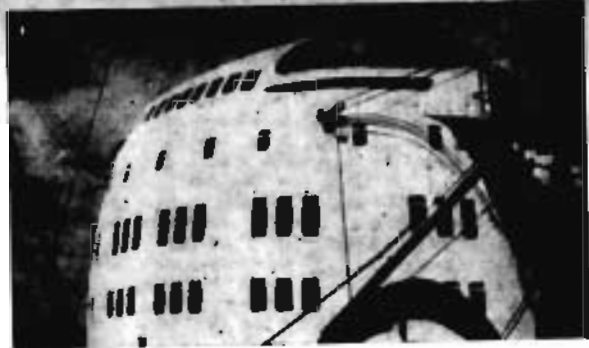
each engine. The machinery is designed to develop an aggregate of 13,200 B.H.P. at about 115 revolutions a minute on regular service; and the ship maintains a cruising speed of 17 knots on approximately 38 tons of fuel a day. She has been up to 19 knots, but has not yet been full out. Incidentally, she has solid propellers.

Let us have a general look at her. Her hull lines are most satisfying. She is fine in the entrance, and runs aft from a well-raked stem—which carries the Port Line Houseflag on a hodge on its rounded top—in a clean sweep to a cruiser stern. The ship is built with three complete steel decks, and above the upper of these is the first tier of erections, consisting of a fore-castle which extends for more than a third of her length, and an enclosed bridge.

A single, slightly-raked pole mast, at the break of the fore-castle, leads the eye along to her most striking feature in streamlining, the lofty, solid, rounded bridge structure, which extends from the line of the hull shell-plating on either side, and is curved both in its thwartship and in its vertical face. This most unusual looking structure, completely enclosed, contains the navigating bridge, the Master's and Officers' accommodation, the passengers' lounge, smoke room and writing room, and the dining saloon.

From the upper extremity of monkey island, the bridge structure slopes aft to a squat, sharply raked elliptical funnel and thus down to the level of the boat deck, which in turn steps down aft to the bridge deck, and then to the main deck and so to the stern.

The "Port Brisbane" has accommodation for twelve passengers. Staterooms are single and double berth, panelled in Australian maple and luxuriously furnished, with toilets en suite. The needs of passengers in their state rooms are provided for even to



Most striking feature of the "Port Brisbane" is her completely enclosed, curved bridge structure.



A view looking forward along the "Port Brisbane's" boat deck. Of her four lifeboats, one is motor powered.



Looking from the passengers' lounge through the bar and smoke room on the starboard side.

such small refinements as points for the plugging in of electric razors.

The general rooms for passengers, with the exception of a verandah cafe on the after end of the upper bridge deck, are in the main bridge structure, with windows looking forward. On the forward end of the upper bridge deck, the midship section is taken up by a lounge, with settees and chairs upholstered in hiege and gold brocade. A writing room opens out from the lounge on the port side, and on the starboard side is a smoke room furnished with a semi-circular bar, with tubular stools in red leather at the bar itself, and large easy chair lounges around the bulkheads in hiege and red leather, with glass holders and ash trays in the arms.

The dining saloon for both passengers and the ship's officers—is panelled in silver birch, and extends right across the bridge structure. Good use is made throughout of decorative paneling in weathered sycamore, Australian walnut, Indian laurel, white ash burr, tulip tree burr, and Australian pear tree veneer. Some attractive effects are also obtained by the use of glass screens, brilliant cut and acid etched in various designs, the main feature in the principal entrance being a dolphin design, while other screens feature Australian and New Zealand birds and animals.

An embossed coat of arms of the City of Brisbane is a dominating decoration on the main stairway: while two treasured pictures—carried in the ship—are a portrait of Her Majesty the Queen, which was presented by Her Majesty following her visit to the ship in London before her departure on her maiden voyage; and an oil painting, by William Bustard, of the Brisbane City Hall, which was presented by the Lord Mayor of Brisbane—Alderman J. R. Chandler—when the "Port Brisbane" first arrived in Australia last year.

The accommodation for the Master and Officers is above that of the passengers in the main bridge structure. The Master's suite consists of a large dayroom panelled in oak, with office, bedroom, and bathroom adjacent. The officers' cabins are large and well-furnished, and they have in addition a comfortable smoke-room, with a verandah at the after end opening out on to a clear expanse of boat deck space. On the bridge deck are also the engineers' cabins, the accommodation for petty officers and stewards, the hospital and laundry. The Chief Engineer, as is the Master, is provided with a suite consisting of a bedroom, dayroom, bathroom and office, and there is an excellent lounge-smoke-room for the engineers.

The members of the crew are berthed in two-berth cabins in the bridge 'tween decks amidships, each room being well furnished with ample drawer accommodation, writing facilities, and reading lamps over the bunks. There are separate messes for each branch, served from the galley on the cafeteria principle; and the crew members have also their own recreation room and laundry, and excellent sanitary arrangements in large rooms equipped with hot and cold fresh water, servicing showers and hand basins.

The roomy galley, with its adjacent baker's and butcher's shops and storerooms, is all-electric and serves the whole ship; and is situated at the fore end of the bridge 'tween decks.

The Navigation Bridge, above the officers' accommodation, is completely enclosed as to its midship section which embraces the steering wheels and electric telegraphs. The steering gear is electric, and is equipped with a gyro pilot unit by means of which the ship, on a sea course, can be set to steer herself to within a fraction of a degree. Manual control, in the case of emergency, is immediately resumed by a simple "throw out" action with

the gyro pilot wheel. The ship is equipped with a gyro master and four repeaters.

Other navigational equipment includes a Marconi wireless direction finder, radar, and echo sounding. The patent log, streamed from the taffrail, records electrically in the Navigation Bridge.

Cargo space consists of 561,470 cubic feet insulated for the carriage of frozen and chilled cargo, and 239,540 cubic feet uninsulated, in six holds, five of which, with the lower 'tween decks and No. 1 upper 'tween deck, are insulated. Compartments at the sides of the four remaining upper 'tween decks are provided to carry chilled cargo.

Numbers 1 and 2 hatchways are on the long forecastle and they, together with the after hatch, are fitted with steel hatches sliding horizontally. The rest of the hatches are fitted with the orthodox beams and wooden hatches. Twelve motor driven winches, each of 65 horse power, and four of 35 horse power, together with a deck crane, service the hatches. The floodlighting of decks and holds is effected by 12 floodlights on the mast and samson posts—of which the ship has six—while she is equipped with 32 electric clusters for the interior lighting of holds.

The refrigerating installation consists of three motor-driven compressors each of 180 horse power, together with brine pumps and fans. The temperatures of the holds are controlled by a system of electrical thermometers which provide readings in the refrigerating engine room for 111 thermometers. All the engine room auxiliaries are electrically driven by 56 electric motors varying from 145 to ½ horse power. Electrical equipment—which includes the windlass and capstan—is supplied from four Diesel driven generators of 300 kilowatts each, at 220 volts.

The ship has two auxiliary boilers to supply steam at 100 lb. a square inch, for tank heating, dis-

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## THE RIVER PLATE TRADE

IN THIS ARTICLE THE AUTHOR TELLS OF THE RUN HE ADJUDGES "THE BEST IN THE WORLD," AND OF THE PLEASURES AND TRIBULATIONS OF ROSARIO AND B.A.

by A. Wilkinson

THE Plate run has always seemed to me to be the best in the world. I think that most men who have been deep-sea will agree with this. It is mostly a fine weather run, about six days out from England to hear the old saying "this is the weather we signed on for!" Not too long at sea, about twenty-six days at ten knots, and usually a fair spell in port. The river makes its presence visible many miles out to sea, the blue changing gradually through varying shades of brown, until in the estuary it is almost as thick as mud.

All the world seems to meet at the Bar light-vessel. On my first trip to the Plate there were over fifty ships at anchor in Buenos Aires roads waiting for orders. It was in 1932, at the end of the depression. Some of the ships had been there for more than three months awaiting a cargo. We had six weeks of it before going up river to Rosario.

The lights of Buenos Aires (always known as B.A.) were faintly visible each night. Besides being my first trip to the Plate, it was also my first trip to sea, and I was itching to get ashore for a look-see.

B.A. is the terminal port for some of the smartest of the small passenger and the larger intermediate ships. The Royal Mail, Blue Star, and Houlder Lines all run a regular service to the Plate, their smaller ships going to the up-river ports for cargo. Among the foreign passenger ships the German "Cap Arcona" and the Italian "Augustus" occupied prominent places amongst the many fine ships to be seen in B.A. My personal favourites were the four lovely Prince Line ships, on the run from New York to B.A. They will be remembered as the Northern, Eastern, Southern, and Western Princes.

To go to the other, and less pleasant extreme, there would be

on display some of the world's most dilapidated tramps: old trunk and turret ships, Greeks or Panamanians, floating scrap heaps, though goodness knows some of our own ships were nothing to write home about.

The trip up River to Rosario was always something full of interest. I've never found out if the pilots were wizards or the river was just easy to navigate. I can't remember much in the way of buoys, beacons or lead-lights.

Once past the Martin Garcia bar it always seemed to be just a matter of following the course of the River. I know we apprentices would see if we could steer close enough to the bank to sweep down the thick undergrowth. Certainly the pilots didn't give many orders, or that's how it all seems in retrospect.

Rosario, a city of about 500,000 people, is over 200 miles up the river from B.A. We would take about thirty-six hours, against the current the whole of the way, only one pilot, which seems to bear out my theory that it wasn't too hard. On arriving in Rosario roads we would maybe have a few days there at anchor waiting for a vacant berth. The anchorage is between the Fray Bentos meatworks and a small island, with a sinister name, Mosquito Island! Never was an island more rightly named! How they loved us, with some new blood to taste. There isn't a mosquito anywhere to touch them for ferocity. They would come over in vast clouds every evening. Some ships would have smoke-pots going on deck, but I always found the most secure spot to be right under the mosquito net.

The chief exports from the Argentine are, of course, grain:



The Harbour, Buenos Aires, meeting place of some of the sea's finest liners and worst tramps.

meat; and meat by-products, bones, dried blood, hides, etc., all hideous cargoes.

We would hate going under the silo, for that meant a quick turn-round, and we wanted a few nights ashore. The alternatives to the silo were loading bags by means of our own winches, or moving a mile or so above the town to a berth under the cliffs, where the bags were shot down long shoots from the cliff top to the hatch planks, where they were bled open. The bleeding was done in each case by means of vicious-looking knives constantly whetted on stones stuck in the convenient sash. The wielders of the knives were no less vicious looking than the instruments they wielded with such dexterity.

Berthing here was more than the usual adventure, it was looked upon as more of an art than a science. The news of going up under the "Cliffs" meant to prepare heavy wires and drag out the stream anchor, with all the grumbles and growls associated with the process. There are more things that can go wrong with a stream anchor than anything else I can think of.

Rosario is quite a nice town; some good picture theatres and a jolly good mission; the usual dives along the waterfront; and the usual spots of bother for the unwary. It was always the thing on a Sunday morning for all the apprentices who could get away to take a stroll into the city; not from any religious motives, but to gloat over the misfortunes of their betters. The gendarmes had a happy knack of running in as many seafarers as they could find after midnight on Saturday night, the innocent suffering the same fate as the guilty. On Sunday morning the sinners expiated their crimes by sweeping the streets, or doing some other such menial task. I still treasure the vision of our third-mate and fourth engineer busily engaged

in washing down horses. They swore that they were innocent, of course.

Down the river from Rosario are three or four small places we always looked upon as dumps. San Nicholas and Villa Constitución, for example; they are small one-ship ports, and mostly topping off places after Rosario. San Nicholas meant lying under the cliffs again, with the doubtful pleasure of having to get out the small boat and rig up an endless whip between ship, shore, and boat, the current being too swift for sculling or rowing.

Once loaded, the trip down the river is uneven until the Martín García Bar is reached. It could still remain uneventful here if there is plenty of water on the bar. It is just a matter of picking a way past the three or four suction dredges which are always stationed here, and sailing straight over. The depths, down to inches, are recorded electrically by a complicated tide gauge on Martín García island. Those inches make all the difference between sailing over and the possibility of having to anchor, perhaps for one day, maybe for a week, and could be, in the dry season, for some weeks.

The longest I was ever anchored there was for five days. The height gauge was the focus of all eyes, and it came up with a rush just as the pilot had predicted it would, as if some one had taken a mighty bucket and filled the river. In the shortest possible time, for the river can drop almost as abruptly as it rises, we were up anchor and away.

B.A. was always the favourite port for loading a full cargo or for topping off with general or extra grain. I mean it was a favourite port as far as the crew were concerned. I don't know about the owners! The Customs always used to exert that little bit of extra squeeze there, more than at the smaller ports. Perhaps "squeeze" does them an injury,

but the more cigarettes they had as a present, then the easier everything would go. They could make things very complicated if they cared to stage what would amount to a regulation strike.

The town docks are the pick of the B.A. berths, right near to the Mission. What a mission that was, a fine building, tea and tab-nahs every night for supper; a picnic every Sunday; and something doing every night. Saturday night was the boxing night, some of the finest fighters in the Argentine used to take the ring there, and a ringside seat was as hard to get as at Madison Square Gardens. Many an argument born on the passage out was settled there, to the great delight of the crowd. We all remember the Mission girls. What a grand job they did entertaining every one who came to the Mission. It was an apprentices' paradise: all free, and that meant a lot on \$/- a month.

B.A. is one of the world's most beautiful cities. The main streets have the names of great days and persons in Argentinian history: Almirante Brown runs from the city to the docks at the Boca; and the main thoroughfare of all is Viente Cinco de Mayo, the 25th May, the day of the Declaration of independence by the Argentine people.

The main street and squares, notably the Plaza de Mayo, have beautiful shops, picture theatres and hotels. The pavements are laid out in coloured mosaic designs which reflect their bright colours in the sunlight. Life begins about ten p.m., and this fits in very nicely. For anyone who could spring the price of dinner ashore it would be incomplete without a rum omelette as the sweet. If not addicted to such things you would be after you'd tasted one.

The cabarets form the usual entertainment. There are dozens of them, all doing a thriving trade and all of them worth going to see.

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## RECRUITING CRUISE OF H.D.M.L. 1328

H.D.M.L. 1328 is one of a number of harbour defence motor launches built during the war in Australian yards for defence of our shores and harbours. They were of wooden construction, 80 feet in length and of approximately 80 tons displacement, were fitted with asdic, depth charges and light anti-aircraft guns.

H.D.M.L. 1328 was built in Adelaide and was commissioned in January, 1945, so she had no time to prove her worth during the war, but has since done a total of

over 30,000 miles steaming on other work.

For instance, her equipment was modified and she was attached with several of her sister ships to the 20th minesweeping flotilla in February, 1946, where the M.L.s. carried out shallow water and pioneer sweeps and mine-disposal duties.

Early last year it was decided to utilise the ship and her company as ambassadors for the Navy in river and small coastal ports which normally had little or no direct contact with the service,

as part of the Navy's recruiting campaign.

A trial ship was made in June with Lieutenant W. I. A. Key, R.A.N.V.R., in command, visiting the southern coastal ports of New South Wales, but the cruise was dogged by bad weather, so that much of the time was unavoidably wasted.

Preparations were made for a second, much more ambitious, trip to the Richmond and Clarence Rivers, with the ship under the command of Lieutenant H. K. Roberts, R.A.N., who we leave to tell of his experiences in his own words.

"I was indeed fortunate in having as my capable first lieutenant, Lieutenant P. J. Hutson, R.A.N., of South Australia, when we sailed for the Richmond River three days later, on September 6th.

"We were lucky that our programme provided a 24-hour breathing space at Ballina, at the mouth of the Richmond River, before proceeding upstream to Lismore, as we arrived somewhat exhausted after meeting rough seas towards the close of our voyage.

"We covered the most interesting and beautiful 64-mile journey to Lismore with the aid of a pilot from Ballina, and were very warmly greeted by the headquarters company of the Byron Scottish Regiment, who provided a guard of honour and a changing of the guard ceremony in our honour.

"Immediately following this ceremony, which was attended by about 800 people, in Lismore's beautiful Spinks Park, the Deputy Mayor officially welcomed us at a dance, where the ship's company were guests of honour. These ceremonies rather amazed us, as we were such a tiny company, but we found them to be typical of the interest and goodwill displayed toward the Navy throughout our whole trip in both rivers. Hundreds of people came down to see the ship, which was given a very good berth near the city centre, and repeatedly the duty watch

were kept scurrying from end to end of the vessel, controlling the activities of scores of school children, who leapt aboard at every opportunity.

"I found that I soon learnt in the hard school of experience to speak in public without having a nervous seizure and by the courtesy of Radio 2LM even gained some experience in broadcasting which had been a mystic field before. At the end of the trip the First Lieutenant even said that I had to be restrained from leaping to my feet at the drop of a hat 'to say a few words.

"The ship's company were landed in as great a variety of rigs as possible—blues and long whites by night and tropical dress until sunset and 'negative jumpers' was worn as night clothing, and they maintained a very high standard of cleanliness and neatness under difficulties, as 'dohobeying' in an M.L. is a very big problem.

"They were wonderful recruiting agents, all being ready at all times to help an interested man find out the 'facts of life' in the Navy and they did, in fact, tell hundreds of keen enquiries from the ages of six to 60 of the attractions of the Service.

"After a week in Lismore we started to work our way down the Richmond, visiting the towns of Coraki, Woodburn, Broadwater and Wardell before reaching Ballina at the mouth of the river.

"The receptions tendered us along the river were wonderful and all the ship's company nurture very tender memories of the warmth of these small towns' hospitality. Wardell may be taken as an illustration without slight to the other towns; the ship arrived there at 1000 and was met by members of the R.S.L. sub-branch executive who volunteered to drive all of the ship's company who could be spared from work around to have a look at the very rich cane and dairy farming district. It was most interesting to see cane being burnt, cut and loaded and to learn of the local way of life and we returned

to be entertained to a magnificent lunch prepared at short notice by a local ladies' auxiliary. In the evening they again treated us to a wonderful meal followed by a most enjoyable dance; their entertainment of us was all the more appreciated, as our hosts were almost all busy farmers working very hard in the flush of the season, yet not too busy to lose a day to show their goodwill to the Navy, and give us an opportunity to meet the young men of the district.

"After three days in Ballina, which is a combined river and sea side town with beautiful beaches, we went to the Clarence River and proceeded upstream for 42 miles to Grafton, Sunday, the 25th of September.

"Here again we were received by the Mayor and representatives of the Byron Scottish Regiment, who did everything in their power to help us in our object of recruiting and in making our stay memorable and enjoyable.

"Here, too, the organs of publicity, the newspaper and radio stations 2NR and 2GF, who were naturally very important to us, facilitated our work by making themselves available for any service we asked of them.

"During the week the Bishop of Grafton came down to the ship and Sir Earle Page came on board the moment he arrived in Grafton by air on Friday, the 30th.

"We were moored at the sea-plane landing berth and I managed to intercept him as he landed. He was keenly interested in the ship and our work, and carried out a thorough inspection of the vessel.

"Our berth was again in a very favourable position and hundreds of people (again a very large proportion of school children), came down for a look at the vessel and a 'natter' with the crew.

"Of course it was impracticable to throw the ship open to visitors, but a limited number could be conducted around by one man of the duty watch so that people could go away happy to have been

on board one of His Majesty's ships. Everyone's resourcefulness was tested to answer the hundreds of questions fired at us about the ship, the guns we carried and the Navy generally—little boys often can be awfully disconcerting with their questions.

"One little innocent fellow informed me after what should have been an impressive talk about our Oerlikon gun, that it was really only an ornament and wouldn't work because we didn't have any ammunition for it. I assured him that it would, if we had the ammunition.

"We visited South Grafton for one day and returned to Grafton to enable me to broadcast the passage of aircraft from H.M.A.S. 'Sydney' over Grafton, the flight having been arranged to co-ordinate with our visit and as a stimulus to recruiting. This, too, provided some very anxious moments for me, as I was on the air without a script expecting the aircraft 'at any second,' but they didn't arrive until after some very embarrassing long, deadly hushes after I had run out of verbal ammunition and a quick inspired 'return to the studio.'

"On Sunday, October 2nd, we proceeded down the Clarence to Ulmarra taking as very interested passengers seven of the Grafton crew of sea-rangers, and from there we proceeded to Brushgrove and Lawrence, staying one day in each town.

"Here we found the same interest and hospitality as had been displayed on the Richmond River and we spent three days in the larger town of Maclean, the centre of a very rich and beautiful cane and dairying district, before moving to Harwood and Yamba, which is at the mouth of the river.

"We departed from Yamba on Monday, the 10th, to arrive in Sydney on the 12th of October, after a most interesting trip which we hope will produce a large number of recruits and which certainly was received with great enthusiasm by the residents of the Northern Rivers.

## SEAS, SHIPS AND SAILORS — by Norton —



## Commander Neil Alexander Mackinnon, R.A.N.,

COMMANDER Neil Alexander Mackinnon, R.A.N., the present Director of Naval Intelligence at Navy Office, Melbourne, was born on the 20th September, 1906, at Madras, India, the son of Mr and Mrs Donald D. D. Mackinnon, of Moornong, Camperdown, Vic.

Receiving his early education at Geelong Grammar School, he entered the Royal Australian Naval College in 1920, collecting various distinctions during his four years there. He was appointed Chief Cadet Captain in December, 1922, gained his colours for cricket, hockey and tennis, and on Passing Out was awarded the King's Medal, being also the winner of the Governor-General's Cup.

His first sea appointment as a Midshipman was to H.M.A.S. "Brishane," after which he proceeded overseas in H.M.A.S. "Adelaide" when that ship left Australia with the British Special Service Squadron in April, 1924. He put in his Midshipman's time in the Royal Navy in H.M. Ship "Ramillies," and the destroyers "Watchman" and "Velox." There followed his Sub-Lieutenant's course, and then an appointment to the battle-cruiser "Tiger."

Time moved on to 1928, the year in which the present H.M.A.S. "Australia" became a unit of the Royal Australian Navy, and on her commissioning in April, Neil Mackinnon—who had been promoted Sub-Lieutenant the previous year—was appointed to her. In 1929 he was promoted Lieutenant, and during 1930-1931 was Flag-Lieutenant to Admiral E. R. G. R. Evans (now Admiral Lord Mountevans), the then Lieutenant-Commander H. M. L. Waller being Signals Officer.

In 1931-1932 he took the Signals Course at H.M. Signals School in England, qualifying in 1932, following which he was appointed Flag-Lieutenant to Admiral Evans, then Commander-in-Chief on the Africa Station.

This was the period of the Tschekedi Khama affair, and Neil Mackinnon was one of those who accompanied the Commander-in-Chief when, as acting High-Commissioner, he rushed an escort of 200 sailors and marines to Serowe, the capital of Bechuanaland, and temporarily deposed Tschekedi from his position as Acting Chief of the

Bamangwato as a result of his flouting the administration.

Following his term as Flag-Lieutenant to Admiral Evans, Neil Mackinnon returned to H.M. Signals School in England, later returning to Australia to the Signals School at Flinders Naval Depot.

His next appointment was to the Squadron as Signals Officer and Flag-Lieutenant, for a very brief period to Rear-Admiral Lane Poole, and then to Rear-Admiral Custance, Commodore Patterson, and Rear-Admiral Grace. At the outbreak of war in 1939 he was—now Lieutenant-Commander—in H.M.A.S. "Canberra," transferring from that ship with the Flag to H.M.A. Ships "Perth" and "Hobart" during his term as Flag-Lieutenant.

In April, 1941, he came to a shore appointment in charge of the Signals School at Flinders Naval Depot, remaining there until December, 1942, being appointed the following month in command of H.M.A.S. "Stuart." Promoted Commander in 1943, he became Commanding Officer of H.M.A.S. "Warramunga" in March, 1944, and was awarded the U.S. Legion of Merit: Degree of Officer, for his services in that ship during actions in the South West Pacific in 1944.

Following this appointment—which was unfortunately cut short by illness on the Allied landings at Leyte in October, 1944—he was Commanding Officer of H.M.A.S. "Watson," H.M.A. Radar Training School in Sydney; and later Director of Naval Communications at Navy Office, Melbourne; and he came to his present appointment as Director of Naval Intelligence from that of Executive Officer of H.M.A.S. "Australia."

Commander Mackinnon married, while in England in 1936, Rachel Frances Hilton, daughter of the Rev. J. H. Molesworth, of Ottery St. Mary, Devon. He is the father of two sons and one daughter.

Lord Mountevans, in his book "Adventurous Life," speaks of his erstwhile Flag-Lieutenant's athletic prowess, and he maintains his interest in games calling for some expenditure of physical energy, listing his recreations as tennis, squash, and golf.



COMMANDER NEIL ALEXANDER MACKINNON, R.A.N.,

Director of Naval Intelligence.

## FRANK GERALD CUMMINS

With Many Years In The Public Service, He Is Today  
Assistant Secretary Of The Department Of The Navy,  
And Secretary To The Naval Board.

**B**EHIND that expression of Australia's naval power which is seen and appreciated by Australians generally—the ships themselves, the officers and sailors in their uniforms, the sound and colour which go to make the understandable picture of Naval occasions to the waterfront spectator and readers of the newspapers—is a large, far-reaching and essential civilian organisation which has grown up with the Navy, and which is to no small degree involved in the general efficiency of the Service.

It is an organisation which, headed by the Secretary of the Department, is responsible for the continuing administration of the Navy as a Service Department. Specific and highly important charges devolve upon it, as those of Naval Victualling, Naval Stores, Records, Files, all the involved details of running a large-scale undertaking. Unless it functioned efficiently, the Navy of the popular conception could not successfully operate either in peace or war.

Australia has been fortunate in having been well served by those who make up this civilian organisation of the Navy, Public Servants who, so far as those in the senior ranks are concerned have given many years of their life to the Department with its interests at heart, and, in the case of the younger members, have an established tradition to follow in which an enviable standard has been set.

The present senior members of this civilian organisation, as did the present senior members of the uniformed branch of the Service, started Naval life with the establishment of the Royal Australian Navy close on 40 years ago. They were young Departmental clerks

fresh from school when their uniformed colleagues were boys at the Royal Australian Naval College. It is but natural that, developing on different, though parallel lines, there should develop certain differences of outlook. But the soundness of the organisation, and of the individuals comprising it, as well as of their training in their respective fields, is reflected in the team spirit, which, over all, exists between the two main branches of the Navy.

Of the key positions of contact between Civilian and Uniformed Personnel at Navy Office, those of the Civilian side of Head of "N"—which is to say Head of the Naval Staff Secretariat—of Secretary to the Naval Board, and of Assistant Secretary of the Department, are among the most important. The subject of these notes, Mr. Frank Gerald Cummins, was Head of "N" during the latter months of the recent war, and was appointed Assistant Secretary of the Department and Secretary to the Naval Board in June last, in all of those positions succeeding Mr. T. J. Hawkins, who was recently appointed Secretary, Department of the Navy.

Frank Gerald Cummins was born on the 26th September, 1896, at Bendigo, Victoria. His people were on the land, and he spent his early years on their farming and grazing property at Rochester. A Government scholarship took him to Bendigo High School—where one of his class mates was a future Test Captain, W. M. Woodfull—and he became Dux of the School and its champion athlete in 1914.

In this year he started out on the serious career of life, being appointed to the Commonwealth Public Service in the Department of Defence shortly after the out-

break of war in August, 1914. He served in the Registry and Secretariat, and was for a period Private Secretary to Sir William Glasgow, who was then Minister for Defence. In 1929 he began his close association with the Navy with his transfer to "N" Branch.

At this period he was for some years Secretary to the Naval College Interviewing Committee, and he remembers many present-day Naval Officers as small boys facing this hurdle beyond which lay the horizon of their hopes.

There came a spell of four years away from Navy Office, when, in 1936, he was appointed Cost Accountant at the Ordnance Factory, Manbyrning, being subsequently transferred to the Munitions Department Head Office as Assistant Accountant. With the increasing pressure of work at Navy Office, he was recalled there in October, 1940, to take some of the weight from the heavily burdened shoulders of Mr. T. J. Hawkins, then Head of "N," and shortly after his return to the Navy Department, Mr. Cummins was appointed Assistant Head of "N," being appointed Head of "N" in September, 1944, when Mr. Hawkins moved on to become an Assistant Secretary of the Department.

In June, 1949, further advancement came to Mr. Cummins with his appointment as Assistant Secretary, Department of the Navy, and Secretary to the Naval Board, in which dual capacity he is at present serving at Navy Office.

Looking back to the "strenuous and stirring" war days at Navy Office, when the 40-hour week was a distant mirage and the lights burned behind the black-out curtains every night and the working day ended anywhere up towards midnight, it is the volume of signal traffic that was handled which remains as his outstanding memory. It increased to major proportions with the arrival of the Americans in 1942: "They descended en masse complete with cipher machines and



MR. FRANK GERALD CUMMINS.

all the trimmings and had a big and efficient organisation functioning within 24 hours." The arrival, later on, of the British Pacific Fleet, created more problems—and more work.

But the Navy Office machine, by now well geared to war, took the strain well. As an instance of

the volume of traffic handled, at the peak of the war period the signals and cipher staffs at Navy Office totalled round about 300.

In his younger days Mr. Cummins played football, Australian Rules, with Elsternwick and Metropolitan Amateurs, was a regular tennis enthusiast, and did a great

deal of foot running. He still plays some tennis, and is a keen football, cricket, and tennis fan. For less strenuous exercise he enjoys motor-ing, and does as much as the petrol position permits. He is married, and, with a family of two sons and one daughter, he and his wife live at Elsternwick.



## 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.

R. S. D. (Fremantle) asks for some details of the ships designated "battle-cruisers" and how they came to get the name.

The first so-called "battle-cruisers" were laid down in 1905-06, and were the extension of the design which had produced the armoured cruisers "Achilles," "Cochrane," "Minotaur" and "Shannon." Lord Fisher had always advocated lightly armoured, armed ships with very high speed, and the invention of the turbine by Sir Charles Parsons, then being installed in the liners "Mauretania" and "Lusitania," promised the high speed required.

The first three sisters were the "Invincible," "Inflexible" and "Indomitable," built by Armstrongs, John Brown and the Fairfield Shipbuilding Co. respectively, and completed in 1908-09. Their displacements were 17,250 tons; dimensions were 330 feet long by 78½ feet beam by 26 feet draught; turbines were 41,000 horse-power for a speed of 26 knots. Armament was eight 12-inch guns, with a secondary armament of sixteen 4-inch, and five machine guns. Their complement was 780 men. The highest cost of any one of the three sisters was £1,768,995!

The next three sisters were the "Indefatigable," "New Zealand" and "Australia," built by Devonport Dockyard, Fairfield Shipbuilding Co., and John Brown respectively, and completed in 1911-13. Their displacements were 18,800 tons; dimensions were 355 feet long by 80 feet beam by 26½ feet draught; turbines were 48,000 horse-power for a speed of 28 knots, which they all bettered. Armament was still eight 12-inch guns with a secondary armament

of sixteen 4-inch, four 3-pounders and five machine guns, their complement being 790 men, and highest cost £1,700,000. The "New Zealand" was built at the cost of the Dominion of New Zealand and presented to the Royal Navy, whilst the "Australia" was the first flagship of the new Royal Australian Navy.

All six of these ships had a single two-gun turret on the fore-castle deck and the quarter deck, with a single two-gun turret on each beam, arranged so that they could all fire ahead, astern and abeam, but in actual practice, it was found that firing across the decks amidships strained the ships badly, so that it was seldom done.

A very big advance was now made in the next two ships. These were the "Lion" and "Princess Royal," built by Devonport Dockyard and Vickers respectively, and completed in 1912. Their displacements were 26,350 tons; dimensions were 660 feet long by 88½ feet beam by 28 feet draught; turbines were of 75,700 horse-power for a speed of 28½ knots, bettered on trial.

Armament had increased to eight 13.5-inch guns, sixteen 4-inch and smaller guns, their complement being 980 men. They carried two-gun turrets superfiring on the fore-castle deck, one two-gun turret between the second and third funnels, and a single two-gun turret on the quarter deck. When "Lion" was first completed, she carried a tripod mast abaft the first funnel, but when she was carrying out her trials and steaming at some 30 knots, her fire-control officers and ratings had to abandon the control top because of smoke, flame and ashes, for all these ships were

coal burners. "Lion" was unofficially dubbed H.M.S. "Hellfire," and had to return to the dockyard for reconstruction, which resulted in her first funnel being shifted further aft, and a pole mast shipped between the bridge and the first funnel. Even so, the control tops were always uncomfortable when steaming fast. Highest cost of the two was £2,092,214.

An almost identical ship, though slightly larger, was the "Queen Mary," built by Palmers, Jarrow, and completed in 1913. Her displacement was 27,000 tons, dimensions being 660 feet long by 89 feet beam by 28 feet draught; turbines were 79,000 horse-power for a speed 28½ knots. (The immense increase in power of turbines from their first installation in the "Carmania" in 1905 is noteworthy). Armament was the same as the "Lion" class, mounted in similar positions. Complement increased to 1000.

The next ship was the "Tiger," built by John Brown, and completed in October, 1914. Her displacement was 28,500 tons, dimensions being 660 feet long by 90½ feet beam by 28½ feet draught; turbines were 108,000 horse-power for a speed of 30 knots. Armament increased to eight 13.5-inch guns with twelve 6-inch and smaller guns for a secondary armament. A rearrangement of boiler rooms, by placing them all together, allowed the third two-gun turret to be mounted with its magazines between the boiler rooms and the engine rooms, allowing it to superfire over the gun turret on the quarter deck. In this, she followed the "Kongo," of the Japanese Navy, built by Vickers in 1913.

The next two were the sisters, "Renown" and "Repulse," building as 26,000-ton battleships of the "Royal Sovereign" class. When war broke out in 1914, Lord Fisher stopped construction of them and had them redesigned as battle-cruisers. They were built by Fairfield Shipbuilding Co. and John Brown respectively, being completed

in September, 1916. Their displacement was 26,500 tons (33,000 tons deep load), dimensions being 750 feet long by 90 feet beam by 30½ feet deep draught. Turbines were 120,000 horse-power for a maximum speed of 32½ knots. Armament was six 15-inch guns, with a secondary armament of seventeen 4-inch guns and smaller. These were mounted with two two-gun turrets superfiring on the fore-castle deck, and one two-gun turret on the quarter deck. Complement, 1205 men.

All the battle-cruisers up to these ships had armour of not more than nine inches outside. The next class were designed as a reply to a class of heavily armoured ships being built by Germany, and were really battleships.

This was the famous "Hood" class, of which only the prototype was completed. She was built by John Brown, being completed in 1920. Her displacement was 41,200 tons (46,000 tons deep load), dimensions being 810 feet long by 104 feet beam by 28½ feet draught (31½ feet deep load); turbines, 144,000 horse-power for a speed of 32 knots. Complement, 1500 men. Cost £6,025,000. Sisters, "Anson," "Howe" and "Rodney," not completed. Side armour was 14 inches thick.

Battle-cruisers had the speed of cruisers and were intended to take line of battle.

Of the above ships, "Indefatigable," "Invincible" and "Queen Mary" were sunk at Jutland, 31st May, 1916; "Repulse" was sunk by the Japanese on 10th December, 1941, and "Hood" was sunk by "Bismarck" on 24th May, 1941. The others were all broken up excepting "Australia," which was scuttled off Sydney Heads in 1924.

G.W.P. (Brisbane) asks for details of the loss of Howard Smith's steamer "Cooma."

The "Cooma," of 3839 tons, 330 feet long by 46 feet beam by 21.4 feet deep, was built in 1907 by A. Stephen & Sons, Glasgow. On 7th July, 1926, the "Cooma" went ashore on North Reef, near

Brisbane. The steamer "Burwah" and "Ulloodoo" went to her assistance, and her 250 passengers were transferred to "Burwah" and landed at Port Alma. Efforts were made to refloat "Cooma," and on August 23rd she was afloat when the towline broke and she grounded again, two men and the wireless operator being still aboard. During the night of 25th January, 1927, "Cooma" took fire and was burnt out, the salvage crew on board swimming to the North Reef Lighthouse, from where they were picked up by the steamer "Chronos" the following day and landed at Brisbane. "Cooma" proved a total loss.

J.W. (Camberwell) asks for information of the ship "Blue Jacket," which, he understands, was burnt at sea.

"Blue Jacket" was a wooden full rigged ship built in 1854 by R. E. Jackson, at East Boston, U.S.A. She was of 1790 tons, her dimensions being 220 feet long by 41.6 feet beam by 24 feet deep. She arrived in Liverpool from Boston on 20th October, 1854, having crossed the Atlantic in 12 days, 10 hours. She was then purchased by J. J. Frost, of London. She was loaded as one of the Fox Line of packets, and sailed for Melbourne on 6th March, 1855, arriving out in 69 days.

On her last voyage, she left Lyttelton, homeward bound by way of Cape Horn, and on 9th March, 1863, was abandoned on fire near the Falkland Islands. On 8th December, 1871, her figurehead, a man in an old sailor's uniform, a blue jacket with yellow buttons, the jacket open at the front without a waistcoat, loose shirt, knotted handkerchief round the neck, broad belt, large buckle and cutlass hilt at the side, was found washed up at Rottneest Island, near Fremantle, W.A. It was badly charred, but easily identifiable as belonging to the "Blue Jacket."

"Wahine" (Manly) has seen

the Union S.S. Company's steamer "Wahine" in Sydney Harbour, and asks for some notes about her.

"Wahine" was built by W. Denny & Co., Glasgow, in 1913 for the Wellington-Lyttelton ferry service, and ran in conjunction with the steamer "Maori" until one morning in March, 1915, when on arrival at Lyttelton, she was requisitioned by the British Admiralty for special service. She left the same night for Dunedin. After a few days, she left for Suva direct, then went on to Malta. She was used as a despatch vessel for a year, between Malta and Mudros, her speed of 24 knots allowing her to proceed unescorted without much chance of a successful submarine attack. She then went to England, where her passenger accommodation was removed, and she was converted into a minelayer. With the "Orvieto," "Paris," "Princess Margaret" and "Biarritz," she formed part of the high-speed squadron that laid the minefields along the Belgian coast near Zeebrugge. Late in 1919, she was reconditioned by her builders, and returned to New Zealand.

With the "Maori" she maintained the service until 1932, when the new steamer "Rangitira" joined her, and "Maori" became the reserve ship. In 1946, the "Hinemoa" arrived in New Zealand waters to run with the "Rangitira," whereupon "Maori" was sold to China and "Wahine" became the reserve ship. Because of the accident to "Wanganella," and the fact that "Monowai" had not completed refitting, "Wahine" made a number of voyages to Australia, but has now reverted to a reserve ship for her old service.

P.S. (Toorak) asks for the date of the loss of the "Pomona," a sailing ship.

"Pomona" was an iron full rigged ship of 1200 tons, built by R. Steele & So., Greenock, in 1867, for J. & A. Allan (later the Allan Line). In 1892 she was sold to Andrew Weir & Co., Glasgow, and foundered at sea on 9th December, 1902.

## THE R.A.N.'s NEW DESTROYER

H.M.A.S. "Tobruk," which Underwent Contractors' Sea Trials Last Month, Is A Notable Addition To Australia's Shipbuilding Record.

IN August, 1946, the keel of a destroyer, the largest of that class of ship yet to be built in Australia, was laid at Cockatoo Island Dockyard, Sydney. On the 20th. December, 1947, with the hull of the vessel completed, Mrs. Riordan, the wife of the then Minister for the Navy, christened her H.M.A.S. "Tobruk", and she slid down the ways and took the water successfully. Now, two years later, "Tobruk" is completed, and last month underwent her contractor's sea trials.

As her name suggests, the new destroyer is one of the "Battle" Class—her sisters of the Royal Navy include such well-remembered Naval occasions as "St. Kitts," "St. James," "Solebay," "Gabbard," and "Jutland"—which are vessels whose plans embody experience gained in the Second World War, with the result that the ships of this class are much more powerful fighting units than their predecessors.

Among the improvements and innovations included in the original Admiralty plans for the "Battles," that of higher fuel-carrying capacity is one that peculiarly fits them for Pacific service, in which long distances are an outstanding feature. Their improved armament is another point in their favour for service in the Royal Australian Navy, for it is such that the ships are more efficient fighting units in heavy weather than were the earlier destroyers, and heavy weather is not unknown on the Australian Station.

The main armament of the "Battles" is their 4.5-inch guns, and these, instead of being only partially covered by shields, and only partially power-operated, as

is the case in the "Tribal" class vessels, are fully enclosed in turrets, and are fully power-operated. In the earlier classes of destroyers, fire could sometimes be maintained with the main armament in bad weather only by a reduction of speed; but the complete enclosure in turrets in these new vessels not only gives some protection to the guns' crews against counter fire, but also protects them against heavy weather and high seas, enabling the guns to be fought while the ship maintains speed.

The fact that the guns are fully power-operated, makes possible the maintenance of a much higher rate of continuous fire than formerly. In addition to being fully enclosed and power-operated, the guns are the instruments of greatly improved fire control arrangements; they are all-purpose, and can be used for anti-ship, shore bombardment, and high-angle anti-aircraft fire. Through them, therefore, the attacking power of this class of destroyers is increased to a considerable extent.

In its secondary armament suitable for short range surface and anti-aircraft fire, the "Battle" destroyer is also an advance on its predecessors. It is equipped with the latest anti-submarine devices, and the various weapon improvements are supplemented by the installation of the most modern radar equipment, giving the utmost possible accuracy of fire, and determining with a great degree of exactitude the position of targets, whether of ships or aircraft.

One radical change in orthodox design, and which was incorporated in the original Admiralty

plans, provides for sleeping quarters for both officers and men both fore and aft in the ships of this class. In earlier classes of ships in all categories, officers have—in the normal run of design—slept aft and the men forward. But experience of the last war showed that it was essential that both officers and men should sleep as closely as they could to the particular battle station to which they were allotted. The new arrangement of sleeping quarters in the "Battles" makes this possible.

Ventilation generally throughout the ships of this class has also been considerably improved on previous designs, and in a number of compartments air-conditioning has been installed.

In building the "Battle" class vessels in Australia, the Royal Australian Navy has retained all these features of the original Admiralty design. But the R.A.N. Construction Branch has otherwise considerably modified and altered the detailed plans, in order to permit the incorporation in the new destroyer of better amenities for the Ship's Complement, and the provision of additional secondary armament to that with which the Battle Class vessels of the Royal Navy are equipped.

The improved amenities are those planned to make the ships more suitable for service in the Tropics. They include, among other things, a better layout of messes and living quarters; the provision of a cafeteria system, of refrigerator units and cold-water drinking sets; the inclusion of a laundry equipped with a washing machine and drying apparatus; a roomier Sick Bay than that in other destroyers; and improved facilities for bathing.

The inclusion of these modifications and improvements called for the devising of means of saving weight in some parts of the ship to compensate for extra

weight that inevitably would have to be placed in other parts. The problem was solved by providing for the use of aluminium in certain of the upperworks, of the vessel and its equipment, and in the furniture, kit lockers, and mess fittings. Furthermore, a considerable part of the minor bulkheads and deckhouses are built of a non-corrosive aluminium alloy.

A feather in Australia's cap lies in the fact that many important components of the engines and boilers in the new destroyer, components which are of the most highly technical type and called for a high standard of technical efficiency in their construction, were made entirely by Australian workmen from Australian materials. This is a distinct advance in Australian ability and workmanship, as in the past, similar parts were always imported from overseas when destroyers have been built here.

The engines of the "Tobruk" are the most powerful marine engines that have ever been built in the Commonwealth, developing a total of 50,000 shaft horse power on two shafts. The boilers are of three-drum water-tube type, and are fitted with super heaters. With a displacement tonnage of 3,300 tons, a length of 379 feet and a beam of 41 feet, the designed speed of the ship is over 32 knots.

"Tobruk," and her sister, "Anzac," which is being completed at Williamstown, will be valuable additions to the growing Royal Australian Navy, and will play significant parts in any duties that the Royal Australian Navy may at any future time be called upon to perform.

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**MARITIME NEWS OF THE**

# WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

## BUSY WATERFRONT.

Melbourne residents overlooking Hobson's Bay have become accustomed to seeing the bay with quite a number of ships lying at anchor awaiting berths. Towards the end of last year the state of congestion of the port was chronic, and the Bay at night presented quite a spectacle with the brilliant deck lights of the waiting ships. In an aerial photograph of the Victoria Dock in the River Yarra last month, an "Argus" photographer listed quite a fleet of ships filling every available berth, and representing a number of nations and trades with the vessels "Pioneer Wave," "Tijpanas," "Hoegh Silvercloud," "Scottish Monarch," "Parra-koola," "Beatus," "Goonawarra," "Rhodesia Star," "Yarrowonga," "Dongola," "Springbank," "Mer-kur," "Braeside," "Port Victor," "Ceramic," "Iron Duke," and "River Murray."

## ALLIED DEFENCE SHIPPING POOL

Canada's Prime Minister, Mr. St. Laurent, last month announced that his Government was discussing, particularly with the United Kingdom Government, the establishment of an Allied defence shipping pool, which Canada hoped would assure the fulfilment of her shipping needs in time of war, according to a report from Ottawa. Under the proposed plan, Canada would

have a deep-sea merchant fleet of 100,000 tons, comprising 40 ships, compared with her present tonnage of 1,200,000 tons. Subsidiary measures would release shipowners from restrictions against the sale abroad of vessels built in wartime, and enable unemployed merchant seamen to come under an official vocational training scheme. Pending the creation of the proposed pool, the Government, Mr. St. Laurent said, would give a one-year subsidy of three million dollars to the Canadian shipping industry.

## GERMAN SHIPBUILDERS.

Dr. Schiller, the Hamburg Alderman for Economic Affairs, stated last month that Hamburg shipbuilders have more than doubled their orders since the Bonn Agreement gave additional shipbuilding rights to Germany. At the beginning of December, orders totalled £3,500,000 Sterling.

## ALL-AFRICA SCHEME

The South African Government is sponsoring a conference, which it is planned to hold at Johannesburg towards the end of this year, at which will be discussed measures which may result in Africa becoming a great exporting continent. Representatives of Britain, the British Colonies in Africa, and the Governments of France, Belgium and Portugal, will meet to discuss a

great scheme for the linking up of all Africa, by which it is hoped to step up Africa's production of food and raw materials by facilitating land transport between all African territories.

## BRITAIN'S TOURIST ATTRACTIONS

In the chase for the Almighty Dollar, the British Travel Association has issued a new booklet in which the lure of Britain's literary shrines is being exploited in the hope of attracting more tourists with dollars to spend. On a map in the booklet—which is entitled "Literary Associations in Great Britain and Northern Ireland"—areas of literary interest are indicated as "Shakespeare's Country," "Scott's Country," and so on, accompanied by brief notes on the authors. Over half-a-million tourists visited Britain during the year 1948, and spent £47 million. Of this total, 100,000 were Americans who spent some £12½ millions' worth of dollars.

## AUSTRALIA MAY LOSE LINERS

One result of the British drive for the Atlantic tourist trade during 1950 may—according to the London "Daily Express"—be that some of the large modern liners on the United Kingdom-Australia run might temporarily be diverted from the Australian

trade. The newspaper reported that last month talks took place between the Treasury and representatives of the Shipping Companies and the Transport Ministry regarding the transfer of vessels to other services. The United Kingdom-India-Australia run is likely to be that most affected, as plans are for the Cunard White Star Line to charter P. & O. ships for the Atlantic luxury trade, vessels suggested being the "Himalaya" and "Stratheden," and possibly also the "Chusan," the latest P. & O. ship, completing at Barrow.

## NORTH ATLANTIC BOTTLENECK

It is anticipated that the North Atlantic will constitute the biggest shipping bottleneck this year, when that ocean's routes will have to carry a lot of traffic. It is estimated that two million people will go to Rome for Holy Year, apart from other travel. To help to cope with this, it is expected that the former German liner, the 50,000-ton "Europa," and the 26,000-ton "Empress of Scotland" will operate in the trade.

## BRITISH SHIPBUILDING

During the calendar years 1946, 1947 and 1948, orders accepted by British shipbuilding firms totalled 1,316,000 tons, 1,814,000 tons, and 1,345,000 tons respectively. At the end of 1948, however, orders in hand in British yards had fallen to 400,000 tons. Though many shipbuilders had orders on their books sufficient to keep their yards satisfactorily employed for some 18 months to two years, beyond that the outlook is regarded as "grievously uncertain."

## CONTRIBUTING FACTORS

Various factors contribute to this condition. There is the re-appearance of both Germany and Japan in the shipbuilding scene for one thing. Then, although an

uncomfortably large proportion of the British Merchant Service has passed beyond its normal economic life, the high cost of new tonnage, the rising price of fuel, the difficulty of quoting firm prices, and doubts as to the trend of the freight rates, are deterring owners from entering the market. Furthermore, the liner reconversion and reconditioning programme is now near completion, and so far devaluation has not brought in from the United States of America the orders that had been canvassed. In fact President Truman has ordered the preparation of legislation to raise the shipbuilding subsidies as an offset to the effects of the devaluation of Sterling. As a result, both employers and workers in the British yards are becoming increasingly concerned over the longer-term outlook.

## OCEAN TERMINAL AT SOUTHAMPTON.

Plans have been prepared for the erection of a new passenger terminal at Ocean Dock, Southampton, the building of which is estimated to cost £750,000. The terminal, which will accommodate the Atlantic "monsters" "Queen Mary" and "Queen Elizabeth," will be of two storeys, surmounted by an eighty-foot tower which will be a landmark for overseas visitors.

The terminal will be served by railway, and two full-length boat trains will be able to operate simultaneously from an island platform on the ground floor.

## HAMBURG'S RENAISSANCE.

The port of Hamburg is making a marvellous recovery, and has been transformed since the end of the war. All but 300 of the 2,700 ships which were sunk in the harbour have been removed, and fifty per cent. of the harbour installations are in working order. The shipyards will get 150,000 tons of steel this year,

and will be permitted to build ships up to 7,200 tons, and twelve knots speed.

## SINGAPORE ALSO.

Singapore is another port that has largely recovered from the wartime damage and neglect which it suffered. Previous to the Japanese occupation, almost seventy per cent. of the transit sheds were destroyed in enemy air raids, and much damage was done in the ship-repair yards. During their occupation, the Japanese made no attempt at reconstruction, nor had they performed any dredging or maintenance of the port's installations. When the Singapore Harbour Board resumed control on the resumption of the Civil Government in April, 1946, it was faced with many problems. These have been tackled so successfully that by 1948 sufficient had been done to make it possible to begin the execution of the Board's long-term policies for the improvement of Singapore's facilities. Today, it is stated, the rate of work in the port is higher than it was before the war, and the damage done to cargo during the course of handling is lower.

## "RANGITOTO'S" STATISTICS.

Built by Vickers-Armstrongs, Ltd., at Walker-on-Tyne, the "Rangitoto," at 21,809 tons, is the largest Tyne-built ship for ten years. Of 609 feet length, and 81 feet extreme beam, she is propelled by two sets of Vickers-Doxford Diesel engines, designed to give her a service speed of 17 knots. She carries 400 passengers, has a crew of 220, and her cargo space embraces 500,000 cubic feet of insulated space for the carriage of meat, dairy produce or fruit, and 180,000 cubic feet for general cargo.

# News of the World's Navies

## ENHANCED NAVAL COSTS

Speaking of the great advances in Naval technique during and since the war, the First Lord of the Admiralty, Viscount Hall, recently said that there was a price to be paid for these. The cost of equipping a fleet carrier was now twenty-five times greater than in pre-war days, and the same thing applied to a destroyer. This meant a substantial increase in the number of skilled personnel in ships' complements. One of the great problems of the time was to keep abreast of the scientific knowledge obtained, and to apply that knowledge in new and existing ships and make provision for these changes within financial resources.

## CEYLON'S NAVY

When the minesweeper "Flying Fish" was handed over to Ceylon's Navy at Colombo recently by the Commander-in-Chief, East Indies Station—Vice-Admiral C. H. L. Woodhouse, C.B.—as a gift from the British Government, it was received by the Prime Minister of Ceylon, Mr. Senanayake. The first ship of Ceylon's Navy, the "Flying Fish"—now renamed "Vijaya"—was built in Canada in 1944. Her complement, of 83 men and six officers, is entirely Ceylonese.

## SALE OF SHIPS' BELLS

Since the war, the Director of Stores, Admiralty, has offered for sale approximately 1,000 bells from British warships. They have been disposed of annually in lots of about 400 to Naval personnel and civilians. The bells come from all types of ships, including the capital ships "Anson," "Howe," "Duke of York," and "King George V." They vary in size and condition; and in price range from £18 for the 294-lb. bell of the old "Royal

Sovereign" to £2 for the bell of the Holly class Trawler "Lilac."

## R.N. REFITTING RESERVE SHIPS

A number of shipbuilding firms on the Clyde, at Liverpool, in South Wales, at London and on the Tyne, have benefited from Admiralty's refitting programme for Reserve Fleet ships, of which 22 have been taken in hand. They are the destroyers "Obedient," "Orwell," and "Obdurate"; the frigates "Talybont," "Belvoir," and "Loch Scavaig"; the corvettes "Hadleigh Castle," "Oxford Castle," "Rushen Castle," "Morpeth Castle," "Carrisbrook Castle," and "Alnwick Castle"; the boom defence vessels "Barcastle," "Barrier," and "Barglow"; the minesweepers "Waterwich" and 1586 and 1583; and the minelayers "Linnets," "Stonechat," and "Miner I"; and the trawler "Sandray."

## BELGIAN NAVY

Six Algerine Class fleet minesweepers are being acquired by the Belgian Navy from the British Government. The first two to be transferred are H.M. Ships "Liberty" and "Cadmus." "Liberty," built by Harland and Wolff at Belfast, was commissioned in 1944 and joined the 10th. Minesweeping Flotilla, taking part in sweeping the Rivers Elbe and Weser, and later proceeding to the Far East and operating in the Hong Kong area and in Japanese waters, and, eventually, sweeping the extensive Japanese minefields off Borneo. "Cadmus," commissioned in 1942, spent three years operating in the Mediterranean, including the sweeping before the Allied Invasion Forces into North Africa, Sicily, Salerno and Anzio. "Cadmus" was then with the 12th. Minesweeping Flotilla.

## ANTARCTIC AGREEMENT

The agreement reached between the British, Argentine, and Chilean Governments, which was reached on the 18th. January last year for the purpose of avoiding the risk of incidents during the Antarctic summer season of 1948-49, has been extended for a further period. Statements have been exchanged between the three Governments in the following terms: "Being anxious to avoid any misunderstanding in the Antarctic which may affect the friendly relations between the United Kingdom, Argentine and Chile, the Governments of these three countries have informed each other that in present circumstances they foresee no need to send warships south of latitude 60 degrees during the 1949-1950 Antarctic season apart, of course, from movements such as have been customary for a number of years."

## R.N. CHAPLAIN'S UNIFORM

His Majesty the King has been pleased to approve that all Chaplains entered in the Royal Navy on or after the 3rd. November, 1948, are to wear naval uniform. Chaplains entered before that date will retain the option of wearing naval uniform or civilian clerical attire. The existing practice under which Chaplains have no Naval rank and wear no badges of rank will continue.

## PAKISTAN NAVY

The High Commissioner for Pakistan, Habib Rahimtoola, accepted the destroyer H.M.S. "Offa" when she was handed over for the Pakistan Navy at Plymouth last month. The destroyer was renamed H.M.P.S. "Tariq" by the Begum Iskander Mirza, wife of Lieutenant-Colonel Iskander Mirza, the Pakistan Minister for Defence.

## NAVAL NURSING SERVICE

The Countess of Limerick, deputy chairman of the British Red Cross Society, who served as a V.A.D. in the 1914-18 War, and was deputy chairman of the joint war organisation of the British Red Cross Society and the Order of St. John of Jerusalem from 1941-47, said in an interview recently: "We have not been recruiting V.A.D.'s for the Army or the R.A.F. since soon after the war ended, but we have continued for the Navy, and now a naval reserve is to be formed." The Admiralty has stated that the R.N. now has several hundred members of Voluntary Aid Detachments on service under two-year engagements.

## SOUTH AFRICAN NAVY

Negotiations were taking place last month between the South African and British Governments according to a statement by Lieutenant-General Len Beyers, Chief of the South African General Staff—concerning destroyers of the "Wager" class laid up at Simonstown in charge of care and maintenance parties of the Royal Navy. Recounting General Beyers' statement, the Durban correspondent of "The Times," London, said that it was the intention of the Union Government to take over two of the destroyers, which would then be manned by South African crews.

## THE KING'S VISIT TO U.S.S. "COLUMBUS"

His Majesty the King received a great welcome when he visited U.S.S. "Columbus," flagship of Admiral Conolly, Commander of the U.S. Naval Forces in the Eastern Atlantic and Mediterranean, at Portsmouth. All ships in the port were dressed overall, and as the King was piped on board the "Columbus," the Royal Standard was hoisted in the flagship. A guard of honour of United States Marines, with their band, was mounted, and was in-

spected by the King, who afterwards was conducted over the ship. His Majesty subsequently taking lunch with Admiral Conolly.

## THE U-BOAT PROBLEM.

The Royal Navy is experimenting with the production of anti-submarine vessels capable of dealing with submarines of the greatly enhanced submerged speeds now attainable. It is said that an entirely new design of warship has been evolved, combining the speed of a destroyer with the sturdiness of a frigate. Among measures being taken is the reconstruction and reclassification of the destroyers "Rocket" and "Relentless" as "fast frigates"; and the "Hotham," last of the "Captain" class frigates, is being fitted with a gas-turbine engine which, though still in the experimental stage, is expected to drive more, farther, and faster.

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# ANNIVERSARIES OF THE MONTH

JANUARY IS AN IMPORTANT MONTH FOR AUSTRALIA, FOR IT WAS IN JANUARY, 1788, THAT THE FIRST FLEET REACHED THESE SHORES, AND THE FOUNDATION OF THE COMMONWEALTH WAS LAID.

by John Clark

**A**MONG the happenings of Naval importance that have occurred in the month of January, was the death of Francis Drake, on the 28th of the month in 1596, in the "Defiance" off Puerto Bello, Panama.

It was a sorry ending to a life of action and adventure. In the last weeks of his life "he never carried mirth nor joy in his face," for this, his final expedition, was a failure. For years he had been out of favour with Elizabeth. He had secured her goodwill and backing—to the tune of £70,000—for this venture, and had nothing to show in return. The scenes of his former triumphs in the Caribbean were now strange to him. "I know no more of the Indies," he told the soldier, Captain Maynarde, who sailed with him, "than you do. I never thought a place could be so changed, as it were, from a delicious and pleasant harbour into a vast and desert wilderness." But, "we must have gold before we return to England."

In Nicaragua Bay he sickened of dysentery. The sickness increased, he became delirious, and as the "Defiance" came abreast of Puerto Bello at seven o'clock on the morning of the 28th January, he died raving.

It was in January, 1699, on the 14th, that William Dampier sailed from the Downs on his voyage to "Terra Australis" "with a fair Wind, in His Majesty's Ship the 'Roebuck', carrying but 12 Guns in this Voyage, and 50 Men and Boys, with 20 Months' Provision." On the 1st of August following, after sounding his way carefully in, working on "Mr. Tasman's Draught," Dampier sighted land

on the west coast of Australia, and five days later the "Roebuck" entered a sound "which I call'd Shark's Bay."

On the 1st of January, 1700, Dampier and his men "first described the Land of New Guinea, which appear'd to be high land . . . very well clothed with tall, flourishing Trees." Twelve months later, on the 11th January, 1701, the "Roebuck" sailed from the Cape of Good Hope to her last resting place at Ascension Island, where she sank, having sprung a leak which could not be stopped, though "I ordered the in the mean Time to stop in Oakum, and some Pieces of Beef." And there, as did Dampier and his company, we will leave her.

We move on towards the latter end of the Eighteenth Century, to January 16th, 1780, when Rodney defeated a Spanish fleet under Langara, off Cape St. Vincent. Rodney was on his way out to the West Indies when he came on the Spanish force, consisting of 11 line-of-battleships and two frigates. The engagement lasted for more than 12 hours. Four of the Spaniards made their escape, two drove ashore and were lost after they struck, and the remainder were captured. Rodney then proceeded to Gibraltar, re-vice-regaled it with captured Spanish supplies, and continued his voyage to the Indies.

The January of eight years later was a great one for Australia. On the 18th January, 1788, the "Supply," wearing the broad pendant of Commodore Phillip, entered Botany Bay. The following morning the transports "Alexander," "Scarborough," and "Friendship" arrived and anchored; and on the

morning of the 20th, H.M.S. "Sirius," with the rest of the First Fleet, rounded Cape Solander, and came to an anchor at nine o'clock. Seven days later the "Supply" weighed and proceeded from Botany Bay to Port Jackson, anchoring about seven in the evening in Sydney Cove. The rest of the fleet came up the following day, the 26th January.

At daylight that day, marines and convicts had landed from the "Supply," the Union Jack had been hoisted, the health of the King and Queen and the Prince of Wales, and the success of the colony, had been drunk in four glasses of port; a feu de joie had been fired and three cheers given. Australia was founded.

Let us move westward across the Indian Ocean, to that Cape of Good Hope which Phillip had left, en route to Botany, on the 12th November, 1787. The Cape was then a Dutch colony. But when war was resumed—following the Peace of Amiens the previous year—between Britain and France in 1803, the Batavian Republic, then part of France, was included in the British declaration of hostilities, and in 1805 Sir Home Riggs Popham was given the command of a fleet of three ships of the line and five smaller vessels, for the capture of the Cape.

The fleet—plus transports carrying 5000 troops—made rendezvous at Robben Island, in Table Bay, on the 4th January, 1806, and landings were effected at Saldanha and Blauwberg Bays. Within a very short time, the capitulation of the Cape was secured.

In January, 1841, another outpost of the Empire was obtained

with the British occupation of Hong Kong. That was at the time of the first Opium War, when Hong Kong was used by the British Squadron as its headquarters, and was formerly annexed as a base when things became serious. When peace was finally signed in the cabin of H.M.S. "Cornwallis," the ceding of Hong Kong in perpetuity to Britain was one of the treaty conditions.

It was on the 29th January, 1856, that a prized British decoration was instituted by the Queen—the Victoria Cross—for "conspicuous bravery or devotion to the country in the presence of the enemy."

The Royal Navy fought a successful engagement in the Dogger Bank action of the 24th January, 1915, when the 1st Battle Cruiser Squadron, with Vice-Admiral Sir David Beatty, flying his flag in "Lion," the 1st Light Cruiser Squadron, and light cruisers and destroyers of the Harwich Force, intercepted a German force consisting of three battle cruisers, the battleship "Blucher," six light cruisers and a number of destroyers, off the Dogger Bank.

The action settled down into a stern chase, and resulted in the Germans losing "Blucher"—it may be remembered that the photograph of her capsized, with members of her crew walking on her side, was one of the outstanding war pictures of 1914-18—while two battle cruisers, "Derfflinger" and "Seydlitz" were severely damaged and suffered heavy casualties. On the British side, slight damage was done to "Lion" and "Tiger," and to the destroyer "Meteor," with total casualties of six killed and 22 wounded.

It was during that same month, but earlier, on the 5th January, 1915, that the battle cruiser H.M.A.S. "Australia"—shortly to join the Battle Cruiser Squadrons of the Grand Fleet, and now on passage from Australia—intercepted and sank the German liner

"Eleonore Weermann" off the Falklands. "Australia" reached Plymouth on the 28th of the month, and completed her first commission, having in 18 months steamed 59,514 miles.

And so on to more recent times. It was in January, 1941, that the "Inshore Squadron" was formed, in which Australian destroyers were to do much useful work on the Libyan coast. On the 12th of the month H.M.A.S. "Sydney" passed through the Suez Canal on her way home after her most successful year in the Mediterranean. On the 2nd, "Stuart" and "Vampire" intercepted and sank the Italian schooner "San Diego." And on the 22nd Tobruk was captured by the British forces.

January, 1942, was a month of mixed fortunes—mainly poor ones. In the sea campaign in Libya, the British 8th Army captured Bardia. Out on this side of the world, the Japanese were advancing all along the line in their southward penetration. On the night of the 26th-27th, H.M.A.S. "Vampire," with H.M.S. "Thanet," was in action with a Japanese invasion force at Endau, Malaya, "Thanet" being lost, while the Japanese also suffered ship losses.

By January 12 months later, the tide had turned. In the Middle East, the British Eighth Army, having cleaned up Libya, entered Tripoli. On the 14th of the month, all organised Japanese resistance in Papua came to an end. On the 22nd the trawler H.M.A.S. "Patricia Cam" was sunk by Japanese air attack off Wessel Island.

By January, 1944, the Allied advance was well under way. On the 2nd, "Arunta" and "Wararamunga" were in the covering force for the landing at Saidor, and both on this side of the world, and in Europe, things were going well with the Allies.

January, 1945, was a busy month. On the 3rd British forces occupied Akyab, an officer of the R.A.N. being the first man to enter the town after the Japanese oc-

cupation. Between the 3rd and the 6th, H.M.A. Ships "Arunta," "Shropshire," "Arunta," "Wararamunga," "Manoora," "Kanimbla," "Westralia," and the ships of the Survey Group, "Gecko," "Benalla," "Warrego," and H.D.M.L. 1074, were engaged in the Lingayen Gulf operations.

"Australia" suffered heavily from the attentions of Japanese suicide aircraft between the 5th and 9th, being badly damaged, and with casualties amounting to 27 officers and men killed or died of wounds, 17 missing, presumed killed, and 65 wounded. Australian destroyers of the 7th Flotilla were engaged in operations in Burma, and on the 18th H.M.S. "Howe," of the British Pacific Fleet arrived on the Australia Station. Between the 4th and the 29th, British naval forces carried out air strikes and bombardments on Sumatra.

It was the last January of the 1939-45 War.



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# WHAT THE NAVY IS DOING

THE Navy starts off the New Year with the major units of the Fleet completing leave and refit periods, and about to embark on the programme of cruises and exercises for 1950. The Summer Cruise starts this month, and during February and March the Fleet will be in New Zealand waters, where joint exercises will be carried out with the New Zealand Squadron.

Last month the two submarines of the Royal Navy, H.M. Ships *Telemachus* and *Thorough*, arrived in Australian waters, and will embark on a series of anti-submarine exercises with the Fleet.

There have been a number of changes in command since these notes were last written. Captain W. H. Harrington, D.S.O., A.D.C., R.A.N., who has been Captain (D) of the 10th Destroyer Flotilla and Commanding Officer of H.M.A.S. *Warramunga* since May, 1948, has been appointed Director of Manning at Navy Office, Melbourne, in succession to Captain J. C. D. Esdaile, C.B.E., R.A.N., who will retire shortly. Captain Harrington is being succeeded as Captain (D) and Commanding Officer of H.M.A.S. *Warramunga* by Captain A. W. R. McNicoll, G.M., R.A.N., who thus vacates the appointment of Senior Officer, 1st Frigate Flotilla and Commanding Officer, H.M.A.S. *Shoalhaven*, Lieutenant-Commander I. H. McDonald, has been appointed Commanding Officer, H.M.A.S. *Shoalhaven*, in succession to Captain McNicoll.

There is a change also in the command of H.M.A.S. *Bataan*, to which appointment goes Commander W. B. M. Marks, R.A.N., in succession to Commander P. N. Cook, D.S.O., R.A.N., who has been appointed in command of H.M.A.S. *Kuttabul*, Sydney.

Other news of note since these comments were last recorded is that H.M.A.S. *Tobruk*, the Battle Class destroyer which has been under construction at Cockatoo Island Dockyard, has been completed and undergoing trials. She is commanded by Commander T. K. Morrison, O.B.E., D.S.C., R.A.N. Some details of her construction are in an article in this issue of "The Navy."

## 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 has been at availability for refit and leave since the 12th November last. It is anticipated that she will depart from Sydney on the 11th January for Jervis Bay, where she will remain until the 24th of the month, her subsequent programme being: Westernport, the 26th to 28th January; Ade-

laide, the 30th January to the 6th February; Melbourne, the 8th February; Hobart, from the 10th to the 19th February, departing thence for New Zealand. She should remain in New Zealand waters until the 31st March, visiting Wellington, Akaroa, Auckland, and the Bay of Islands, returning to Jervis Bay on the 4th April, and Sydney on the 6th. On her return to Sydney, H.M.A.S. *Sydney* will be available for leave and urgent defects until the 31st May, and is expected to depart for the United Kingdom about the 5th June.

### The Cruiser:

H.M.A.S. *Australia* (Captain G. C. Oldham, D.S.C., R.A.N.) is in Sydney, where it is anticipated that she will remain at availability for leave and refit until the 11th February. Later in the month she should depart to join the Flag in New Zealand waters. On her return to Australia on the 8th April, the Flag will be transferred to her from H.M.A.S. *Sydney*. She will then carry out a training programme in the Sydney-Melbourne area.

### 10th. Destroyer Flotilla:

H.M.A.S. *Warramunga* (Captain (D) 10, Captain A. W. R. McNicoll, G.M., R.A.N.) is in Sydney at availability for leave and refit until the 20th January, after which she will sail in company with one of H.M. Submarines to New Zealand.

H.M.A.S. *Bataan* (Commander W. B. M. Marks, R.A.N.) is in Sydney, where she has been at availability for refit and leave. She departs Sydney with the Flagship on the 11th of this month, and thenceafter her programme will be identical with that of the Flag until her return to Sydney on the 6th April. From 10th April until the 26th May, *Bataan* will be at availability for leave and urgent defects, and will sail from Sydney about the 7th June for Japanese waters, to relieve H.M.A.S. *Shoalhaven*.

### 1st. Frigate Flotilla:

H.M.A.S. *Shoalhaven* (Lieutenant-Commander I. H. McDonald, R.A.N.) completed availability for leave and urgent defects on the 30th December last, following which she was to be sailed from Sydney so as to relieve H.M.A.S. *Culgoa* on duty with the Allied Naval Forces in Japanese waters at Kure on the 1st February.

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* on the 1st February, and on her return to Sydney about the 13th March, will have availability for leave and refit until the 5th May, and will then come under the operational control of the Flag Officer-in-Charge, New South Wales, for training exercises with the 1st Frigate Flotilla and H.M. Submarines.

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.

### H.M. Submarines:

H.M. Ships *Telemachus* (Lieutenant O. Lascelles, D.S.C., R.N.) and *Thorough* ( ) are under the operational control of the Flag Officer-in-Charge, New South Wales, for training exercises.

### 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 command 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. Ships *Warrego* and *Barcoo* are in Sydney.

H.M.A.S. *Lachlan* (Lieutenant-Commander W. Sharpey-Schaeffer, R.N.) is carrying out surveying duties in New Zealand waters.

January, 1950.

## ... at Sea and Ashore

### ROYAL NAVY

#### East Indies Station:

There will be a change in Command of the East Indies Station this year, when Vice-Admiral C. H. L. Woodhouse, K.C.B., is succeeded as Commander-in-Chief in April next by Vice-Admiral G. N. Oliver, C.B., D.S.O. and Bar, who is at present President of the Royal Naval College, Greenwich. Admiral Oliver served as Senior Officer, Inshore Squadron, during the operations for the capture of North Africa in 1942-43, and commanded Force N, Joint Anglo-American Assault Force at Salerno. As a Commodore 1st Class he commanded Force J, Joint Anglo-Canadian Assault Force, at the invasion of Normandy. From October, 1944, until the end of the war he commanded the 21st Aircraft Carrier Squadron in the Eastern Mediterranean and South East Asia. He was appointed Assistant Chief of the Naval Staff, Admiralty, in 1946.

#### H.M.S. "Ocean":

This month the light fleet aircraft-carrier H.M.S. *Ocean* (Captain R. F. Elkins, O.B.E., R.N.) reached Singapore on a trooping voyage from the United Kingdom to the Mediterranean, East Indies, and Far East Stations. Ending her outward voyage at Hong Kong, she returns to the United Kingdom with men from the Far East and East Indies who have completed their normal periods of overseas service.

#### Prize Money:

Payments of Prize Money in the Royal Navy are being authorized at the rate of 17,500 a week, and at that rate payments should be completed by the end of April this year. The Admiralty received over 600,000 claims for prize money, and by November last, payment of nearly 230,000 of these had been authorized.

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

When the cruiser H.M.S.

*Maunius* visited Karachi recently, to assist the Staff College Quetta in the first big Combined Operations Exercise to be held there since the war and since the partition of India and Pakistan, she received a great welcome, and wonderful hospitality was extended to her officers and men by both British and Pakistan communities.

On her departure from the port she received quite a remarkable send-off. Four pipe bands, three Army and one Naval, played alongside the ship from 0730 and all the Staff College staff and students, together with many representatives of the other two Services and large numbers of civilians, were there to watch the departure. The scene must have reminded her Commanding Officer—Captain T. J. N. Hilken, D.S.O. and Bar, R.N.—of that day in Alexandria when H.M.A.S. *Sydney* received such an ovation on her return from her successful action against the Italian cruiser *Bartolomeo Colleoni*, for he was at that time Executive Officer of the Australian cruiser.

### GENERAL

#### Accommodation For Naval Wives And Families

Shortly before the change of Government last month, the then Minister for the Navy, Mr. Roridan, outlined action which was being taken to assist Naval personnel in finding accommodation for their wives and families at reasonable rentals. The Government, he said, had appointed Naval billeting officers in Melbourne and Sydney, their duties being to find accommodation for wives and families of Naval officers and ratings, to inspect house properties offered for sale to Naval personnel and to ensure that these are structurally sound, and to advise personnel whether the prices asked for properties are fair and equitable. The Government had also approved of the purchase of a large guest house



## PERSONAL

Captain Wilfred Hastings Harrington, D.S.O., A.D.C., R.A.N., who has been appointed Director of Manning at Navy Office, Melbourne, is a Queenslander, who was born at Maryborough on the 17th May, 1906, and who entered the R.A.N. College in 1920. Following sea appointments in H.M.A. Ships "Brishane" and "Adelaide" after "Passing Out," he served with the Royal Navy in H.M.S. "Malaya," and taking his Sub-Lieutenant's and Lieutenant's courses. He was in command of H.M.A.S. "Yarra" at the time of the outbreak of war in 1939, and in that ship saw service on the Australian coast, in the Red Sea, the Persian Gulf, the Mediterranean and the East Indies. Appointed to H.M.A.S. "Australia" in April, 1942, he served in her in the South-West Pacific area. From July, 1944, until March, 1945, he was in command of H.M.A.S. "Quibron," subsequently being appointed to H.M.A.S. "Penguin," Sydney. He was promoted Captain in 1947, and the following year was appointed Captain (D) 10, and Commanding Officer H.M.A.S. "Wararamunga," from which position he has come to his new appointment.



Captain W. M. Harrington,  
D.S.O., R.A.N.

The Navy

near Melbourne as a temporary accommodation centre, on their arrival in Australia, for the families of ex-R.N. ratings who have signed on in the R.A.N. for six years, and who have been unable to secure nominators for their dependents. Steps were, the Minister said, being taken to secure a similar property near Sydney.

In addition to its plans for buying the two guest houses, the Government planned to convert huts in Naval establishments to form accommodation units, and to erect Nissen huts for the same purpose. Some of these huts were already in Australia, and others are arriving at an early date. About 300 pre-cut or prefabricated dwellings will be erected on sites to be chosen in Sydney and at the R.A.N. Air Station at Nowra, New South Wales, and at Flinders Naval Depot, Victoria.

As a long-term plan, it is proposed to construct permanent brick or timber dwellings and/or flats in Naval establishments. Negotiations have been entered into with the New South Wales Housing Commission for the taking over by the Royal Australian Navy of a proportion of the houses which the Commission is erecting in the Nowra district. These houses will be used by married Naval personnel and their families. A building which was originally one of the office blocks of the former Royal

Australian Naval College at Jervis Bay has been taken over by the Royal Australian Navy and is being converted into four flats for Naval families. In addition, another residence has been taken over from the Department of the Interior on lease as the residence of the Commanding Officer of the Royal Australian Naval Air Station at Nowra. The present approved plans for the Jervis Bay-Nowra area involves the provision of living units and/or houses and other permanent accommodation for 53 Naval families.

The "Commandant Charcot"  
Melbourne saw the unaccustomed sight of French sailors around the port last month when the French Antarctic Expedition ship, "Commandant Charcot," was lying at the pier at Port Melbourne. They and the ship created considerable interest, as did also the husky dogs which the "Commandant Charcot" is carrying. A trim little vessel, she is well suited for the tasks that lie ahead. In the accompanying photograph a general idea of the ship is given, as also a particular impression of refinements of build to equip her for work among the ice, such as the enlarged, knife-like stem, the placing of her hawsepipes and anchors, and the float plane which she carries aft, something of which can be seen just abaft the mainmast.

Lieutenant-Commander Ian Hunter McDonald, R.A.N., who has been appointed in command of H.M.A.S. "Shoalhaven," is a South Australian who was born in Adelaide on the 4th February, 1915, and entered the Royal Australian Naval College in 1929. As a Midshipman he served in H.M.A.S. "Canberra," and H.M. Ships "Shropshire," "Revenge," and "Ramillies." He specialised in Signals, and—being on exchange duty with the Royal Navy when war broke out in 1939—was, the following year, Flag-Lieutenant to Rear-Admiral Pridham-Wippell in "Royal Sovereign" and "Malaya," and, in 1941, he served in a similar capacity in "Queen Elizabeth" and "Barham," being in this latter ship when she blew up after being torpedoed in November, 1941. At the conclusion of hostilities he was serving as Fleet Signals Officer in H.M.A.S. "Napier," and was later at Navy Office, Melbourne, before his appointment to H.M.A.S. "Sydney."

Lieutenant-Commander J. M. Ramsay, R.A.N., has been appointed Director of Training and Staff Requirements at Navy Office, Melbourne, from having been Navigating Officer of the aircraft carrier H.M.A.S. "Sydney."

From being Assistant Director of Training and Staff Requirements, Navy Office, Lieutenant-Commander I. K. Purvis, R.A.N., has been appointed Fleet Torpedo and Anti-Submarine Officer, H.M.A.S. "Sydney."

Previously Executive Officer of H.M.A.S. "Sydney," Commander O. H. Becher, D.S.O., R.A.N., has been appointed Commanding Officer of the Royal Australian Navy Radar School, H.M.A.S. "Watson," at South Head, Sydney.

Commander V. A. T. Smith, D.S.O., R.A.N., who has been Naval Staff Officer (Air) at Australia House, London, for two years, returns to Australia early this year to assume the appointment of Executive Officer, H.M.A.S. "Sydney." Commander Smith was closely associated with

## NAUTICAL QUIZ

- (1) The most famous of the French privateers of the Napoleonic Wars period was Robert Surcouf. Does the name make you think of any ship in the 1939-45 War?
- (2) Do you know the author of the phrase "Damn the torpedoes?"
- (3) A war-time visitor to Australia, a large, fast troopship, was the French liner "Ile de France." After what island is she named?
- (4) Who was the first Flag Officer to command the Australian Fleet?
- (5) Many merchant ships have done fine service as naval combat ships in time of war, but the "Twedd" was a warship which made her name as a merchantman. Do you know anything of her?
- (6) Of what is the "Flying Angel" device on a flag indicative?
- (7) A new Norwegian motor tanker, "Pericles," is named after a former Norwegian full-rigged ship, "Pericles." Does the name have any Australian associations?
- (8) "Here, a sheer hulk, lies poor Tom Bowling," sang Charles Dibdin. Dibdin used the word "sheer" in its sense of "mere" or "absolute." But what is a "sheer-hulk?"
- (9) Where is Mers el Kebir, and for what is it noted?
- (10) Most seafarers are familiar with the following names. Can you tell what nautical requirements their owners fill? (a) J. D. Potter; (b) William Cory & Son Ltd.; (c) Thos. Walker & Son Ltd.; (d) William Watkins Ltd.; (e) Kelvin Bottomley and Baird.

(Answers on page 46)

the early planning of Naval Aviation in the Royal Australian Navy, and before going to the United Kingdom in 1947, was Director of Naval Air Organisation and Training at Navy Office, Melbourne.

Commander J. Plunkett-Cole, R.A.N., has assumed the duties of War Book Officer at Navy Office, Melbourne, in succession to Commander A. C. Mather, R.A.N., who has been appointed Inspector of Naval Recruiting.

Commander R. S. Veale, V.R.D., R.A.N.V.R., who, in his 41st year of continuous Naval Reserve service is now taking his demobilisation leave, must surely be the longest service Reserve officer in Australia. He joined the Commonwealth Naval Forces as a Volunteer Cadet in the Australian Naval Cadet Corps on the 30th April, 1909. In two years he has spent 16 years fully mobilised.

He is taking his demobilisation now following valuable service over recent months as Inspector of Naval Recruiting and Chief Rehabilitation Officer, R.A.N.

Mr. Norman D. Bretherton, Deputy Director of Victualling at Navy Office, Melbourne, has been sent to London for six months to gain experience in Naval Victualling at the Admiralty.

## PUBLIC EDITION OF R.N. NAVY LIST

A public edition of the R.N. Navy List, which includes a list of officers serving in the Royal Navy, and other information, is now on sale. It is to be issued annually and can be obtained, price 25/- Sterling, from H.M. Stationery Office, Sale Office, York House, Kingsway, London, W.C.2.

# BOOK REVIEWS

By G.M.O.

"THE GENESIS OF THE ROYAL AUSTRALIAN NAVY," by G. L. Macandie, C.B.E., Secretary, Australian Commonwealth Naval Board, 1914-1946. Printed by the Government Printer, Sydney. Published by P. W. Cheshire Pty. Ltd., Melbourne. Price: 25/-.

VIEWED from all angles, and not least from that of this post-world wars period, the story of the genesis of the Royal Australian Navy is of very great interest. It is, very largely, the story of the national development of Australia. The seed of Federation, to a considerable degree, lay in the need for an Australian scheme of defence within the framework of Imperial Defence, and the Royal Australian Navy is one of the main fruits of that seed.

The effect of the establishment of the Royal Australian Navy upon Imperial relations was far-reaching. At the Imperial Conference of 1911 its implications were stressed by Sir Edward Grey when he pointed out that "the creation of separate fleets has made it essential that the foreign policy of the Empire should be a common policy," and an immediate result of this recognition was that the Dominion Ministers were consulted at this Conference before the renewal for ten years of the Anglo-Japanese Alliance, the original treaty having been entered into in 1902, and the renewal of 1905 effected, without previous concurrence by the Dominions.

The establishment of the Royal Australian Navy was an unmistakable intimation that the small boy had grown up, and that the "Colony" had become a Dominion. As is usual in the case of small boys attaining maturity, the parents were slow to recognise the fact, and there was some opposition to the thought that the lad should be shouldering responsibilities hitherto the business of his parent. One of the valuable lessons of this story is that which il-

lustrates the manner in which, by means of our peculiar system of Imperial relations, differences of views and opinions may be adjusted to mutual benefit, while the story shows, also, that the original groundwork, and subsequent developments of the Royal Australian Navy have been sound.

As one with more than half a century of active experience of Naval development in Australia, first with the Queensland Marine Defence Force; then, throughout his long fight for the Navy, with Admiral Sir William Creswell, and, latterly, through two world wars, as Secretary to the Australian Commonwealth Naval Board: no one is better placed than Mr. George Macandie to have produced this book. It would have been a great loss if all the material dealing with the genesis of the Royal Australian Navy had not been brought together in the way that has now been done, and brought together by one who lived at the centre of things throughout the important part of the period covered. In carrying out the considerable research necessary, in selecting and arranging the material, and in producing the book, Mr. Macandie has performed a most valuable task for Australia, and for the Service, to which he has devoted his life and interest.

The basis of Australian defence has hitherto been Naval. In the earlier days of Colonial history, reliance was placed completely in the power of the British Fleet to deter any large-scale aggression. In point of fact, it is notable—as this story shows—that this reliance has existed throughout Australian history, the development being that,

with the creation of the Royal Australian Navy, Australia herself contributed in kind to that Fleet.

As Mr. Macandie points out, Sir Henry Holland, when Secretary of State for the Colonies, put the matter of Colonial defence in a nutshell when he said, at the Colonial Conference of 1887: "The whole standard of defence of the Australasian Colonies is based on the fact that an enemy could send small squadrons only into these waters; that very few, if any, ironclads would be able to reach Australasian ports, and that considerable expeditions could not be undertaken against them. But these limitations to an enemy's actions, which have been universally accepted and acted upon, exist solely in consequence of the great ironclad fleet maintained by the Imperial Government in European waters, and based on fortresses and coaling stations created and maintained without charge to the Australasian taxpayer."

It could be added that, since this utterance sixty-odd years ago, the whole standard of Australian defence has remained so based, although for many years now the Australasian taxpayer has taken a share in the cost of Naval defence. In fact, the whole struggle for the establishment of an Australian Navy in its own right hinged on the general acceptance of this dependence upon "the great ironclad fleet maintained by the Imperial Government in European waters." Ultimately that dependence was—and is today—inevitable. On that point there was general agreement. The differences which arose were understandable.

On the one hand, there were many in Australia who, accepting the position that Australia could not hope to build and man a Navy large and powerful enough to defend herself without the aid of the British Fleet, considered it best to leave Naval defence to Britain, while contributing towards the cost by means of a cash subsidy. Admiralty opinion—which was to say official British opinion—favoured

ed this attitude. Admiralty undertook the overall Naval defence of the British Empire. Admiralty claimed, therefore, freedom in strategy, and feared that it would lose this freedom were Australia or other Dominions to have their own navies.

The First Lord of the Admiralty, the Rt. Hon. G. J. Goschen, made this clear at the Colonial Conference of 1897. Under the Australasian Naval Defence Act of 1887, the Admiralty undertook to construct and equip an Auxiliary Squadron for the protection of floating trade in Australasian waters, such squadron to be additional to the Imperial Squadron on the Station, and, although under the sole control and orders of the Commander-in-Chief on the Station, to be retained within the limits of the Station and only otherwise employed by consent of the Colonial Governments. For their part, the Colonies undertook to pay five per cent. interest annually on the prime cost of the Auxiliary Squadron, in addition to bearing the actual charges of the maintenance of the ships, the Australian States paying a total of about £106,000 annually in discharging these obligations, and New Zealand £20,000.

At the Colonial Conference in 1897, the question of the renewal of this agreement, when it expired in 1901, was discussed. On this subject, Mr. Goschen, having spoken of the political point of view, said that "from the strategic point of view, we should be glad that the Admiralty should have a free hand . . . the object for which we want a free hand is to be able to conduct the defence of Australia on the same principles as those which we should follow in the defence of our English, Scotch, and Irish ports, principles which exclude our undertaking to detach ships to particular ports. For instance, we could not undertake to post one ship to Sydney, another at Adelaide, and another at Melbourne. We must rely upon the localities themselves for the

defence of these ports, while on our part we undertake that no organised expedition should be directed against any part of Australia. No organised expedition could be sent either from Japan, or from the United States, or from France without the full knowledge of the Admiralty. That I assume. We are too ubiquitous for any such expedition to be secretly organised. If it were organised, our whole strength would be directed to defeating such a movement.

... If it has been said that we want to have the full and free disposal of our ships, this certainly, as far as my own policy and that of the present Board is concerned, does not mean that we claim to withdraw the ships built under our agreement with the Australian colonies and to send them to the Cape or to China, but that we desire freedom so to manage the ships as best to protect that zone and that sphere, to which they belong, if we heard that an enemy were planning an expedition towards the coasts of Australia. In such a case we might possibly gather the whole of our ships together, and, taking such other precautions as might be necessary, use them regardless—regardless is, perhaps, too strong a word—but use them as we should see best for the protection of the general interests of that part of the Queen's Dominions."

The First Lord concluded, and crystallised the Admiralty's views on the question, by saying: "I do not say that we should not prefer contributions without any tie whatever, but I do not make such a demand, and so far as the policy of the present Board of Admiralty is concerned, I am prepared to stand by the existing agreement."

In both Australia and Britain, there were opponents to this approach to the subject of Australian Naval defence. The great failing of the Auxiliary Squadron was that it did not fulfil one of its most important functions—that of training Australians to be Naval seamen. The progressive policy in-

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tended by Admiral Tryon when he suggested the formation of the Auxiliary Squadron, had not, as the report of a Conference of Commonwealth Naval Officers in 1899 remarked, "advanced from the initial stage at which Sir George Tryon left it . . . The present policy, that of the payment in specie in return for Naval Defence furnished in toto by the Mother Country, makes no advance whatever. Twenty or fifty years hence, Australia's ability for sea defence—self-defence—will be as today, and as it was ten years ago."

This Conference proposed a scheme "whereby the available Naval Defence in Australia shall advance *pari passu* with the growth and development of the Australian Commonwealth, and become less, year by year, a charge on the Imperial forces and exchequer." The London "Times" was scathing: "A nondescript force of inadequately trained naval volunteers is, the 'Times' maintains, an illusory scheme, while a separate colonial fleet manned mainly by amateurs would be expensive to maintain in time of peace, and absolutely ineffective in war."

But others thought differently. In 1901 Creswell, then Naval Commandant of Queensland, who had attended the 1899 Conference, produced a report on "the best method of employing Australian seamen in the defence of commerce and ports," in which he attacked the existing Naval Agreement and advocated the building of a special type of vessel for Australian defence, and the development of a Naval Reserve.

In general, the report was supported by the Australian Press, and in England, "The Spectator," discussing the matter of Imperial Naval Defence, and pointing out that Mahan had, in effect, advised the British Colonies that they would not obtain the best security by coast defence ships, but only by a mobile squadron, and that Australians might find it necessary to defend their country "in the Medi-

terranean," went on to say: "But though we are quite as firm as the firmest naval strategist on this point, we cannot agree that it necessitates the Colonies hiring their defence from us by a mere money contribution. On the contrary, we hold that the best way of getting the Colonies to realise the true nature of sea power is for them to build and man sea-going navies of their own. Captain Mahan, we are glad to see, does not apparently regard this notion as forbidden. He leaves the question entirely open. For ourselves, we hold that in the long run Naval power rests on the Naval spirit existing in the Empire that seeks Naval power. But Canada, Australia, and New Zealand will never attain to that Naval spirit which is the life-breath of maritime Empire if they hire their Naval protection in Britain or merely pay in money. They will only foster the Naval spirit by having sea-going ships of their own, for whose upkeep and equipment their own statesmen and their own people take the fullest responsibility."

The Creswell Report of 1901 was the starting point of its author's fight for the establishment of an Australian Navy, a fight he was to continue as Director of the Commonwealth Naval Forces—to which post he was promoted by Sir George Reid, then Prime Minister, in 1904—until he saw his efforts crowned with success. As an advocate, Creswell was untiring and eloquent. He wrote with a lucid and descriptive pen, and undoubtedly his ability in making his points clear to the Australian statesmen and politicians of the period in homely phrases and analogies did much to bring the idea of a separate Australian Navy to fruition.

Much of this book is written by him, for Mr. Macandie uses many of his reports and pleas in toto. He had two main barriers to break down; that in Australia being the feeling that this country should concentrate on Military defence and leave Naval defence to

Britain; that in Britain being the outlook epitomised in the foregoing quotations from Mr. Goschen as First Lord of the Admiralty, and from "The Times."

His illustrations are picturesque. Commenting on the failure of the Committee of Imperial Defence to realise that open coast routes are vital to Australian business life, he says: "Trade arteries, an expression loosely applied to any Commerce route, is the exact definition of our coastal waterways, and the part they play in the Australian industrial body. To provide ourselves with a costly armour—the Army on land—and wear our arteries bare and exposed outside it, is a defence method upon which comment is unnecessary, but is yet unthinkingly accepted and prevails today."

And, "It is commonly supposed that Australian Naval Forces are intended as a substitute for the protection afforded Australia as a portion of the Empire by the British Navy . . . The confusion of thought here is due to failure to recognise our place as a portion of the British Empire, and to regard, as separate and independent, forces that are supplementary and must act in close co-operation. For instance, a watchman in charge of a great warehouse is not a substitute for the police force, but additional to and supplementary to it, to insure the safety of property of special value . . . Or, if it is necessary to push the argument further, can it be held that the fire services installed in theatres and large hotels imply that the regular fire brigades would be denied to any building where such a prudent and necessary precaution had been taken?"

And, "as between transports and destroyers the relative power of resistance to attack is that of plate glass and road metal."

He was prescient, and, in a Memorandum of 1907 foresaw Germany on the Adriatic "on the death of the present Emperor of Austria," in Morocco "as a counterpoise to Gibraltar," in Madeira

"to acquire a good point of observation of the Straits, and overlook the Cape route . . ." "German influence in Turkey is paramount . . . Pan Islamism, carefully fostered by Germany, is causing unrest and anxiety in Egypt, and an Egyptian rising would coincide with Turkish mobilisation and movement to the Canal." Thus the British route to the East could be closed, and the German, via the Berlin-Baghdad railway, opened; and Germany appear in strength in the East Indies and New Guinea. It was thought along the lines of the German "Great Plan" of 1942, the conquest of Egypt and Persia and so on to the Far East.

This book, in its authorship, is largely Creswell's because of the use made of his original material. It is largely to his credit that it could have been produced at all, for his was the major part in the genesis of the Royal Australian Navy.

But, as the book shows, credit lies with many others. To Creswell's able supporters in Australian Naval circles: to the Australian politicians who accepted and pressed his views; and also, in the event, to the Admiralty and to the line of devoted and distinguished officers of the Royal Navy, who, once the Australian viewpoint and aspirations were realised, have fostered the idea of an Australian Navy, and, with the Australian authorities, have evolved the highly successful arrangement whereby the Navy functions today as an individual Australian force which is yet completely integrated with the Royal Navy, a triumph of the British system.

How it all evolved this book tells, and a great debt is owed to Mr. Macandie for placing it on record. This is a book which should certainly be secured by everyone with an interest in the Royal Australian Navy. And, since this edition is limited to only 1000 copies, there is little time to lose in securing it.

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# EX-NAVAL MEN'S Association of Australia

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## Federal Council

THE Prime Minister has sent out a personal invitation to Mr. F. F. Anderson (Federal President) requesting him to nominate a representative to attend the Migration Convention to be held in Canberra during this month. The Federal Executive is pleased the Association has been so recognised, and has agreed that the ex-naval men of Australia should be represented by the Federal President on this historic occasion. The Convention will take place during the period of the Association's Triennial Conference.

Mr. G. A. Hewlett (President) and his Executive officers of the Sydney Sub-Section extended a very warm welcome to Mr. and Mrs. F. F. Anderson, who attended the social evening arranged for the entertainment of members' wives and friends. The function was held at Winn's Rooms, Oxford Street, Sydney, on Monday, 5th December. Officers and members of the Canterbury-Bankstown Sub-Section held a most successful cabaret dance in the Masonic Hall, Campsie, on Wednesday, 10th November. Invitations were sent to and were accepted by Federal Council, State and Sub-Sections' officers and their wives.

A brief report prepared for the Federal Conference shows that 1417 new applicants joined the Association for the year ended 30th June, 1949. Of this total the Victorian Sub-Sections entered 676; New South Wales, 334; South Australia, 304; Western Australia, 50; Queensland, 46; and A.C.T. Section added the last seven members. During the same period 337 members changed their

Sub-Sections by Clearance Transfers. The Federal Council regrets the loss of 32 members from amongst the various Sub-Sections up to 30th June last. The Federal Executive commends the facilities provided by the Association for the benefit of its members, and is anxious that members who are behind in payment of their subscriptions should contact the Sub-Sections' Hon. Secretaries, and make every endeavour to become financial. A further summary report on the proceedings of the ninth Triennial Federal Conference, held at Canberra this month, will be given in a later issue of "The Navy" magazine.

Victoria.—The Hon. Assistant State Secretary (Mr. H. McEwan) will carry out the duties usually performed by the State Secretary (Mr. W. H. Sullivan), who left Australia in the "Orontes" last month. Mr. Sullivan has been granted authority by the Federal Council to act on its behalf whilst he is in the United Kingdom, and it is anticipated that Royal Navy organisations will be visited by the Victorian State Secretary before his return to Melbourne about Easter. New members of Latrobe Valley Sub-Section are Messrs. T. Wilson, R. K. Smith and M. J. Price. Messrs. A. X. McDonald, J. J. Sadler and N. Viccars have joined the Geelong Sub-Section.

New South Wales.—A recent visitor who was welcomed by the State Secretary (Mr. Reg. Humphry) was the Hon. Secretary of the Erith, Belvedere, Kent, Branch of the Royal Naval Old Comrades' Association. Mr. Harry Marsden, a former State Councillor of N.S.W., has now transferred his

membership to the Perth (W.A.) Sub-Section. Mr. Marsden has been appointed to the Byford depot for the time being.

South Australia.—Mr. C. L. Tucker (State President) has now returned to Adelaide after a brief visit to Melbourne. The State Executive arranged a Navy Day of Remembrance. This service and march was held at Elder Park, Adelaide, on Sunday, 20th November, and was attended by members of the Association and the public, to render honour to the officers and men of His Majesty's Fleets who gave their lives for their country. The Rev. R. D. Lloyd, Naval Chaplain, conducted the Memorial Service, and the Resident Naval Officer, Commander S. M. Gower, R.A.N., gave the address during the afternoon. Messrs. F. D. Tanton and D. M. McMahon, both of whom recently transferred their membership from the Sydney Sub-Section, were given a warm welcome into the Adelaide Sub-Section last month.

Western Australia.—The State Executive, led by Mr. N. B. Bicker (President) is still endeavouring to secure suitable premises in Perth for headquarters and club-rooms for the Association. Knowing the zeal of the officers in the West and the sympathetic generosity of the population who responded so nobly to the Naval Welfare and Comforts Fund during the last war, the Council hope to attain its ambition before very long. Mr. L. C. Nimmo, of the Leederville-Wembley Sub-Section, has applied to the Housing Commission (W.A.) for 58 building permits for Association members. Con-

gratulations of the State Executive and members have been sent to Mrs. S. Kenworth (nee Miss Sheila McClellans) on her marriage.

Queensland.—The Section President (Mr. G. M. Arber) and his Committee provided a very happy Christmas Party for the members' children: the function took place at the Alice Street Naval Depot, Brisbane, on Saturday, 10th December. Toys, sweets, etc., were also given to the children of naval men who lost their lives during the war.

A.C.T., Canberra.—Mr. N. V. Hearnley (Section President) has obtained the use of the "Gowrie" Services Hut for the venue of the Federal Conference this month, and is also arranging for the entertainment of visiting inter-State delegates who will be present at the monthly General Meeting of the Section on Friday, 20th January.

Tasmania.—Mr. George R. Howe (State Secretary) has been elected by the Executive to represent the ex-navalmen of his State at the Federal Conference. The proposals put forward for affiliation have received the endorsement of the Federal Council, and recommends their ratification at the earliest opportunity.

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## HOTEL PLAZA

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## HOTEL PLAZA



## OBITUARY

During the year 1949, death claimed two outstanding men with naval associations. One, although not himself in the Navy, loved ships and the sea, and he wielded a wide and powerful influence as a naval correspondent and editor in bringing the Navy to a large reading public. The other was a Naval Officer of notable attainments: who, on the Retired List, came to the fore as one of the Royal Navy's great war leaders. In this, the first issue of "The Navy" for the year, it is fitting that, looking back over the twelve months of 1949, we should remember them.

## DEATH OF A FAMOUS NAVAL LEADER

Admiral Of The Fleet Sir James F. Somerville, G.C.B., G.B.E., D.S.O., Commander Of "Force H," and Commander-in-Chief, Eastern Fleet, During The Crucial Years Of The 1939-45 War.

ONE of Britain's famous sailors, Admiral of the Fleet Sir James F. Somerville, G.C.B., G.B.E., D.S.O., died at his home at Wells, Somerset, on March 19th. A host of friends in Britain, America, and many other countries have heard of his passing with sorrow.

James Pownes Somerville was born on July 17, 1882, and entered the "Britannia" in 1897, going to sea in 1898. He became a lieutenant in 1904, entered H.M.S. "Vernon" to specialise in torpedoes in 1907, and from 1909 was torpedo officer of the battleship "Vanguard." In 1912 he returned to the "Vernon" for two years for radio duties and in the 1914-18 war served as wireless officer to five admirals in succession. For his services as fleet wireless officer at Gallipoli in 1915 he was awarded the D.S.O. and promoted to commander.

After the war he became commander of the "Ajax" in the Mediterranean. Admiral Somerville was promoted captain in 1921. Two years as Flag-Captain to Rear-Admiral John D. Kelly in the "Benbow" in the Mediterranean were followed by his appointment as Director of

the Signal Department, Admiralty, from 1925 to 1927, after which he returned to the Mediterranean again as Flag-Captain to Vice-Admiral John D. Kelly in the 1st Battle Squadron. From 1929 to 1931 he was the naval instructor at the Imperial Defence College. Then he commanded the cruiser "Norfolk" in the Home Fleet until selected to be Commodore of Portsmouth Barracks in October, 1932.

A year later he was promoted to rear-admiral, and became Director of Personal Services at the Admiralty. For two years, from 1936, he was Rear-Admiral of the Mediterranean Destroyer Flotilla, a busy period, as his ships were engaged in connection with the war in Ethiopia, the unrest in Palestine, and the civil war in Spain. In 1938, having been promoted to vice-admiral in the previous year, he was made Commander-in-Chief, East Indies, and took up the command two months later with his flag in his old ship the "Norfolk."

In April, 1939, he was invalided home in consequence of an illness diagnosed as pulmonary tuberculosis, and, because of a rigid rule, placed on the retired list.

In spite of an immediate recovery in health and the production of certificates from civilian specialists that he had no sign of the disease, all his requests to be reinstated on the active list were refused. Nevertheless, the early months of the war found him engaged on special service in connection with the development of radar. When the famous withdrawal from Dunkirk was being carried out he found occasion to attend to some radar installation at Dover, where the flag officer in command, Vice-Admiral Bertram Ramsay, at once accepted his offer of service: he took over the command of that non-stop operation during the intervals when Ramsay was compelled to snatch a few hours of sleep, and contributed substantially to its successful outcome.

Shortly afterwards he was selected to command the force which had to be stationed in the Western Mediterranean, after the collapse of France, to keep watch on the Italian Fleet. His first duty there, a melancholy and highly distasteful task, was to ensure that the French fleet should not fall into German hands by the action at Mers-el-Kebir; but after that he was able to devote his full energies to the real enemy. Force H, as it was called, was greatly inferior to the Italians, but under Admiral Somerville's active and ingenious direction it harassed the enemy at every opportunity. It played its part in the convoy operations to

and from Malta, for which Admiral Somerville was made a K.B.E. in 1941. Besides the Mediterranean, it kept an eye on the North Atlantic, as occasion required, and its aircraft played a decisive part in the destruction of the "Bismarck."

Early in 1942 Admiral Somerville was called upon to direct another "fleet in being," inferior to the enemy, in a wider sphere. The "Prince of Wales" and "Repulse," advanced wing of the Eastern Fleet, had been destroyed off Malaya, and he was appointed Commander-in-Chief of the new Fleet organised quickly to operate in the Indian Ocean as a start towards retrieving the dangerous situation in the Far East. The general strategy of the war imposed on him a defensive policy

towards the Japanese, to prevent them from advancing further in the Pacific until progress was made against Germany. He relinquished the command in August, 1944, and was promoted to G.C.B.

In October, 1944, he arrived in Washington as Head of the British Admiralty Delegation. He had shortly before been at last reinstated on the active list, to date August 10, 1944. In the next vacancy for Admiral of the Fleet, when Sir Charles Forbes completed five years as such on May 8, 1945, Admiral Somerville was promoted to the highest rank, and reappointed in his post at Washington until December, 1945. On relinquishing active employment he took up his residence at Dinder House, Wells,

and threw himself with energy into the management of the property he had recently inherited from his father there, and into local affairs. He was appointed Lord Lieutenant of Somerset in 1946, and elected an Alderman of the Somerset County Council, in the work of which he took an active share.

He married in 1913 Mary Kerri, daughter of the late Colonel T. Ryder Main, and had one son and one daughter. Lady Somerville died in 1945. The son, John, also entered the Navy and was a lieutenant during the 1939-45 war.

A memorial service was held at Wells Cathedral. In London a memorial service was arranged to take place at Westminster Abbey on April 1st.

## MR. FRANCIS EDWIN McMURTRIE, A.I.N.A.

His Death Was A Loss To All Who Stand By The Royal Navies.

By K.F.C.

WITH the passing of Mr. Francis Edwin McMurtrie, A.I.N.A., who died at his home at Hoddeston, Hertford, on February 22, there will be many throughout naval and journalistic circles who will mourn the loss of a firm friend and generous helper. But, in the wider sense, it is not only they, but all who stand by the Royal Navies in their battle against apathy and neglect, who have lost a staunch ally.

Born on April 8, 1884, Francis McMurtrie received his education at Salway College, and would early have crossed the threshold of a possibly brilliant naval career, had not indifferent health barred the way. Nothing, however, could deny him his love of ships and the sea, and he took steps to equip himself to guide this passion into practical channels. To such good purpose, indeed, that in his 20th year he was

a contributor to "All the World's Fighting Ships" as it was then styled, under its founder and first Editor, Fred. T. Jane, as well as to other technical and general publications.

His association with "Jane's" was to last until his death. During the first World War, when the annual was subjected to many severe and childish restrictions by the Admiralty, he took charge of the War Loss Section, following on Mr. Jane's death. In 1923 he became Joint Editor with Dr. Oscar Parkes, taking over responsibility for text and make-up of the volume for the seven editions 1923-29. On Dr. Parkes' retirement, he succeeded, in February, 1935, as sole Editor, a post which he had held ever since.

As Editor, McMurtrie was an apostle of the strictest accuracy,

and it is not hard to discern his dislike for the somewhat conjectural illustrations which had at one stage appeared in the annual. His own mind has been referred to as a card index of naval and nautical information.

At various times he was Naval and Shipping correspondent of the "News Chronicle," "Daily Telegraph," and "Sunday Express," and wrote for many other journals, including, of course, "The Navy." During the recent war, he wrote "Cruise of the Bismarck" and "Miracle of the Mediterranean" and had earlier collaborated with Sir Reginald Bacon in a larger work "Modern Naval Strategy." He was also responsible for the handy "small brother" of "Jane's", the annual "Ships of the Royal Navy." He also gave advice to and read proofs for other authors, themselves men in the first rank of naval writers.

Although as Editor of "Jane's" his business was largely with the present, the past was by no means put aside. As a member of the Council of the Navy Records

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Society and the Society for Nautical Research, and a member of the Viking Society for Northern Research, he showed his awareness of the value which accurate records of the past and present will have for the future.

He was also active in founding the Anchorites dining club, in 1919, and as honorary secretary took a large part in intensifying its work for international amity. Though normally much restricted in his movements during recent months, he was driven to London for the monthly dinners, and late last year attended their meetings in Norway and the Netherlands.

McMurtre had received the danger signals some time ago, and friends realized that he should give up some of his manifold activities, but his attitude to such appeals seem to have been that of Edward VII. in similar circumstances: "Of what use is life if one cannot work?" And now he has left a world which is so very different from that of his early days with "Fighting Ships," when commanding figures like "Charlie" Beresford had the public ear, and naval annuals were best-sellers.

In the 1947-48 Edition, the Editor, on the occasion of the Jubilee Number, traced the history of the annual back to its genesis in the sketches of the British fleet at the Alexandria bombardment, drawn by 17-year-old Fred. Jane. It is of interest that five ships appearing in the 1897 Edition remain in the present volume.

There have, however, been many changes in the design of "Jane's" through the years, just as the fleets it depicts have been transformed. Though the 39/45 War brought many technical problems on the publishing side, the Admiralty adopted a more adult attitude to the publication of material, and the wartime volumes are therefore more valuable than those of 14/18.

In the Jubilee Edition, McMurtre was able to include these special additions:—Silhouettes of World Ironclads, 1860-1945, showing development from "Warrior" of 1860 to "Vanguard" of 1945; an Index of the Major Warships of the World as recorded in fifty editions, showing date of launch, flag, type and fate; illustrations and story on The Biggest Warships Ever Built (the Japanese monsters "Yamato," "Musashi" and "Shinano"); Summary of British Naval Construction in 39/45; and an article on Appearance Changes in British Ships during the War. The Editor's last words to us are a grateful acknowledgment of the importance of the data received from enthusiastic correspondents throughout the world.

After a perusal of this fine volume, produced by Francis McMurtre while working against technical difficulties and failing strength, one can only say that it is worthy to stand as his memorial.

K.F.C.

## Answers to Nautical Quiz

- (1) The name was that of the world's largest submarine, the French "Surcouf," which was in Britain at the time of the collapse of France in 1940, and came over to the Free French. After distinguished service with the Allies, she was lost with all hands on the 19th February, 1942.
- (2) David Glasgow Farragut was the author of the phrase, "Damn the torpedoes!" The Federal naval leader in the American Civil War, when the "Tecumseh" was sunk by a mine as he was forcing an entrance to Mobile Bay, and his line was temporarily thrown into confusion, he pushed ahead with the ex-

clamation: "Damn the torpedoes!"

- (3) The island of Mauritius, in the Indian Ocean, was, when the property of France, known as "L'Ile de France."
- (4) Rear-Admiral Sir George Patey, M.V.O., who hoisted his flag in H.M.A.S. "Australia" at Portsmouth on 23rd June, 1913, was the first Flag Officer to command the Australian Fleet.
- (5) The "Tweed" was built in India as a paddle frigate for the East India Company's Navy, in which she did fine service. When the East India Company gave up its Navy, John Willis bought her, took out her engines, and ran her as a most successful sailing ship in the Australian trade. She came to grief off the South African coast in the late 'eighties, and many of her timbers are in the roof of a Port Elizabeth Church.
- (6) The "Flying Angel" is the sign of the Missions to Seamen.
- (7) Yes! The Norwegian full-rigged ship "Pericles" was originally the Aberdeen Line ship of that name. She was built in 1877, and was sold to the Norwegians in 1904, her name later being changed to "Sjurso." A later Aberdeen Line "Pericles," the steamer, was lost in 1910 when she struck an uncharted rock near the Leeuwin.
- (8) Sheer-hulk is a hulk provided with sheer-legs for handling heavy weights, specifically for hoisting lower masts into ships.
- (9) Mers el Kebir is a French military harbour on the Bay of Oran, North Africa. It is noted as the scene of the British bombardment of Vichy French warships on the 3rd July, 1940.
- (10) (a) J. D. Potter supplies charts, being an Admiralty

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#### AN ESSAY IN STREAMLINING

Continued from page 14

tiller, etc. One of these boilers is oil-fired only, the other is of composite type, having a combined heating surface of about 830 square feet; this boiler is oil fired, and in addition takes the exhaust gases from one of the main engines through a change valve.

The funnel casing—in its Cunard colours of red and black top with two black bands, it has been compared to a Frenchman's top hat—houses the exhaust pipes and silencers from the main engines, the auxiliary engines, and the donkey fuel boilers.

As to her engine room crew and stewards, the "Port Brisbane" is a London ship. But most of her deck hands hail from Stonaway. She has accommodation for four cadets, and is carrying three, accommodated in two-berth cabins separated by a comfortably furnished study. With a Master and four officers, the Chief Officer—following the Port Line custom—does not keep watch; the Fourth keeps the eight to twelve, the Third the twelve to four, and the Second the four to eight.

The "Port Brisbane's" present Master is Captain H. Steele, who was in command of the previous "Port Brisbane" when that ship was intercepted one night in November, 1940, in the Indian Ocean when about three days out from Fremantle homeward bound, and was sunk by the German raider "Pinguin"—as a result of which Captain Steele spent

five years in a German prison camp.

What else about the ship? Well! She has mechanical heating and ventilation, air conditioned accommodation, a cinema, a portable swimming pool, and an hydraulic sewage plant unit which draws all sewage to one central spot for discharge below water level, thus obviating the need for the separate discharge pipes all round the ship.

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She is certainly a credit to her owners, to her ship's complement, and to her builders—and, incidentally, to British shipbuilding generally. And if this present voyage is any indication she should pay dividends, for she lifted the largest single cargo ever to be shipped from Victoria. Long may she continue on similar lines.

#### THE RIVER PLATE TRADE

Continued from page 16

for a dash of life in the Latin pattern.

The dock areas are the usual streets of hovels and dives, without the humour of life that one associates with these parts in the towns and cities of our own country. It's wiser to go back aboard in two's and three's, and the wisest man of all will save enough from the night's doings for the taxi fare back to the ship.

Well, that's the Plate. Or that's how it was. But I don't think things will have changed very much. And so, like the man in the films, it is with regret that here I must leave Rio de la Plata.

The Navy



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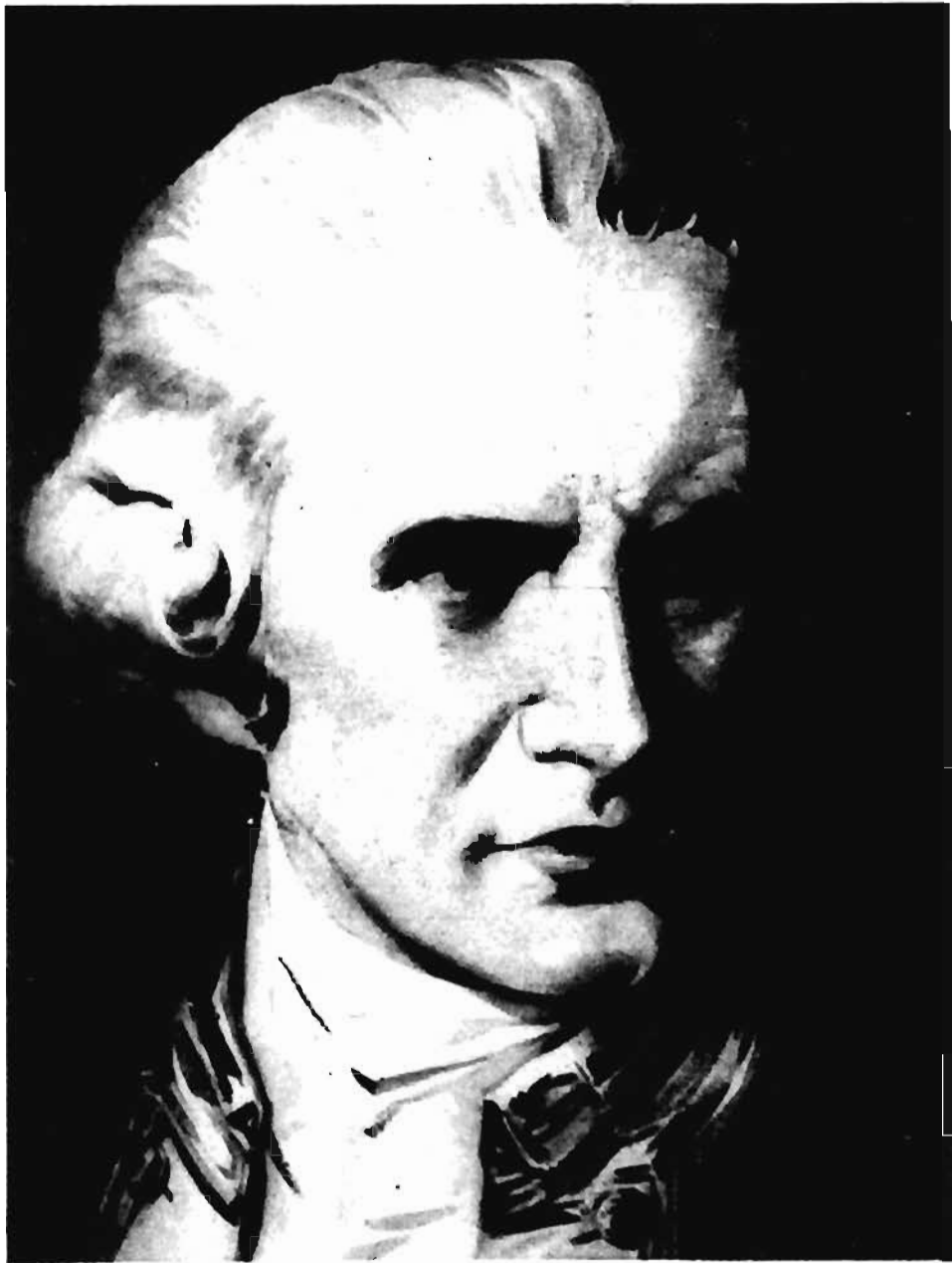
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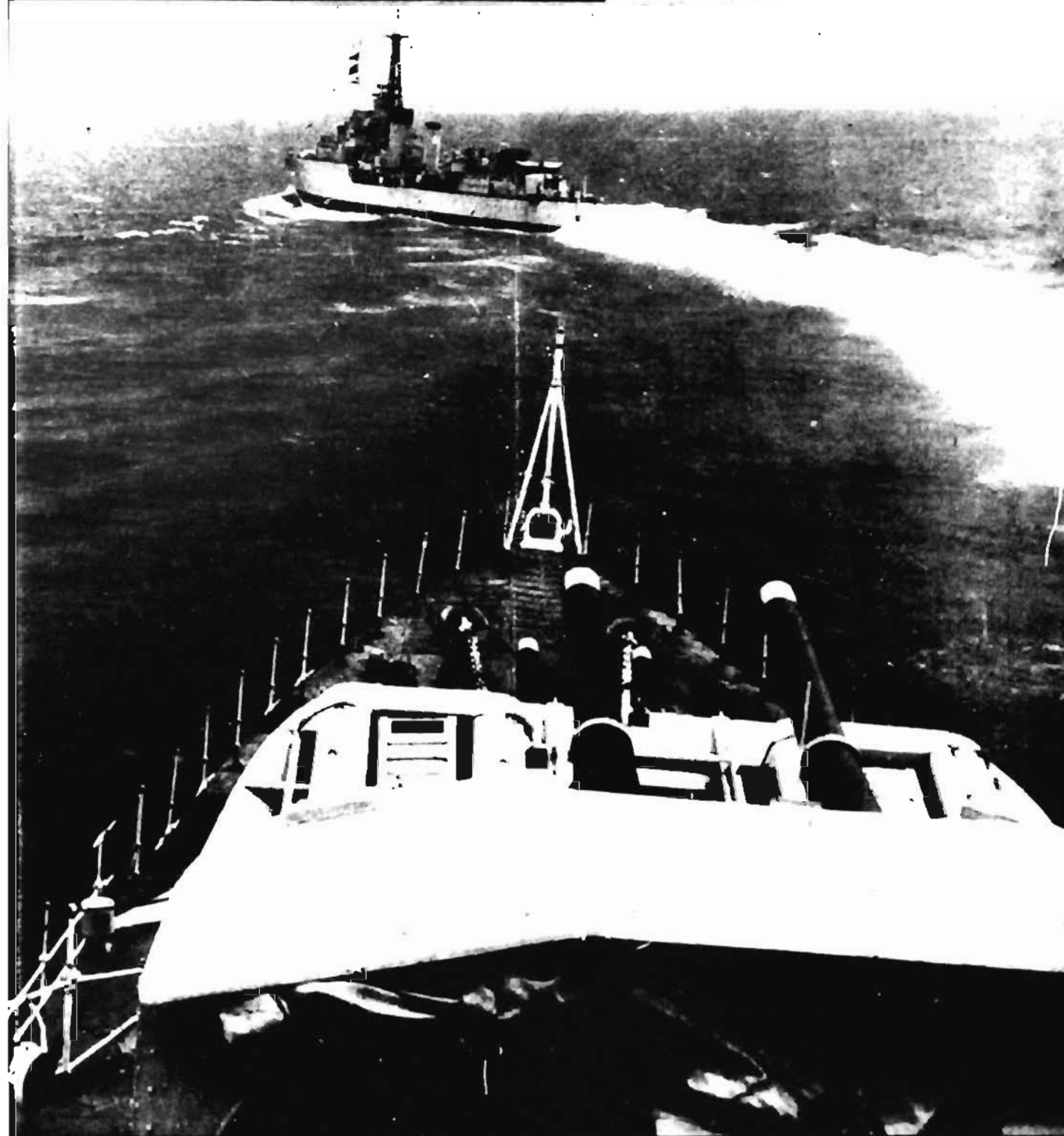
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February, 1950.

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## THE NAVY FOR NEXT MONTH

A variety of good material is in hand for the March issue of "The Navy," and below we give a list of a few of the articles which will appear:

### HER MAJESTY'S QUEENSLAND SHIPS

"Still afloat and earning their living in Australian ports," writes our contributor Mr. K. F. Caldwell, "are two 65-year-old ships, among the few survivors of those homely little 'navies' which had an important part in the launching of the greater, more aloof service now guarding Australia's seaways." He thus opens his informative illustrated article "Her Majesty's Queensland Ships," in which he tells of Queensland's naval defence in the days before Federation, when the Queensland Marine Defence Force was in existence among the "Colonial Navies"; which article will be published in our forthcoming issue.

### LIFE IN A BARRACKS.

In "Life in a Barracks," Mr. Wilson P. Evans tells something of Naval Occasions in Colombo during the war in H.M.S. "Lanka," where "white villas stand framed in a background of riotous multi-hued blooms: fireflies flit through the purple night as they wait on the birth of the silvery moon: small Fiat's purr along the roads to pass the pitter-pattering rickshaw boys . . ." and there were other and less attractive adjuncts to existence. But you will read about them all in the March issue of "The Navy."

### MERCHANT SHIP OF THE MONTH.

We are endeavouring to publish each month something on one of the latest newcomers in the Australian overseas trade, and in the March issue will be an illustrated article descriptive of the new Shaw Savill ship "Delphic," now in Australian waters.

### GENERAL.

In addition, "The Navy" for March will contain all the usual features. "Anniversaries of the Month," "What the Navy Is Doing," "Maritime News of the World," Nautical Question Box, Fiction, and the latest news and views from the Navy League, and the Ex-Naval Men's Association. Order your March issue of "The Navy" now, and avoid delays and disappointments.



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## LETTERS TO THE EDITORS

"BILL BAILEY"

Sir,

In a recent number—"The Navy," October, 1949—a reader asks ("Blue Paper" in "General Cargo") "Does anyone remember old Bill Bailey, the examiners' clerk at the B.O.T. Examination Room in London?" I for one remember him with affection. I know that some of the youngsters thought him an old grouser. They were quite wrong. He did get impatient with some of the nervous tyros. He had a gruff manner, but I found him always kindly, and he gave one a friendly smile even when sarcastic about silly mistakes. When I had passed for Second Mate he handed me his card and told me that he was a stamp collector. If I should come across any new issues or uncommon stamps during my travels he would love to have them. I had some put aside in case someone might find a use for them, so I sent them along. He sent a very nice letter of thanks. Occasionally I sent others at long intervals. When I was up for Master I had finished all my navigation except the last Chart Question. There I got stuck and puzzled until Bill, walking round the room, said to me: "You've been a long time looking at that chart. Why steer North East when you are bound South West?" I looked again and found that was what I had been trying to do; a silly error. I got to work again and was eventually the first to finish the exam. for master that week. In those days you had to get everything correct or else . . .

Yours, etc.,

(Captain) H. V. Warner,  
119 Second Avenue,  
Royston Park,  
Payneham, S.A.  
H.M.S. "ARCHER"

Sir,

With regard to the articles "Watcher! Old Timer", I myself have been reading up material of a similar nature and found this article supply a great deal of information new to me.

I have been very interested in ships, etc., although I have not been to sea. I had in a scrap book two photographs of Farm Cove which appeared in "Town and Country Journal" for October, 1913, in a number recording the arrival of the first Australian Fleet. These photographs show Farm Cove in 1901, and the ships shown were named in (A) as "Torch," "Royal Arthur," "Ringarooma," "Archer," "Pylades," and "Sparrow," and in (B) as "Royalist," "Royal Arthur," "Karrakatta," "Lizard," "Torch." As there were some obvious inaccuracies in the names, I wanted to identify them, especially as some of the ships intrigued me.

On examining the publication of 1901, the photographs proved to be (A) Aquatic display, January 4th., held in conjunction with Commonwealth Celebrations and (B) ships in mourning on the death of Queen Victoria, February, 1901. In both photographs appear a ship with two masts and one funnel, which was given different names, being "Archer" in (A) and "Lizard" in (B). On consulting early editions of "Jane's Fighting Ships" and "Brassey's Annual," they were found not to be sisters, the "Archer" class comprising "Archer," "Brisk," "Cossack," "Mohawk," "Porpoise," "Raccoon," and "Tartar," three-masted, schooner-rigged steamers, each with one tall funnel. "Jane's" of 1903 gives "Brisk," "Cossack" and "Mohawk" as reduced to two masts, the two remaining masts being in the old positions. A list of ships on Station at the time

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## LETTERS TO THE EDITORS

of federation included "Royal Arthur," "Porpoise," "Mohawk," and "Pylades." The accounts of the arrival of "Ophir" in May, 1901, with the Duke and Duchess of York on board, do not mention "Porpoise" and "Mohawk," and my searches showed that "Porpoise" had sailed for England on 27th. February, 1901, and "Mohawk" was at Singapore on her way home about the same time. Having noticed that commissions were for three years, I examined the newspapers for 1898, and found reports of the arrival of these two ships early in that year, they being described as "three-masted schooners," so I was still in the dark as to the identity of the two-masted schooner.

Further reading showed me that "Mohawk" was despatched to China, together with "Wallaroo" and "Lizard", on the outbreak of the Boxer Rebellion in July, 1900, a photograph showing "Mohawk" still a three-masted rig. Later it was found that "Archer" was sent to replace her, arriving in November, 1900. An account of the arrival of the first Governor-General, 15th. December, 1900, reports that Lord Hopetoun, who had been in Australia for some time, joined the flagship "Royal Arthur" at Jervis Bay and proceeded up the coast. She was met off the Heads by the Squadron steaming in two columns, comprising "Porpoise," "Boomerang," "Archer" and "Torch," "Karrakatta" and "Ringdove." After passing either side of the flagship and firing salutes, they formed line ahead, following "Royal Arthur," and proceeded up Sydney Harbour. Approaching their moorings, "Porpoise" and "Boomerang" passed to starboard of the flag, the others, led by "Archer," passed to port. A

## LETTERS TO THE EDITORS

group of photographs in the "Sydney Mail" shows the two-masted cruiser in question passing to port of "Royal Arthur," and as the ships following were of different appearance, this establishes the identity of the ship in both photographs (A) and (B) to be "Archer." The barque-rigged ship in (B) firing mourning guns should be "Pylades," as a newspaper of that time states that minute guns were fired by "Royal Arthur," "Pylades," and "Tauranga."

Yours, etc.,  
"Shiplover,"  
Mosman,  
Sydney.

Thank you for your letter, and for your most interesting record of research to identify the ships concerned.

Edo. "The Navy."

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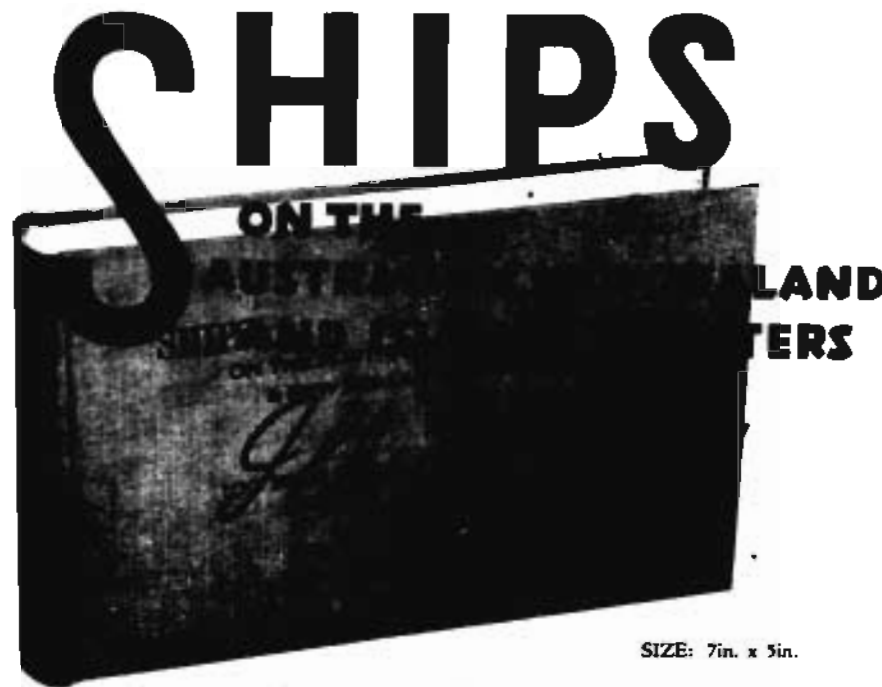
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Vol. 13 FEBRUARY, 1950. \*No. 2

## LOSS OF "TRUCULENT"

THE regretted loss by collision in fog—with more than half of her complement of 80 officers and men and dockyard workers—of H.M.S. "Truculent," is a reminder that Peace, to paraphrase Milton, hath her disasters, as well as her victories, no less renowned than war. And that the possibility of disaster is always present for those who go down to the sea in ships, and more especially for those who go down below the sea in under-sea vessels.

In the instance of "Truculent," the victory is again that of courage and discipline, the survivors in the stricken and sunken ship waiting in a queue—"just like waiting for a London bus," as one of those eventually saved described it—for their opportunity to use the Davis escape trunk, with those who could swim having volunteered to allow the non-swimmers to use the escape suits.

This peace-time disaster to a submarine in the British Navy is the first for over ten years, since the "Thetis" was lost off Liverpool. Then, as

now, the news was headlined in the newspapers of the British world, and in all parts of the Commonwealth of Nations people anxiously read succeeding reports of rescue operations and hoped for better news than eventually came. In between the two happenings has occurred a world war, in which many British submarines and their crews suffered fates similar to those of "Thetis" and "Truculent," though brought about by enemy action instead of by maritime risk. Of these occurrences, few received any more notice in the papers than an official announcement of Admiralty's regret that "....." has failed to return from patrol; and that intimation touched none other than those intimately connected with members of the lost vessel's complement. As the wife of Chief Engineeroom Artificer Hine said of the news that her husband was missing from "Truculent": "I have been through all this before. When his submarine was sunk in 1942 I waited four months without news, until a telegram arrived telling me he was a prisoner of war in Italian hands." For many in similar case, no such heart-lifting telegram arrived.

So, by the loss of the "Truculent," we are reminded also that war has her victories, no less renowned than peace: and that no sterner fight is fought than by those who wait with hope as their only weapon.

## THE SIX-YEAR ENTRY

THE decision of the Naval Board to introduce an optional six-year initial enlistment period into the Royal Australian Navy as from the commencement of this year, although no doubt governed by the existing employment position in industry ashore, would appear to be sound common-sense, and also based on good psychology. There are today most tempting openings in industry ashore for youth, with existing high wages, and what is, in reality, a superfluity of leisure in a 40-hour week. Moreover employers—both private and government—are forced to vie with each other in offering all sorts of inducements of the general "music-while-you-work" type to endeavour to persuade young people to enter their employment; and all the Services are placed at a disadvantage in view of the apparent drawbacks attached to membership of them when contrasted with the more free-and-easy life in civilian walks.

At the age of eighteen or so, the years are very long, and twelve of them stretch a great distance. Many a young man who might be inclined—despite present inducements ashore so clearly set before him—to venture into the unknown of the Navy as a career, while hesitating at the eternity of twelve years and possible disillusionment which lands him on the beach, an old man of thirty or so, might easily be swayed by the thought that he can, if he desires, sever his connection with the Navy and start afresh ashore at a not-so-old twenty-four. On the other hand, having an experience of six years of Naval life might easily convince him of the desirability of renewing for a further six.

The system is well-worth trying, in any case; and is far more likely to increase enlistment than to reduce it. Nor is the period necessarily too short to develop good and useful material. The "Hostilities Only" officers and ratings of 1939-45 were certainly pushed forward under the hot house conditions of war and war experience, but many of them had far less than six years in the Navy, and were none the less efficient for that. It will be most interesting to see how the new scheme works out.

## WEST CAN BE EAST

OVER the post war years Australia has had some useful experience in losing valuable overseas markets—even although it should only be temporarily, of which there is no certainty at present—in the East Indies. Due to the unofficial foreign policy wished on to the country, by which trade with the Netherlands East Indies in Dutch

ships was banned, Australia forfeited some millions of pounds, and ships of the United States, carrying the produce of their country, established a connection which will no doubt persist at any rate to an extent unknown before the war; their gain being our loss.

Recently, the general manager of the Montreal-Australia-New Zealand Line, Mr. Mervyn Glover, warned Australia that, owing to shipping delays in her ports, she is in danger of losing bright chances of valuable trade with the British West Indies. Mr. Glover, whose company started a direct service between Australia and the West Indies in 1948, said that devaluation and the dollar shortage offered bright prospects for two-way trade with the West Indies which, with the Bahamas, were ready markets for Australian goods—frozen meat, butter, cheese and general grocery lines. Before the war this trade was carried on mainly with the Argentine, Canada, and to a lesser extent, the United States. But sterling devaluation could give the Australian trade a good chance if services were regular, while by buying from Australia, the West Indies could help to reduce the drain on the sterling dollar pool. But through an accumulation of factors—port congestion, slow clearance from wharves, slow carting and availability of cartage, Customs clearance delays, and labour shortage—delays on the Australian coast are too great. "We have the ships," Mr. Glover is reported as saying, "the trade is there, but we don't get our goods to the Indies regularly enough to hold the trade."

Australia has been enjoying a period of great prosperity. But there have been times in the past when she has searched hard for markets overseas, and those times will, without much doubt, come again. Now is the chance to insure against them by building up goodwill in markets overseas. But before we can do so we shall have to improve ship turn-round conditions in our ports. It is nothing to our credit as a country depending on shipping for all our external trade and some eighty per cent. of our internal trade that, despite mechanical improvements, wharf handling capacity has dropped to nearly half the pre-war speed.

## Copies of "DIT" Wanted

"The Navy" has been advised, through the Australian War Memorial, that the Imperial War Museum, London, is anxious to secure if possible a complete set of the Royal Australian Navy's wartime magazine "DIT" for inclusion in their set of Service Newspapers and Magazines. Should any reader of "The Navy" have a complete set—or odd numbers, from which possibly a complete set could eventually be made up—of "DIT" which he would be willing to donate to the Imperial War Museum, and would communicate with the Editor, his action would be greatly appreciated.

Ed., "THE NAVY."

# THE "ORIZABA" GOES WEST

IN THIS ARTICLE THE AUTHOR TELLS OF ONE OF THE MOST SPECTACULAR WRECKS ON THE COAST OF WESTERN AUSTRALIA, THAT OF THE ORIENT AND PACIFIC STEAM NAVIGATION COMPANY'S MAILBOAT "ORIZABA" IN 1905.

by L.B.

## The Pacific Steam Navigation Co.

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An advertisement of the period of the Pacific Steam Navigation Company.



The Royal Mail Steamer "Orizaba" in Sydney Harbour.



The "Orizaba" ashore on the Five Fathom Bank with s.s. "Oreoka" alongside engaged in salvage operations.

SINCE the scene of the events described in this article is the coast of Western Australia in the vicinity of Fremantle, let me start off with a little historical data.

On Christmas Day, 1696, the Dutchman *Vlaming*, in the buffeted "Geelvinck," sighted land, and on the 29th. of December came to an anchor close inshore to an island which, because of the numbers of rats (wallabies) observed ashore, he called Rottneest—"Rats' Nest." On the 9th. of January, 1697, the "Geelvinck" anchored close inshore off the mouth of a river named the Black Swan.

The next visitor was Captain Hamelin in the "Naturaliste," who carried out much exploration and named many prominent landmarks, not the least being the Isle Bauche, now known as Garden Island. In 1821 Lieutenant P. P. King, in the "Bathurst," paid a visit to Western Australia, and in 1829 His Britannic Majesty, George IV., entered into possession of what is now referred to as the "Golden West."

So much for the more distant past. Now to later times.

In June, 1877, Messrs. Anderson and Anderson despatched the "Lustania" from London to Adelaide and Sydney via the Cape, thus providing the foreword to the story of the Orient Steam Navigation Company's service to the Colonies. Two years later, in association with F. Green and Company, Messrs. Anderson and Anderson founded the Orient Line, at first running a monthly service. Realising, however, that the trade warranted fortnightly sailings, such a service was commenced in 1880 in conjunction with the Pacific Steam Navigation Company of Liverpool—F.

Green and Co. In 1888, under contract with the Postmaster General, the carriage of His Majesty's Mails commenced, and has been continued ever since.

F. Green and Co. were associated with the famous Blackwall Line of frigates, whose traditions and houseflag are still carried on by the Federal Steam Navigation Company of London.

In 1905 the Orient and Pacific Steam Navigation Company had the following mail and passenger steamers on the Australian run—the "Austral," 5524 tons; the "Cuzco" of 3918 tons, named for the ancient capital of Peru; the "Omrah," of 8291 tons, whose Arabic name means the Chief of the Emirs; the "Orient," of 5365 tons; the "Orizaba," commemorating in her 6297 tons of shapely steamer a mountain chain in the Andes; the "Ormuz," of 6387 tons, called after the island of Hormuz in the Persian Gulf; the "Oroya," of 6297 tons, taking her name from a town in Persia; the "Ortona," of 7945 tons, taking an Adriatic seaport a-voyaging; the "Oruba," of 5857 tons, carrying the name of a West Indian island; and the "Ophir" of 6910 tons, named for an ancient place in Ceylon.

One of the first of this fleet to leave London for Australia in

the year of which we are speaking was the "Orizaba," which on the 13th. of January, 1905, pulled out from Tilbury Pier in the London River. There was the usual embarkation bustle. The Purser, Mr. A. Power, and the Assistant Purser, Mr. W. Whiting, had their hands full with attending to the staff from the Head Office of the Orient-Pacific Line (Managers F. Green and Co. and Anderson and Anderson and Co.) who had come down from Fenchurch Avenue, and checking over the passenger list. First Class fares to Fremantle in those days ranged from £38 to £63 single, and £75 to £112 return!

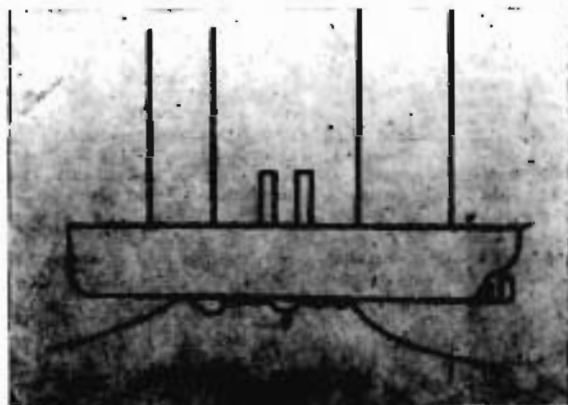
At the "Orizaba's" foremast the Blue Peter fluttered, together with the Royal Mail pennant. At the main flew the O.S.N.C. Houseflag, in those days a square white flag with a blue cross in the centre of which was a golden crown; the flag bore the letters O.S.N.C. in red, one in each canton. The two funnels of the ship were painted black.

Some years later the Orient Line dropped the letters O.S.N.C. from the Houseflag, and altered the funnels of their ships from black to yellow. The Pacific Steam Navigation Company

had an exactly similar Houseflag except that the letters, in red, were P.S.N.C., and as such it remains to this day; and this Company also retained the black funnels.

Farewells were called and handkerchiefs fluttered as the "Orizaba" hauled out into the stream with Gravesend across the river, and moved seawards through the Lower Hope (hoop" or "bend") and Sea Reach, past Canvey Island, the Isle of Grain, the Medway, and the Nore. At the Nore the Port of London was cleared, the exact boundary marked by the London Stone on the Isle of Grain. In the year 1030 a weir was built at Yantlet Creek. It has long since disappeared, but the name survives in the "Nore", where it is borne by the historic old lightship, 40 miles from London Town.

So the "Orizaba" came to the



The position of the "Orizaba" on the Five Fathom Bank, as ascertained by divers.



Chart of the area, showing "Orizaba's" track from the time of first sighting land, and her position ashore on the Five Fathom Bank.

Channel, with the Maplin Sands and Girdler to port, and to starboard the Kentish shore with the home of the Whiteable "natives," Herne Bay, Reculver, Margate, Kingsgate, Broadstairs, and the North Foreland leading on to Ramsgate and the Goodwin Sands. Down Channel to her last English port of call, Plymouth, and then on to Gibraltar, Marseilles, Naples, Port Said and Colombo: which last port she left on the 6th. February, 1905, for Fremantle.

It was a month of heavy bush-fires, and for days a thick smoke haze had hung over the coast in the vicinity of Fremantle. On Wednesday, the 15th. February, Captain Coe, of the local coaster "Julia Percy" reported that Rottnest Island was invisible until close to. Meanwhile, preparations were being made at Fremantle for the arrival of the mailboat, due about noon on Thursday the 16th; but early on the morning of that day the light keeper at Rottnest rang up the Chief Harbour Master at Fremantle, Captain C. J. Irvine, reporting the haze as so thick that Bathurst Point, less than three miles away, was completely obscured. Such was the setting for one of the most spectacular wrecks on the West Australian coast.

The "Orizaba," drawing 24½ feet, and making a good 14 knots, was approaching the coast to make her landfall round about this time, and at six bells in the four to eight morning watch the Chief Officer, Mr. Nicholson, called the Master, Captain R. Archer, to the bridge, on account of the density of the haze. High land was sighted through the haze at eight bells, and speed was reduced to dead slow and the lead kept going, Captain Archer being unsure of his exact position owing to having been unable to get stellar observations during the night.

The sea was calm with a slight southerly breeze. The passengers were in a pleasant flutter of excitement with the usual bustle heralding the end of a voyage

and, to many, the beginning of a new life in a strange land.

At three bells in the eight to twelve watch—9.30 a.m.—a point of high land with a beacon was sighted close ahead, the leadman at the same time calling "by the mark five." Breakers were observed about a mile away. Captain Archer and the Chief Officer discussed the position and concluded that the high land was North Beach, some seven miles north of Fremantle. Instant action was taken to steam seawards, the engines were stopped, soundings taken, and repeated blasts were sounded on the siren to attract the pilot boat. A number of fishing boats were seen in the vicinity, but unfortunately were not spoken.

Proceeding slowly with the lead going, the "Orizaba" made a southerly course in an endeavour to pick up Rottnest Island. As events showed, she was then actually south of Rottnest. As the island did not show up, she continued dead slow with repeated stoppages while trying to fix her position. By some extraordinary chance, she had actually crossed the Five Fathom Bank and run into deep water beyond, and at 11.20 a.m. the watchers on her bridge sighted a point of high land with another beacon dead ahead, and a little over a mile away.

At this, Captain Archer turned the ship and steamed seawards, and on recrossing the Five Fathom Bank the "Orizaba" grounded heavily amidships just before noon.

From the first sighting at 8 a.m., land had been continuously in sight, but so obscured by smoke and haze as to be completely unrecognizable as to features, and thus useless for the purposes of obtaining a fix. Had the ship, when land was first seen, anchored until her exact position could have been ascertained, her loss would not have occurred.

About 1.45 p.m., an Italian fisherman cruising off Garden Island, was amazed to see a huge

steamer loom up through the base. On approaching, he was hailed by an officer and taken to Captain Archer, who scribbled a note to be taken to the police at Rockingham, which place the Italian reached shortly after 3 p.m. The police instantly rang the Post Office at Fremantle, who in turn informed Captain Irvine, the Chief Harbour Master, that the "Orizaba" was aground and required the immediate assistance of tugs and lighters. By this time the "Orizaba" had 20 feet of water in the engine room, and was bumping heavily.

Captain Parkins, the manager of the Rockingham Jarrah and Kauri Company, rang Captain Irvine and told him that the "Orizaba" was aground approximately one mile west of Garden Island, 17 miles south west of Cape Vlaming, and about three miles north of the dreaded Coventry Reef. The vessel was headed in a W.S.W. direction.

It may be of interest to old salts to mention a few of the then recent wrecks in Western Australian waters. The "West Riding," London to Fremantle with a general cargo, completely vanished in 1898. The "Vitalia," with a cargo of timber from Puget Sound to Fremantle was never heard of again. The "Europa" from Glasgow with a general cargo was wrecked north of Fremantle. The "Corbett Castle," unloading steel rails at Bunbury, blew ashore and became a total loss in 1899. The "Hebusba," London to Fremantle with a general cargo, was wrecked on Inaccessible Island. The barque "Sepia," with a general cargo, London to Fremantle, was wrecked on Carnac Island in December, 1898, and the following year the ship "City of York," San Francisco to Fremantle, with timber, was wrecked on Rottnest on the 12th. July, 11 of her crew being lost and 15 saved; and the same day, in a blustering North West gale, the "Carlisle Castle" also went ashore on Rottnest with the loss of all her ship's comple-

ment. In the July gales of 1900 the barques "Katinka," "Love-spring," "Norwest" and "Oradia" were all wrecked at Hamelin Bay, and in 1901 the barque "Highland Forrest," with a general cargo, was wrecked at Rockingham.

But to return to the "Orizaba." Needless to say, the excitement in Fremantle when the news was received and rumours began to spread, was intense. A crowd quickly gathered at the wharf to watch the pilot launch "Lady Forrest"—which was still doing her job in 1949—with Captain Irvine; Captain Tait, the Chief Pilot; and Captain R. E. Arundel, Lloyds Surveyor; setting off, while the tug "Gannet," towing two lighters, was followed by the tugs "Dunsky," "Narumba" and "Awhina," with a lighter each.

On Captain Irvine's return from the "Orizaba" to Fremantle it was learned that the ship was hard and fast aground, and Mr. T. Day, the local manager, and Mr. David Anderson, the general manager in Australia for the Company, were informed of the ship's hopeless position. Meanwhile Commander D. L. Dent, R.N., of H.M.S. "Katoomba," then in port at Fremantle, offered his ship and crew to assist. But the offer was declined, as nothing could be done and it would have been dangerous for the "Katoomba" to approach the Five Fathom Bank, bristling with reefs. Commander Dent, as a four ring-er, later commanded the "Inflexible" and the old blister-sided "Edgar" at the Dardanelles.

Since it was obvious that the ship herself was a total loss, arrangements were made immediately to land all the passengers and baggage by the tug "Gannet." Captain Archer was particularly desirous of getting the Austrian and Italian passengers ashore quickly, as they and the Lascars showed signs of panic. The First and Second Class passengers remained calm. They were berthed in various Fremantle hotels. Arrangements were later made to send the Third

Class passengers East by the coastal steamer "Bombala," the First and Second Class travelling in the N.D.L. mailboat "Nera," which left Fremantle on the 18th. of the month.

A number of vessels were employed in salving as much as possible of the "Orizaba's" cargo, among them the Adelaide Steamship Company's "Ouraka," 800 tons; the "Coolgardie," of 900 tons; the "Torrens" of 200 tons, besides the shipments in the lighters. Not to be outdone in the trade, the "Uraidla," the "Gannet," the "Manx Ferry" and "Julia Percy" took out thousands of sightseers to the wreck on the 18th. and 19th. February.

On Tuesday the 21st., the Captain and Officers left the "Orizaba," as it was obvious that she was beginning to break up. All cargo possible had been salvaged, and it was proposed to sell the wreck. On Thursday, the 23rd. February, before Mr. R. Fairburn, the local Resident Magistrate; Captains J. R. Gordon, and J. Foxworthy, nautical assessors; Captain R. E. Arundel, Lloyds Surveyor; and Captain C. J. Irvine; a Court of Inquiry was held at Fremantle. Captain Archer and his officers gave evidence, and the finding of the court was that the Master be severely censured for a grave error of judgment in not anchoring his vessel until he was sure of his position, and attempting to recross the Five Fathoms Bank.

Whatever error Captain Archer made, one feels that his own cloth will loyally remember the magnificent example those old time Master Mariners set. In truth they were the salt of the "Tight Little Isle."

At the Cleopatra Hotel at Fremantle on the 26th. February, Messrs. Learmonth, Duffy and Co. sold the hull of the "Orizaba" to Charles Moore of Perth for £3,750, the remainder of the cargo going for £100; whilst the salvaged cargo was sold in the sheds on Fremantle wharf to the business firms of Boan's, Freedman's, and the Economic, among others.

Gradually the "Orizaba" broke up. She was rising 20 years of age, for she had been built in 1886 by the Barrow Shipbuilding Company. Captain Archer had obtained his Master's Ticket in 1881. He had been Master in the P.S.N.C. for 11 years previous to the loss of his ship, four of them in command of her. On this, her last voyage, he had as his deck officers M. S. Nicholson as Mate, P. Eccleston as Second, and F. Roberts and P. Finnigan as Third and Fourth respectively. His Chief Engineer was T. Graham, with W. H. Black and J. Bryant as Second and Third. Dr. E. R. Moss was the ship's surgeon. There were 135 of a white crew, and 79 Lascars.

The winter gales of 1905 finally swept the last of the old "Orizaba" to the bottom of the Five Fathom Bank. But her voice is still heard in Western Australia: for the steam whistle used at Monteith Brothers' factory in Perth is that with which she called vainly for guidance that smoke hazy morning of February, 45 years ago.



Reproduction of the cover of G. L. Macdonald's book "The Gannet of the Royal Australian Navy" recently published.





M.V. "Taiyuan", 7472 tons gross, latest addition to the Australia-Far East trade, and now on her maiden voyage.

## LATEST ADDITION TO AUSTRALIA-FAR EAST TRADE

THE CHINA NAVIGATION COMPANY'S NEW "TAIYUAN" IS A FINE EXAMPLE OF BRITISH EXCELLENCE IN SHIP DESIGN AND BUILDING.

by John Clark

TO the author of these few notes there comes the memory of seeing, some years ago in Sydney Harbour, a small, clipper-bowed steamer with one black funnel. She was of such a size as almost to be thought of as a private yacht. She had, if recollection is correct, unusual, short curved ladders leading from her fore well-deck to the promenade deck. They were part of that individuality which gave her the yacht-like quality. She was the steamer "Taiyuan" of the China Navigation Company Limited.

Now a new "Taiyuan" is in existence, and last month was in Australia on her maiden voyage, straight out from her builders on the Clyde. It is here the object to tell you something of her, and of the Company that owns her.

Let us take the Company first. In 1872, John Samuel Swire, who founded the Eastern branch of John Swire and Sons under the name of Butterfield and Swire, formed the China Navigation Company, Ltd., to run British steamers on the Yangtze River; being backed in this venture by Alfred Holt—the founder of the Blue Funnel Line—and some others interested in the

China trade. Interest in the Company was soon taken by John Scott, member of an old Greenock shipbuilding family, and H. I. Butterfield, who was a Yorkshire millowner; and it was not long before operations were extended to the China Coast, and a fleet of coasters was built up.

Progress was such, that by 1911 the Company's fleet had grown to 57 ships of an aggregate tonnage of 154,000; easily the largest British line operating solely in the Far East and Western Pacific. Meanwhile, in 1883 the trade between Japan, China and Australia appeared to justify the Company in extending to Australia, and building special ships for the trade. This was done, and the "Changsha", "Taiyuan", "Chingtu", and "Tsinan" were built and put on the run.

Later, when the Australian trade tended to lessen, "Chingtu" and "Tsinan" were withdrawn, and put on the Shanghai-Japan run, where they remained until the China Navigation Company retired from that run in 1909, when they were sold. With the further deterioration of the Australian trade, "Changsha" and "Taiyuan" were, in 1912, sold to

C. S. Yuill and Co., whose frozen meat—they being refrigerated ships—they had carried to Manila; and they continued to sail under C. S. Yuill's flag until 1925-26.

Now, the China Navigation Company, with renewed faith in the continued growth of Australia's trade and interests in the Far East, have again entered the Japan-China-Australia trade with two new motor vessels, the "Changsha" and "Taiyuan", each of which is the third of her name. The object of the two ships is, in the Company's own words: "to link these two important and mutually dependent regions"—the Far East and Australia—and, to produce the ships required, "everything that skill, craftsmanship and modern research can offer, the Builders' two-hundred-years-old tradition of shipbuilding and the Owners' seventy-five years of experience in Far Eastern shipping, have united."

In "Taiyuan" the combination has certainly produced a most attractive ship, and one admirably designed for the trade in which she is to engage. Built by Scott's of Greenock, she is 414 feet between perpendiculars and 57 feet

beam, with a moulded depth of 33 feet and loaded draft of 23 feet 6½ inches. Her net registered tonnage is 4137, and her gross 7472 tons. A motor vessel, she is single screw, and is propelled by Doxford diesel engines.

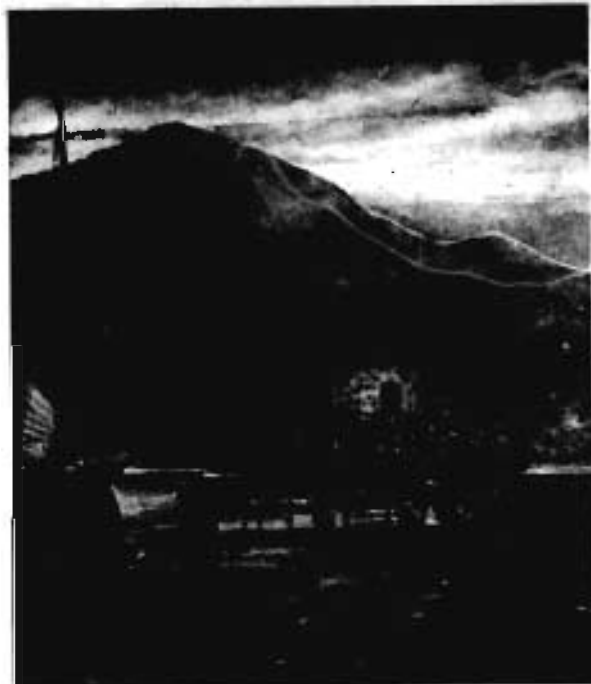
"Taiyuan" is well-equipped with navigation aids; with gyro compass, wireless direction finder, and "Seascan" radar—which has a range of 25 miles, and the glass-domed scanner of which is a prominent feature on her bridge—and echo sounder; and she is provided also with the latest type radio transmitters for ordinary communication.

Designed as passenger-cargo vessels, the "Taiyuan" and her sister are well-equipped for this dual purpose. The boat deck constitutes a spacious sports deck, with the Master's and Officers' accommodation at the forward end under the bridge. Here also is Number Three hatch, between bridge and funnel.

On the promenade deck below, the main bridge structure contains the general rooms for the saloon passengers, of which the ship has accommodations for 41, in single and double-berth cabins. An excellent innovation is a verandah which, right forward in the bridge structure, extends the full beam of the ship, lit by large windows and comfortably furnished with wicker chairs and tables. Immediately abaft this, and lit by windows opening in to it, is the lounge, a feature of which is the specially laid dance floor occupying the centre floor space, and which removal of the carpet makes ready for instant use.

Just aft of this is the main entrance and staircase, flanked on the port side by a cocktail bar, and on the starboard by a writing room; while further aft again the smokers' room extends the full width of the house, with a painting by a Chinese artist as its main feature, admirably setting off the bleached wood with which the room is panelled.

Saloon cabins extend aft on



An artist's impression of M.V. "Taiyuan" entering Hong Kong harbour by night, with light-dusted Victoria Peak in the background.



The saloon passengers' Verandah, M.V. "Taiyuan". Situated at the fore end of the bridge structure, it offers tempting relaxation in the tropics.

either side of this deck, double-berth cabins to port, single berth with Number 13 omitted as a sop to the superstitious—to starboard. At the after end of the midship structure is the swimming pool.

The deck below houses a few special saloon cabins at the forward end, single-berth cabins with private shower, and double-berth with private bath—the ship's office, and the dining saloon. At the after end of this deck is the accommodation for the tourist class passengers, of which "Taiyuan" can carry 42, in two, three, and four-berth cabins; the tourist-class lounge and bar are on this deck, the dining saloon being on the main deck below.

All passenger accommodation is delightfully decorated and furnished, in a manner suitable for the tropical trade in which the ship will be employed. Air conditioning is a feature of the ship, public rooms, staterooms, alley ways and bathrooms being ventilated by fresh air circulated by the Thermotank Punkah Louvre system, which gives eighteen changes of air each hour without noise or draughts. The general atmosphere of the passenger accommodation obtained by the skilful blending of colour and design in panelling and furniture, which was carried out by Messrs. Heals of London—is one of light and restful charm.

"Taiyuan's" five cargo holds have a total capacity of 6,235 tons of 40 cubic feet; and she has in addition eight compartments for chilled or frozen cargo with a capacity of 58,000 cubic feet. The hatches are serviced by electric winches, and the ship's gear will handle lifts up to 30 tons.

Refrigeration is by a direct expansion freon circuit which cools a brine system. Air, cooled by passing over brine grids, is then distributed throughout the insulated holds by fans, and exhaust fans withdraw the air for re-cooling. An important feature of this

system is the fact that it is virtually odourless and will not contaminate foodstuffs in the event of a leakage.

To cater for the frosted fruit trade, a special deep freeze cargo compartment has been built in each ship. These compartments work directly off the freon circuit and work at a temperature of 10 degrees Fahrenheit below zero, enabling the quick-freezing of

"luxury" fruits and vegetables and their delivery garden-fresh at the end of a voyage of some thousands of miles.

With a raked bow and cruiser stern, nicely proportioned as to her superstructure and funnel, "Taiyuan" is a handsome addition to the Merchant Fleets engaged in today's Australian trade, and a further example of the best in British shipbuilding tradition.

## NAUTICAL QUIZ

- (1) The Echo Sounder gives the depth of water immediately. But what is its shortcoming in comparison with the deep sea lead?
- (2) Among the "marks" on the deep sea lead line, five and fifteen fathoms are a piece of white calico; seven and seventeen a piece of red hunting; and thirteen a piece of blue cloth. Why the difference in materials?
- (3) In the days of sail, which, would you say, was the most dangerous sail to stow?
- (4) The two British submarines "Telemachus" and "Thorough," now with the Australian Fleet, are fitted with the "snort." What is the German name of this equipment, and what is its function?
- (5) The luxury ship "Monarch of Bermuda" is being reconstructed for the Australian run. Do you know under what name she will come here?
- (6) There follow the names of some British merchant ships which have achieved fame by some happening in their lives. Can you place their respective Masters from the following list? Ships: "Waratah," "Brussels," "Cutty Sark," "Montrose," "Titanic." Masters: Captain Woodget, Captain Kendall, Captain Ilbery, Captain Smith, Captain Fryatt.
- (7) You may remember the little barque, the "C.J.S.," which was employed in the Melbourne-Mauritius sugar trade. Do you know how she got her name?
- (8) On Wednesday, 17th. April, 1940, the liner "Queen Mary" made her first visit to Australia. Do you know how many she made in all?
- (9) Do you know the whereabouts of the following landmarks? The Brothers; the Mother, North Daughter, and South Daughter; the Seven Sisters; Father Point.
- (10) Admiral Phillips and Captain Leach stood on the bridge together as the ship went down. The date was 10th. December. What was the ship?

Answers on page 48



The United States Coast Guard Cutter "Cook Inlet", one of the vessels assigned to an ocean weather station. The ship uses radar and Loren (long range radio navigation), the complicated antennae of which can be seen on the mast.

## THE ATLANTIC ICE PATROL

In The International Organization For The Establishment Of Weather Reporting Stations In The North Atlantic, The United States Coast Guard Is Responsible For Seven Of The Thirteen Stations Agreed Upon. Here Is Described Some Of The Coast Guard Activities On These Duties.

(By courtesy of the United States Information Service)

THE United States Coast Guard, established in 1790 to help enforce customs regulations, today has additional duties and responsibilities international in character and scope. All nations are interested in the safety of the men in their ships and planes crossing the oceans. Most of the Coast Guard's new operations are designed to increase safety at sea.

Until 1940, there was no steady, dependable source of information on ocean weather for ships and planes crossing the Atlantic Ocean. In that year, the Coast Guard set up two floating weather stations in the Atlantic. During World War II, because of the large number of ships and planes carrying supplies to Europe from the United States, the number was increased to 18. After the war, the number of stations dropped to the original two, but the need for an expanded peace-

time weather service had definitely been established.

A 1946 agreement between the

United States and eight other nations proposed that 13 ocean weather stations be set up in the North Atlantic Ocean. The United States Coast Guard agreed to man seven of these stations and to share the operation of another with Canada. The United States also proposed to operate in the Pacific Ocean two additional stations not called for in the agreement. The agreement is administered by the International Civil Aviation Organization.

While patrolling ocean weather stations, Coast Guard ships make surface and aerial weather observations several times every day. Data obtained is transmitted to the United States Weather Bureau in Washington, D.C., and, from this information, forecasts of ocean weather conditions are made to air and shipping lines. By being forewarned of storms or hazards in their paths, planes and ships can change their courses if necessary. The Coast Guard ships transmit radio beacon signals, which serve as safety guides, particularly for aircraft. Radio communication is established with planes and ships passing the weather stations, and, through the use of radar equipment, their speed, location, and progress are

Continued on page 47



Despite ice conditions and mountainous coast, ships remain on the station.

## Commander John Plunkett-Cole, R.A.N.

COMMANDER JOHN PLUNKETT-COLE, R.A.N., at present War Book Officer at Navy Office, Melbourne, had the call of the sea in his blood, for he is the son of a Master Mariner, his father having been for many years a Merchant Service officer sailing on the China Coast with the well-known firm of Butterfield and Swire, eventually becoming their senior Master. It was as such that he fell a victim to Chinese pirates, who, embarked in the ship as passengers at Singapore, subsequently launched their attack and took the ship into Kwangchow Bay for looting, Captain Plunkett-Cole suffering injuries from which he never fully recovered.

His son John, born in Melbourne on 4th. September, 1906, entered the Royal Australian Naval College in 1920: being awarded "Maximum Time" and the prizes for French and English when he Passed Out four years later. He became a Midshipman on 15th. May, 1924, and proceeded overseas for the usual service with the Royal Navy.

In these years he was a keen Rugby player, and while doing his Sub-Lieutenant's courses, he was awarded colours for representing the Royal Navy in the Inter-Service Athletic Tournament in 1927, and was "capped" for the United Services (Portsmouth) Rugby Football Club in the 1927-28 season, and again for the Royal Navy in the Inter-Service Rugby Championship at Twickenham in 1928. In 1932-33, having returned to Australia, he was Year Officer at the Naval College, and during that period captained the Flinders Naval Depot Rugby XV, which won the premiership of the Victorian Rugby Union in 1933.

At the outbreak of war in 1939, John Plunkett-Cole—by now Lieutenant-Commander, he having been promoted Lieutenant in 1929, and having obtained his half-stripe in 1937—was serving in H.M.S. "Sussex" in the Mediterranean. In these early months of the war Italy had announced a policy of non-belligerency, and as strength was urgently needed elsewhere than in the Mediterranean, it was possible to draw on the Mediterranean Fleet for units to reinforce the Home Fleet and other R.N. Forces. "Sussex" accordingly found herself detailed to other tasks, and took part

in the hunt of the "Graf Spee" in the South Atlantic—with H.M.S. "Shropshire" she formed "Force H," one of the hunting groups operating in the area of the Cape of Good Hope.

Commander Plunkett-Cole had plenty of variety of work in those days. His ship was one of the escort for the first A.I.F. convoy on part of its voyage to the Middle East; he was present at the later stages of the Norway evacuation; and he was in Home waters during the battle of France; while this stage of his wartime activities ended with the bombing and disabling of his ship in the Clyde during a German air raid.

In November, 1940, he returned to the R.A.N. from the R.N., joining H.M.A.S. "Napier" on her commissioning under Captain Arliss as Captain (D). "Napier," after a short spell of convoy work in the North Atlantic, joined the Mediterranean Fleet and took part in the various operations that marked the hectic periods of Crete and the Tobruk Ferry Run. During the evacuation of Crete, "Napier" was near-missed in a German air attack and temporarily disabled with 800 troops on board, but reached Alexandria in safety.

With the entry of Japan into the war, "Napier" joined the Eastern Fleet, and shortly afterwards Plunkett-Cole was appointed from her to H.M.A.S. "Canberra," joining the cruiser in May, 1942, three months before her loss at the first Battle of Savo Island, in the opening days of the Solomon Islands campaign. Slightly wounded in this action, Lieutenant-Commander Plunkett-Cole was the senior executive officer surviving.

In September, 1942, he was appointed to H.M.A.S. "Rushcutter," at Sydney, where he started the Fairmile School, remaining there until April of the following year, when he was appointed to H.M.A.S. "Vendetta" in command, going from her to the command of H.M.A.S. "Nepal" in the Eastern Fleet, and taking part in the strikes on Sabang and Sourabaya. Towards the end of 1944, he took command of H.M.A.S. "Napier" in Australia, where that ship had come to refit. He took her back to the Eastern Fleet, and there she was taken over by Captain H. J. Buchanan as Captain (D) Seventh Flotilla, Commander Plunkett-Cole—who received his promotion in De-

cember, 1944—succeeding Captain Buchanan in command of "Norman."

There followed the operations of the Seventh Flotilla with the Eastern Fleet against Burma, and later with the British Pacific Fleet in the operations against Japan.

In 1946 Commander Plunkett-Cole came to a spell of shore duty as Commander, Royal Australian Naval College, and on the 15th. January, 1948, he was appointed Commanding Officer

H.M.A.S. "Culgoa," and Senior Officer 1st. Frigate Flotilla, an appointment he held until August of last year.

Commander Plunkett-Cole is married, and is the father of two sons, one aged five and the other eight years. His wife, who is a Sydney girl, has also served in the Royal Navy. Being in England when war broke out in 1939, she joined the W.R.E.N.S., and was one of the first Officers in that branch of the Service to be appointed in the war.



Commander John Plunkett-Cole, R.A.N.

# ANNIVERSARIES OF THE MONTH

IT WAS JUST ON THREE HUNDRED YEARS SINCE IN A THREE DAYS' FEBRUARY FIGHT THE DUTCH ADMIRALS DE RUYTER AND EVERTSEN MET THE BRITISH. NOW IN ANOTHER FEBRUARY THE DUTCH "DE RUYTER" AND "EVERTSEN" FOUGHT ALONGSIDE US IN THE JAVA SEA.

By John Clark

ON the 19th. February, 1653. John Evelyn—as he tells us in his Diary—"Planted the orchard at Sayes Court; new moon, wind west." While he was so pleasantly engaged, the British Fleet under Blake, with Monck, Deane and Penn, was in the midst of the Three Days' Fight against the Dutch under Tromp, who was supported by De Ruyter and Evertsen. The action started off Portland on the 18th. February, the object of Blake being to prevent Tromp from getting his annual convoy up Channel to Holland.

A tremendous battle lasted all day on the 18th., Blake being badly wounded in the thigh and some of his ships so shattered that they had to be detached. Three of his ships were taken by the Dutch and later recaptured, and the "Sampson" was sunk. One Dutchman was captured, three sunk, and one blown up. During the night Tromp managed to slip past the British with his convoy, but was overtaken the following afternoon off the Isle of Wight and the action was resumed.

By the end of the second day the Dutch had lost a further two men-of-war and ten or twelve of the convoy. The pursuit lasted through the night and action recommenced on the morning of the 20th. off Grisnez, but Tromp managed to slip past and get to Holland.

This fight witnessed one of the first occasions on which landmen—who, though not embodied in any regiment or corps, were practically marines—taking part in an engagement on British ships. This was, also, the first occasion of the distribution of medals to Naval

officers. After the actions of 1653. Parliament voted gold chains to Blake, Monck, Penn, and Rear-Admiral Lawson, and medals to all the captains. Previously there had been no Parliamentary grant of medals to classes of officers, but only to selected individuals.

February 11th, 1744, was the date of the action off Toulon, when Admiral Mathews, who was desperately short of frigates while blockading the Franco-Spanish fleet in the port, endeavoured to cripple the Allied fleet when it eventually came out and get back in time to prevent transports leaving Toulon with much-needed troops for Italy. Taking it all in all he succeeded remarkably well, for he drove the Allied fleet into Cartagena, and then returned to Toulon before the transports could sail. But enemy propaganda claimed a great victory, and political considerations at home made Mathews a scapegoat, with the result that he was dismissed the Service; although the real fault lay with the authorities by whom he was kept short of material.

The 17th. of February 1782, saw the action between Hughes and Suffren off Madras, the first of their four meetings during that year. Suffren was escorting a convoy, and when the two forces first came into contact, Hughes was between the French admiral and his charge, capturing six ships. In the subsequent engagement the enemy fire was concentrated on "Exeter" until a change of wind after two hours allowed the English van ships to share in the fight. The result of the engagement was inconclusive, Hughes retiring to Trincomalee to refit, Suffren, anxious about his convoy, follow-

ing it to Pondicherry.

On the 14th. of February, 1797, however, British arms at sea had a victory which was anything but inconclusive. It was that of St. Vincent; the occasion when the Spanish Fleet, making for Cadiz, was blown south of its destination by bad weather, and was sighted by Nelson in the "Minerve", who carried the news to Sir John Jervis off Cape St. Vincent.

Do you remember the story? How Calder, the Captain of the Fleet, presented the report to Jervis. "There are eight sail of the line, Sir John," and Sir John was very well satisfied. Presently he came back. "There are twenty sail of the line, Sir John." "Very well, sir." "There are twenty-five sail of the line, Sir John." "Very well, sir." "There are twenty-seven sail of the line, Sir John." "Enough of that, sir. The die is cast, and were there fifty sail! I would go through them." Whereupon Captain Hallowell, his Flag Captain, forgot all about discipline, and, slapping him on the back, cried: "That's right, Sir John, and by God! we'll give them a damn good licking."

Which they did, largely owing to the action of Nelson in the "Captain" throwing his ship in front of nine Spaniards who were trying to escape when an opportunity arose for the Spanish line to break away. At the end of the day the "San Nicholas", the "San Josef", the "San Ysidro" and the "Salvador del Mundo" were in British hands, while many of the surviving Spanish ships were badly crippled. As a result of the action, Sir John Jervis was made Earl St. Vincent with a pension of £3,000 a year, and Nelson, promoted to

Rear-Admiral, was knighted.

It was in February 1806, on the 6th. of the month, that Vice-Admiral Sir Thomas Duckworth, in command of eight sail of the line, met up with a French fleet of nine vessels off San Domingo, in the West Indies. The French put up a gallant fight, but with the exception of three frigates which escaped, they were all driven ashore or forced to strike.

It was on the 1st. February, 1873, that the Royal Naval College, Greenwich, was opened in 1873. Forty years later, on the 13th. February, 1913, "The Cadets of the First, or 1913 Entry", arrived at the Royal Australian Naval College at Osborne House, Geelong. "Uniforms", Mr. F. B. Eldridge tells us in his "History of the Royal Australian Naval College", "had not yet been received and so they were obliged for the time to remain in all the nakedness of mufti, though when some lanyards were uncared, these added, we are told, 'some little touch of uniformity to otherwise heterogeneous incongruity.'" It was again in February—on the 10th. of the month in 1915—that the first of the Cadets arrived at Jervis Bay when the College opened on that site. "they came at night," Mr. Eldridge says, "and a pouring wet one at that—at 10.30 p.m., in driving rain, the Third Entry of Cadet-Midshipmen arrived in the usual variety of rigs, cold and wet, and quite ready to do justice to the hot cocoa and cold meat which was waiting for them."

At this time, February 1915, while the Cadet Midshipman of the R.A.N. College were settling in to their new home, the then Flagship of the Australian Fleet, the battle-cruiser "Australia", joined the Grand Fleet in the North Sea, being attached, on the 17th. of the month, to the Second Battle-cruiser Squadron as Flagship. Admiral Pakenham hoisting his Flag in the Australian ship the following month.

February 1940 saw the depart-

ure from Australia of the First Convoy of Australian and New Zealand troops to take part in the war of 1939-45; they proceeded to the Middle East, ships of the R.A.N. forming part of the escort.

February of the following year saw the Australian destroyers in the Mediterranean busy in the Inshore Squadron during the British drive to Benghazi, where the formal surrender of the town was taken on the 7th. of the month.

Twelve months later the war was on in the Far East, and the R.A.N. had its first casualty in New Guinea when a rating was injured by flying stone fragments during an enemy air attack on Port Moresby on the night of the 2nd-3rd. February. Two days later, "Yarra", up at Singapore, rescued survivors from the bombed and blazing "Empress of Asia", victim of Japanese dive bombing. On the 7th. of the month, ships of the R.A.N. came under United States command when Admiral Herbert Leary, U.S.N., took over the naval command of the Anzac Area; and five days later Anzac Force, then consisting of H.M.A.S. "Australia", H.M.N.Z. Ships "Leander" and "Achilles", and U.S. Ships "Chicago", "Perkins", and "Lamson", was formed at Suva, under Rear-Admiral J. G. Grace.

On the 14th. February, 1942, Vice-Admiral Helfrich, R.N.N., was appointed C-in-C. Allied Naval Forces in the A.B.D.A. Area. That same day, "Ballarat", one of the Australian corvettes operating in the Singapore area, carried out a rescue operation lasting nearly five hours when they picked up 215 survivors from a British merchant ship torpedoed 60 miles northwest of Batavia. Singapore surrendered the next day—15th. February. On the 18th. the Japanese occupied Pinanghafen, New Guinea; and on that day and up till the 20th., the Allies evacuated Ooehaven, Sumatra; H.M.A. Ships "Burnie" and "Ballarat" taking part in the operation! On the 19th. of the month occurred the first Japanese air raid on

Darwin; ships attached in the harbour including H.M.A. Ships "Swan", "Platypus", "Gunbar", "Congoola", and the hospital ship "Manunda". The U.S. destroyer "Peary" was sunk, together with U.S. and other Merchant ships, the Australian "Zealandia" being among them. Considerable damage was done to installations ashore—including the airfield—and there were many casualties. On 20th. February, the Japanese extended their infiltration, and occupied Koepong and Dilli in Timor.

We have earlier spoken of the Three Days Fight between the British and Dutch in the English Channel in February 1653. In this February 1942, nearly 300 years later, occurred another three days fight in which British, Dutch—and Australian and United States—ships took part, but this time the Dutch and the British were Allies; the common enemy was the Japanese, and the scene of the encounters was the Java Sea. Although a Tromp was absent, two of the Dutch commanders of the Channel battle were represented in the ships bearing their names—"De Ruyter", the Allied flagships wearing the Flag of Rear-Admiral Doorman; and "Evertsen". The Australian ships among those present were "Perth" and "Hobart".

The fight went against the Allies, the enemy forces, both surface and air, being overwhelming. "De Ruyter" was lost, and her sister cruiser "Java"; the British "Exeter" and destroyers "Jupiter", "Electra" and "Encounter"; the U.S.S. "Houston" and "Pope"; the Dutch destroyers "Kortenaar", "Witte de With" and "Evertsen"; and the Australian "Perth".

By February of the following year the Allies were getting into position to hit back with interest, and on the 9th. of the month the Japanese on Guadalcanal were completely defeated.

On the 15th. February twelve months later, with the Pacific campaign progressing ever faster, Continued on Column 2, page 38





From our Correspondents in LONDON and NEW YORK

#### MARITIME COLLEGE.

An officer well-known to many Australians from the time when, during the early days of the Pacific War, he was the first Commander of the South West Pacific Forces—MacArthur's Navy—with his headquarters at Navy Office, Melbourne, is now Director of the New York State Maritime College, in the United States. He is Vice Admiral Herbert F. Leary, U.S. Navy (retired) and in his present position he is responsible for the training and nautical education of 500 students preparing for service in the United States merchant marine.

#### FOUR YEAR COURSE.

The college, which is situated at Fort Schuyler, and which celebrated its 75th. anniversary last year, provides a curriculum designed primarily to train cadets for service in the merchant marine, and to this end the four

years' course combines academic training with practical seamanship. First year students take basic college courses—English, History, Mathematics, and Physics, as well as Naval Seamanship, Engineering, and Architecture. After their first year they may choose to specialise in Marine Engineering—in which case they study Power-Plant Chemistry, Engineering Physics, Fluid Mechanics, Machine Design, and Diesel Engines; or they may take Deck Courses—Naval Architecture, Meteorology, Navigation, Ocean Transportation, Admiralty Law and Economics. A graduate of the College—which is operated by the sponsorship of the U.S. Coast Guard, the Navy, the Maritime Commission, and the University of the State of New York—receives a baccalaureate degree, a commission as an ensign in the U.S. Naval Reserve and in the Merchant Service, and a licence as an Officer of the U.S. Merchant Marine.

#### JAPANESE MERCHANT SHIPS.

According to a report in the "New York Times," 29 Japanese cargo vessels, each of 10,000 tons, are to be re-modelled with the help of United States aid funds. Seventy per cent. of the cost will be covered by United States aid counterpart funds, and shipowners will pay the other 30 per cent. of the cost, which is expected to reach a total of 6,400,000,000 yen, about £6 million Australian.

#### WORLD'S SHIPPING.

A report issued by the National Federation of American Shipping shows that, upon completion of vessels of 1,000 tons and over now under construction or on order, the ocean-going merchant fleet of the world will total over 89,000,000 deadweight tons, or nearly 13 per cent. more than in 1939. In July, 1949, there were 10,700,000 deadweight tons of ocean-going ships

building or on order in the world's shipyards, less than 1,200,000 tons of which was in United States yards. About 4,700,000 deadweight tons of new construction is designated for registry in countries other than where built.

#### ITALIAN GOVERNMENT AIDS SHIPPING.

Under a law enacted in March of last year to promote Italian shipping, the Italian Government makes liberal contributions to shipowners. Under this law, the Italian Government will make direct contributions and direct subsidies for materials and amortization not in excess of 33 per cent. of the cost of the vessel, plus a guarantee by the Government equal to 40 per cent. of the cost of the vessel. The total being 73 per cent., the ship owner is required to provide directly only 27 per cent. of the cost of the vessels. Furthermore, the Italian Government pays for all national defence features embodied in vessels built, exempts such on newly built vessels from income taxes for the first three years, exempts materials from import duty and license taxes, exempts construction contracts and contracts for related machinery from the general excise tax, exempts the vessels from a requisition or compulsory charter for five years, and makes a sliding scale contribution based on tonnage and horsepower for improvements and installation of new machinery.

#### SUPERLINER FOR ATLANTIC TRADE.

Addressing the Alumni Association of the Newport News, Virginia (U.S.A.) Apprentice School recently, Rear Admiral Paul F. Lee, U.S.N., retired, the president of Gibbs and Cox, naval architects, said that the superliner designed by his firm and now under construction for the United States Lines at the yards of the Newport News Shipbuilding and Dry Dock Company, might well be "the spark

urgently needed to rekindle the interest of the United States in its Merchant Marine." Admiral Lee said that the roots of this liner went back to 1916, when the first design for a ship of this type was completed by the Gibbs Brothers, William Francis, and Frederic H. It was to have been 1,000 feet long, 106 feet beam, with a displacement tonnage of 57,000. Now, after two wars and two depressions, the superliner is under way. Designed by William Francis Gibbs, she is expected to enter the North Atlantic service by the spring of 1952.

#### U.S. MERCHANT FLEET.

Figures recently published by the Joint Committee for the American Merchant Marine state that the sea-going labour force has fallen from a wartime high of between 200,000 and 250,000, to 64,000 officers and men. The working complement is composed of 13,440 officers, and 50,560 seamen, and these men come from every one of the 48 American States, and from Alaska, Hawaii, and Puerto Rico. The active fleet at November last, taking into account ocean-going vessels of 1,000 tons or more, totalled 1,235 vessels of a total of 12,300,000 deadweight tons. An estimated 143,000 steamship company employees, stevedores, longshoremen and other shore-side workers are regularly employed in keeping the fleet active.

#### WORLD'S YARDS BUILD TANKERS.

The world's shipyards are stressing tanker construction, and on completion of current building programmes the world tanker fleet is expected to reach 29,000,000 deadweight tons, or 72 per cent. above the 1940 figure. Passenger, cargo, and combination passenger-cargo vessels are expected to total about 60,300,000 deadweight tons when the present world construction programmes are completed, or about 3.1 per cent. below the figure of a decade ago.

#### ITALIAN SHIPBUILDING.

There are now being built in Italy, or on order for Italian yards, 26 ocean-going vessels aggregating about 200,000 gross tons. Recently Italy requested the Economic Cooperation Administration for permission to use the equivalent of about 60,000,000 dollars of E.C.A. counterpart funds in building ships in Italy, the intention being to use this amount in part to build nine combination passenger-cargo vessels of 22,000 tons each.

#### U.S. SHIPBUILDING.

There are at present 48 new vessels under construction or on order in United States shipyards. This number comprises 38 tankers, six passenger vessels, two dredges, a bulk freighter for the Great Lakes, and a prototype vessel on order for Government study. Working on these ships and on repair work, is a shipyard force of 60,000 skilled and semi-skilled yard men, a force estimated at only 60 per cent. of the shipyard employment level considered safe if the country is to maintain a nucleus force ready for a national emergency.

#### ANNIVERSARIES OF THE MONTH

Continued from page 23

the Allies landed on Green Island; and on that extra day allowed by Leap Year—29th. February 1944,—took place the U.S. landing in the Admiralty Islands, "Shropshire" and "Warramunga" being in the covering force.

Another twelve months pass, and on February 3rd. 1945, U.S. Forces entered Manila; from the 4th. to the 12th. the British Pacific Fleet assaulted the Ryukyu Islands; on the 16th. "Shropshire", "Arunda" and "Warramunga" were among the supporting force for the U.S. landing on Corregidor; two days later the Americans landed in Iwojima; and the month ended—the last February of the war—with H.M.A.S. "Swan" carrying out bombardments in the Wewak-Aitape area.



# News of the World's Navies

## U.S. FLEET.

The transfer of the United States cruisers U.S.S. "Rochester" and "Juneau" from the Atlantic to the Pacific just before the New Year, is described by the "New York Times" as "the first halt in a steady trend that has gradually seen a major part of the active combat fleet drawn into the Atlantic from the Pacific." In December last, the U.S. Navy had about 85 major combat ships in the Pacific as against almost double that number in the Atlantic and Mediterranean. Three years ago the number of ships was equally divided between the two oceans.

## THE LOTT NAVAL TRUST FUND.

In 1906, Mr. Herbert Lott, a member of the London Stock Exchange, made a will in which he bequeathed a large proportion of his money for the improvement of efficiency in gunnery in the Royal Navy. In 1928 he decided that he would start the work in his lifetime and that its scope should be enlarged. He made an initial payment of £25,000. He died on July 10th., 1947, and after certain bequests had been made, the Lott Naval Trust Fund benefited by the residue of £133,000.

## R.A.N. BENEFITS.

A portion of the income from the Lott Naval Trust Fund is divided proportionately between sea-going fleets and commands and Royal Marine depots, and from these funds Commanders-in-Chief make awards to units on the strength of their efficiency in fighting practices. The Captain of the ship or unit has power to expend money received for the benefit of the ship's company or part of it as he thinks fit. The results of armament practice,

rifle practice, and examinations of certain engineering, gunnery, and torpedo reports, are examples of the basis upon which Commanders-in-Chief assess the efficiency of units. Under this heading the following amounts were awarded for distribution in 1949—Home Fleet—£300; Mediterranean Fleet—£300; Far East Fleet—£200; East Indies—£80; South Atlantic—£40; America and West Indies—£40; Flag Officer, Submarines—£40; Fishery Protection Flotilla—£20; Flag Officer, Air (Home)—£80; Royal Marines, Shore—£80; Joint Anti-Submarine School—£20; Royal Australian Navy—£60; Royal Canadian Navy—£20; Royal New Zealand Navy—£20; Royal Indian Navy—£30; Royal Pakistan Navy—£20; South African Naval Forces—£20.

## NOT CRICKET.

When the cruiser U.S.S. "Columbus"—flying a "home-ward hound" pennant 827 feet in length—steamed up New York Harbour recently after 14 months in European waters as a floating embassy for the U.S. State Department, her people had many tales to tell of their difficulties and diplomatic problems, which included tracing and learning, the National Anthem of Monaco; playing basketball against a Turkish team at Istanbul; and organising Thanksgiving Day parties for English orphans. But one thing they refused to do, even for good will, was to play cricket with the British.

## BUT GOODWILL EXISTED.

The foregoing, however, must not be taken as an indication that goodwill towards the British did not exist. During her 14-months' commission, approximately one-twentieth of the thousand-odd in the cruiser's

complement signed on for a life's voyage in convoy. There were fifty marriages in which members of her crew figured as bridegrooms. "Most of the brides," says "The New York Times," "were English, with a smattering of French, Italian, and Danish maidens." "Apart from that," said the cruiser's Commanding Officer, Captain Ephraim R. McLean, Jr., U.S.N., "we had, of course, a little blonde trouble on the beach, but nothing serious."

## TESTS IN MINIATURE.

Scientists at the United States Navy Electronics Laboratory at San Diego, California, are conducting tests on shipboard antennae selectivity to enable them to design shipboard antennae capable of sending out substantially the same amount of energy in all directions. Rather than employ a fully-manned seagoing ship for the tests, a miniature brass model of a destroyer is being used, as shown in the accompanying photograph. Set on a turntable, the model rotates over an "ocean" of hardware cloth which has approximately the same conductivity as the sea. Special stations, such as that seen in the foreground in the picture, are set up around the rim of the "ocean" to receive and measure the intensity of signals radiated from the model.

See photo on next page.

## R.A.N.'s SHORTER ENLISTMENT PERIOD.

As from the beginning of this year, ratings who join the Royal Australian Navy may engage for an initial period of six years, instead of 12 years as formerly. When announcing the new system recently, the Australian Commonwealth Naval Board said that intending recruits could still, if they wished, elect to serve initi-

ally for 12 years; and if they chose to engage, in the first place, for six years only they could, at the end of that period, re-engage for a further six years. Subsequent to a total of 12 years' service, they could re-engage for two further consecutive periods of five years each, making a period of 22 years; at the conclusion of this, if physically fit, they could continue to re-engage for two-year periods until reaching the age of 50 years. Recruits could enter the Royal Australian Navy at the age of 17½ years, but if they did so the period of their first engagement would date only from their 18th birthday. At the end of 20 years of service after the age of 20 years they would, on discharge, become eligible for pension under the Defence Forces Retirement Benefits Act.

## LONDON DIVISION R.N.V.R.

The headquarters ships of the London Division of the Royal Naval Volunteer Reserve are familiar river-marks to Londoners along the Victoria Embankment. Until recently H.M.S. "President" has had the field to herself, her companion of the past 10 years, H.M.S. "Chrysanthemum," having been away for some months undergoing refit at Chatham. Towards the end of last year, however, "Chrysanthemum" returned to her Embankment moorings, and the ships are together again. During the war, they were used for training over 40,000 personnel for Defensively Equipped Merchant Ships, including 17,000 officers and men of the Merchant Service. These men helped to maintain guns and other defensive equipment in merchant ships, and 2,713 were reported missing and killed during the war.

## "AMETHYST'S" ENSIGN NOW IN CHURCH.

Lieut.-Commander J. S. Kearns, D.S.O., R.N., of the frigate "Amethyst," which made the epic voyage down the Yangtze

under fire from Chinese Communist armies, recently handed over the ship's shell-torn ensign for laying-up at a service in St. Nicholas' Church, Royal Naval Barracks, Devonport, England.

## ANTI-SUBMARINE FRIGATE.

The Admiralty has been carrying out considerable work on the designs of a type of frigate adequate for the performance of anti-submarine operations under present conditions, and the design of such an improved type has been completed, and it is hoped to lay down the first of its class in the present financial year.

## COPIES OF "DIT" WANTED.

"The Navy" has been advised through the Australian War Memorial, that the Imperial War Museum, London, is anxious to secure if possible a complete set of the Royal Australian Navy's wartime magazine "DIT" for inclusion in their set of Service newspapers and Magazines. Should any reader of "The Navy" have a complete set—or odd numbers, from which possibly a complete set could eventually be made up—of "DIT" which he would be willing to donate to the Imperial War Museum, and would communicate with the Editor, his action would be greatly appreciated.

Ed., "THE NAVY."



Tests in miniature (See Para.)

## QUESTION BOX

CONDUCTED BY

Captains R. C. G. Doss, 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.

S. T. B. (Mentone, Vic.) states that recently H. M. the King visited an American warship and it was stated that this was the first time the British Royal Standard had been flown aboard an American naval vessel. He believes this to be incorrect.

It is believed that the first time this occurred was when His Majesty King George V. visited the flagship "New York" of the then newly arrived American battle squadron, about Christmas, 1917. Accompanied by H.R.M. the Prince of Wales, the King was received by the American Commander, Admiral Rodman, and as His Majesty stepped on to the quarter deck, the Royal Standard fluttered to the mast-head of the "New York." The five battleships, later joined by another, formed the Sixth Battle Squadron of the British Grand Fleet under the command of Admiral Sir David Beatty until after the Armistice.

A. S. M. (Port Adelaide) asks for details of the loss of the sailing ship "Cape Verde."

"Cape Verde" was an iron ship of 1,711 tons, built in 1874 by T. Wingate and Co., Glasgow, and owned by A. Lyle and Co., Greenock. On 23rd. June, 1889, she was lying at anchor in Hobson's Bay, and late in the evening, the ship "Iolanthe," of 1,153 tons, was coming up Port Phillip Bay to anchor. Confused by the number of riding lights visible, the pilot headed "Iolanthe" to pass between two of them. Unfortunately, he did not realise until too late that they were at the bow and stern of the Cape Verde. In the collision

that followed the "Cape Verde" sank and, despite many efforts at refloating, she was finally blown up and the pieces removed from the sea bed.

C. J. (Maryborough, Q.) asks what the fastest or most meritorious passage for a sailing ship was, between Britain and Australia.

I would consider the passage of the ship "Maulesden," 1,508 tons. She was built in 1875 by Alexander Stephen & Co., Dundee, for the Bruce Dundee Clipper Line, her dimensions being 245.2 feet long by 38.3 feet beam by 23.1 feet deep. She had never been considered a very fast ship, certainly not a clipper, when she left Greenock, Scotland, on 1st. March, 1883, carrying 500 migrants and under the command of Captain Millar. She arrived at Maryborough, Queenaland, on 12th. May, only 69 days out. Some details of this remarkable passage will be of interest. She crossed the Equator eighteen days out and the meridian of Greenwich 37 days out, passed South Tasmania some fifteen miles off, sixty one days out, was off Sydney Heads sixty seven days out, and signalled Brisbane sixty nine days out. Total distance sailed was 15,143 nautical miles, an average of 210 miles per day, or over nine miles per hour. On seven days she covered over 300 miles per day, her best day's run being 335 miles. The best weeks' runs were 1798, 1908 and 1929 miles. For the thirty days 3rd. April to 3rd. May—the day she passed Tasmania—she sailed 7,953 miles, an average of 255

miles per day or 11 miles per hour.

As a comparison, the great "Thermopylae," as a new ship, in 1868, crossed the Equator 21 days out, the meridian of Greenwich 36 days out, passed Cape Otway 61 days out and arrived Melbourne, 63 days out. Total distance sailed was 14,221 miles, an average of 203 miles per day or 8½ miles per hour. Her best day's run on this passage was 326 miles, best weeks' runs were 2001, 2007 and 1877 miles, and on nine days she covered more than 300 miles. (Note, miles in each case means nautical miles.)

"Maulesden" was later sold to the Norwegians and renamed "Ortrud," then to the Italians and renamed "Nostra Signora della Guardia." She was sunk by a German submarine on 30th August, 1916.

J. S. H. (Montrose) asks for details of H.M.S. "Victory."

The "Victory" was built in Chatham Dockyard to the design of Sir Thomas Slade, surveyor of the Navy, and was launched on Sunday, 7th. May, 1765. Her dimensions were:—length from figure-head to taffrail 226 feet 6 inches, length of keel 151 feet 3 inches, length of gun deck 186 feet, extreme beam 52 feet, depth of hold 21 feet 6 inches, and her tonnage 2162 tons. She was not commissioned until 1778, when the flag of Admiral Mon. Sir Augustus Keppel was hoisted, her first captain being Sir J. Lindsey. She mounted the following guns:—on the lower deck, thirty 42-pounders; middle deck, twenty-eight 24-pounders; upper deck, thirty 12-pounders; quarter deck, ten 6-pounders; fore-castle two 6-pounders. When commissioned by Admiral Keppel, 32-pounders were substituted for the 42-pounders.

J. T. O'S. (Strathfield). The White Star liner "Atlantic" left England on 28th. March, 1873, for New York under the command of Captain Williams, with a total of 931 persons on board.

She had bad weather all the way across the Atlantic, increasing in intensity towards the American coast. Her Captain decided to make for Halifax, Nova Scotia, instead of New York. Early one morning, in pitch darkness, the lookout sighted a line of breakers dead ahead, and reported to the officer of the watch, but before anything could be done, the ship struck. The heavy seas smashed the port lifeboats, while the heeling of the ship brought the star-board boats within the reach of the breakers, most of them being smashed. Hundreds of the steerage passengers were drowned at once, the water pouring through the rents in the ship's side.

A high pinnacle of rock, 150 feet away, offered a chance of life, and five ropes were carried across by Mr. Brady, the third officer, and two seamen, who swam through the intervening raging seas. They further carried ropes to the mainland some three hundred feet from the rock, by swimming. Some two hundred people reached the rock, some continuing on to the mainland, but the intense cold broke their grip on the ropes and numbers were forced to drop into the sea. At daybreak, a small boat put off from the land, which was Meagher's Island, near Halifax, and Brady climbed into it. Going ashore, he found three large boats which he manned with shore folk, and dozens of survivors were picked up, Brady working as hard as anyone.

Captain Williams was superintending the transfer of passengers and crew across to the rock, thence into the boats. His hands and feet became frost bitten, but not until almost every living soul had gone, did he allow himself to be taken from the wreck. Some 481 lives were lost that night, of whom 285 were women and children. At the Board of Trade inquiry Captain Williams was severely reprimanded, and only for his gallantry would have lost his certificate permanently.

It was suspended for two years.

A. D. T. (Dandenong). The "Indian Prince" was a steamer of 2846 tons owned by James Knott's Prince Line. On 4th. September, 1914, she was captured by the German merchant cruiser "Kronprinz Wilhelm," 210 miles from Pernambuco. She was that vessel's first prize and, being brought alongside, her coal and stores were transferred to the "Kronprinz Wilhelm." Passengers and crew followed, as well as a considerable amount of cordage, spare machinery and furniture. On 9th. September, her sea valves were opened. She took so long to sink, however, that explosive charges had to be fixed to her sides before she would take her final plunge.

R. R. (Portland).—"Inverloch" was a steel barque of 1471 tons, built in 1895 by Russell and Co., of Port Glasgow, for George Milne's Inver Line. On 10th. September, 1902, the "Inverloch" left Liverpool for Melbourne with general cargo, and under the command of Captain E. R. Kendrick. On 18th. December, 1902, she stranded on Ingoldby Reef in Demon's Bay, about 20 miles Southwest of Port Phillip Heads. The wreck was sold by auction and underwriters continued the work of salvage of the cargo until 5th. February, 1903, when the wreck broke up.

J. W. G. (Port Germein). The "Auroras" was a steel twin screw steamer of 12,002 tons, built by Harland and Wolff at Belfast in 1908 for the Royal Mail Steam Packet Co. of London. At midnight on 20th. March, 1917, while in use as a hospital ship, fully lit up and showing illuminated red crosses and green lights along her life rails, she was torpedoed by a German submarine. Her crew managed to beach her in a sinking condition, and she

was afterwards refloated and repaired. Forty one of the hospital staff and of her crew lost their lives. After the War, she was renamed "Arcadian" and used as an ocean yacht until 1932, when she was sold to the shipbreakers.

A. Y. (Gladstone). The "Fiery Star" was originally named "Comet," and was a wooden clipper ship built in 1851 for the Black Ball line. Whilst on a voyage from Brisbane to London, she took fire on 20th. April, 1865, south east of New Zealand. Passengers and crew, numbering 78, left the burning ship in four boats. The chief officer, four seamen and thirteen apprentices decided to stand by the ship and fight the fire. For 21 days they battled grimly with the flames but eventually had to admit defeat when they were sighted by the "Dauntless," which rescued them. The boats and the 78 people in them were never again heard of.

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# SEAS, SHIPS AND SAILORS — NORTON —



## THE R.A.N. SICK BERTH STAFF

In This Article Mr. J. D. Hoysted Follows Up An Earlier Article In The September, 1949, Issue Of "The Navy," And Tells Of The Sick Berth Branch Of Our Own Navy.

By J. D. Hoysted

THE R.A.N. first came into being in 1912, being formed from the State Navies. Later, during the 1914-1918 War, the R.A.N. gave a good account of itself, when H.M.A.S. "Australia" and H.M.A.S. "Sydney" did outstanding work. From then on this Navy did not look back. It has grown from a small force of 19 ships and less than 4,000 men to an efficient navy of at least 80 ships and a large complement of men.

Though, during the 1914-1918 War, the size of the Medical branch was in keeping with the rest of the Service, the growth has kept pace with the Service as a whole. When first instituted, the Sick Berth Staff were culled from the State Navies and the Royal Navy and learned their ground-work at the Williamstown Training Depot, afterwards being sent to the Royal Naval Hospital at Portsmouth. Each member completed his training there and returned to Australia, to be duly stationed either on board an R.A.N. ship or at one of the Sick Quarters ashore. These included Garden Island, or Sick Quarters, Williamstown Naval Depot, Victoria. As from 1920, training was completed in the Repatriation Hospital, Caulfield, Victoria.

In 1921, Williamstown Naval Depot was closed, and in the same year Flinders Naval Depot was commissioned, but with only a small Sick Quarters, consisting of three wards, dental surgery and officers, the latter two being in the main block. Later, an operating theatre and surgical ward were built, also a new dental surgery was added.

In 1938-1939 another large ward was built. Then again, in 1941, three more wards were added. Henceforth it became known as Flinders Naval Hospital. In 1942-1943 a further three wards were added: a modern dental surgery was erected containing five surgeries, a laboratory, waiting room and an office; and an X-Ray department was designed and supplied complete with modern equipment consisting of several X-Ray units. Again, in 1944-1945, two other wards were added. Since then a Physiotherapy department has been set up with all modern apparatus and a highly trained Physiotherapist in charge. These and other improvements brought Flinders Naval Hospital up to 200 bed capacity, with the following departments, X-Ray, Laboratory, Outpatients, Physiotherapy, Dental Surgery, Operating Theatre and Dispensary, with a large Medical Store to supply the needs of all departments of the hospital, with up-to-date apparatus. The hospital is capable of expansion to 350 beds.

The hospital still bears the name-plate "Childers," called after a First World War Hospital ship. Here is where the R.A.N. Sick Berth Staff have received their training since 1921, as have the R.N.Z.N. Sick Berth Staff until 1943, since when their training has been carried out at their own establishments.

At Sydney, in 1943, Balmoral Naval Depot was built, containing a Sick Quarters with four wards, an X-Ray department, Laboratory, Dispensary and Dental Surgery. At the present time

this is being re-designed, and when completed will have a modern air-conditioned operating theatre with modern equipment as well as a new medical block. This enlarged hospital will then be able to cope with surgical as well as medical cases.

Since 1920 great advances have been made in the training of the Sick Berth Staff in higher technical branches associated with their duties, such as X-Ray, Laboratory, Operating theatre work and Physiotherapy. Only recently approval has been given to enlarge the scope of special training so that each member of the staff will eventually be trained in one of the following new higher qualifications, or one of the foregoing, Advanced Nursing, Mental Nursing, Orthoptics, Dietetics, Occupational Therapy, Aviation Medicine, Aviation medicine, with the arrival of H.M.A.S. "Sydney" and the establishment of the Royal Australian Naval Air Station at Nowra, N.S.W., adds another interesting phase to the medical branch.

The general training received in Naval hospitals is broadened by the courses of special study arranged at large public hospitals such as the Royal Melbourne Hospital and the Alfred Hospital, Victoria. There trainees derive the benefit of the advice and instructions from leaders of the medical profession in numerous branches of medical science. As a greater variety and number of cases of various diseases and injuries are treated in these larger institutions, these added benefits are of very great value to members of the Sick Berth Staff, and thus to the Service.

During the recent war, members of the Sick Berth Staff made a good name for themselves and have an excellent record, which those who come after will be proud to uphold. There were altogether five D.S.M.'s and four B.E.M.'s awarded to members of the Branch, and a number of the Sick Berth Staff were mentioned

Continued on page 46

# WHAT THE NAVY IS DOING

THERE has been a number of developments in regard to the Royal Australian Navy since these notes were written for the January issue of "The Navy", including changes in appointment, promotions, new entries into the Royal Australian Naval College, and a change in the length of initial entry into the Service for ratings.

Among the important changes in appointment is that brought about by the change of Government. In the new Federal Cabinet, the Honourable Josiah Francis has succeeded Mr. Riordan as Minister for the Navy, combining in his portfolio the duties of Minister for the Army also.

Within the Service itself, Captain H. J. Buchanan, D.S.O., R.A.N., succeeds Commodore W. A. Dallmeyer, D.S.O., R.N., as Commodore Superintendent of Training at Flinders Naval Depot. Another change forthcoming later in the year is that on the Naval Board when Captain A. R. Pedder, R.N., at present Director of Plans at the Admiralty, succeeds Commodore Guy Willoughby, R.N., as Fourth Naval Member of the Naval Board and Commodore (Air).

On the last day of last month 27 new Cadet-Midshipmen entered the Royal Australian Naval College, their naval careers stretching before them, their paths marked by the long line of their predecessors who have gained eminence in the Service. Changes have been made at the other gateway of entry into the Royal Australian Navy—that to the lower deck. As from the beginning of this year, recruits making their initial entry may engage for six years instead of for 12 years as heretofore, re-engaging for a further six years at the conclusion of the first period if they so desire, and subsequently extending by five year and two year periods as previously obtained. The engagement for an initial six year period is optional; recruits may, if they so desire, engage straight out for twelve years as in the past.

## FLEET DISPOSITIONS

### The Aircraft Carrier:

H.M.A.S. Sydney (Captain 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, departed from Sydney on the 11th. of last month on the commencement of the summer cruise, which will embrace exercises with the New Zealand Squadron. The Flagship's programme is: departed Sydney 11th. January for Jervis Bay; departed Jervis Bay 24th. January for Westernport, Victoria, where she remained until the 28th.; her present and subsequent movements are: at present at Adelaide, where she remains until 6th. February; Melbourne 8th. February; Hobart

from the 10th. to 19th. February, when she departs for New Zealand waters, where she remains until the end of March, visiting Wellington, Akaroa, Auckland, and the Bay of Islands, returning to Jervis Bay on 4th. April and Sydney on 6th. On her return to Sydney, the Flagship will be available for leave and urgent defects until the 31st. May, and is expected to sail for the United Kingdom about the 5th. June.

### The Cruiser:

H.M.A.S. Australia (Captain G. C. Oldham, D.S.C., R.A.N.) is in Sydney until the 11th. of this month. Later in the month she should depart to join the Flag in New Zealand waters. On her return to Australia on the 8th. April,

the Flag will be transferred to her from H.M.A.S. Sydney, and she will carry out a training programme in the Sydney-Melbourne area.

### 10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Captain (D) 10, Captain A. W. R. McNicoll, G.M., R.A.N.) departed from Sydney last month for New Zealand, in company with the submarine H.M.S. Telemachus, to carry out exercises with the Australian Fleet and New Zealand Squadron.

H.M.A.S. Bataan (Commander W. B. M. Marks, R.A.N.) is in company with the Flagship, with whose programme hers is identical until her return to Sydney on the 6th. April. From 10th. April until the 26th. May, Bataan will be at availability for leave and urgent defects, and will sail from Sydney about the 7th. June for Japanese waters, to relieve H.M.A.S. Shoalhaven.

### 1st. Frigate Flotilla:

H.M.A.S. Shoalhaven (Commander I. H. McDonald, R.A.N.) is in Japanese waters, where she relieved H.M.A.S. Cullgoa on duty with the Allied Naval Forces at Kure on the 1st. of this month.

H.M.A.S. Cullgoa (Lieutenant-Commander V. G. Jerram, R.A.N.), having been relieved in Japanese waters by H.M.A.S. Shoalhaven, is returning to Australia, and is expected to reach Sydney about the 13th. March. On her arrival she will be placed at availability for leave and refit until the 5th. May, and will then come under the operational control of the Flag Officer-in-Charge, New South Wales, for training exercises with the 1st. Frigate Flotilla and H.M. Submarines.

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.

### H.M. Submarines:

H.M. Ships Telemachus (Lieutenant O. Lascelles, D.S.C., R.N.) is exercising with the Fleet and New Zealand Squadron, while H.M.S. Thorough is under the operational control of the Flag Officer-in-Charge, New South Wales, for training exercises.

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

H.M.A.S. Tarakan (Lieut.-Commander H. K. Dwyer, R.A.N.R.) is operating under the direction of the Naval Board.

H.M.A.S. Labuan (Lieut.-Commander F. D. Shaw, R.A.N.) is operating under the direction of the Naval Board, and is at present en route to Heard Island on one of her annual voyages in connection with the Australian Antarctic Research Expedition, relieving the Expedition's scientists on that island. She departed from Melbourne last month.

### Australian Minesweepers:

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

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

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

### Survey Ships:

H.M.A. Ships Warrego and Barcoo are in Sydney.

H.M.A.S. Lachlan (Lieutenant-Commander W. Sharpey-Schaeffer, R.N.) is carrying out surveying duties in New Zealand waters.

### GENERAL

#### New Year Promotions.

The following promotions, to date 31st. December, 1949, were announced by the Naval Board on the 1st. January.

#### Royal Australian Navy:

Commander to Captain: F. N. Cook, D.S.C.

Lieutenant-Commander to Com-



Captain A. R. Pedder, R.N.

mander: I. H. McDonald; C. M. Hudson.

Commander (E) to Captain (E): W. J. M. Armitage.

Surgeon Commander to Surgeon Captain: H. W. Gault.

Commander (S) to Captain (S): C. H. Blacklock.



Captain H. J. Buchanan, D.S.O., R.A.N.

Royal Australian Naval Reserves  
Lieutenant to Lieutenant-Com-

mander: W. E. Thompson.

Royal Australian Naval

Volunteer Reserve:

Lieutenant to Lieutenant-Com-

mander (Sp.) R.A.N.V.R.: L. R. Wright; M. V. Joy; G. W. Lilley; A. W. T. Solomon; W. Drysdale; P. H. Baile; R. A. Bowra.

Engineer Lieutenant to Engineer Lieutenant-Commander, R.A.N.V.R.: T. G. Robbins.

New Commodore Superintendent Of Training.

Captain H. J. Buchanan, D.S.O., R.A.N., who has been appointed Commodore Superintendent of Training at Flinders Naval Depot vice Commodore W. A. Dallmeyer, D.S.O., R.N., takes up his new appointment after completing a Senior Officers' Course at the Imperial Defence College, in the United Kingdom.

Previous to his departure from Australia in December, 1948, Captain Buchanan was Commanding Officer of H.M.A.S. "Australia", having gone to that ship in 1946 after twelve months as Deputy Chief of the Naval Staff at Navy Office, Melbourne. Captain Buchanan was awarded the D.S.O. for his services off the Dutch, Belgian, and French coasts during the early months of the war, at the time of the German occupation of the Lowlands. He was then in command of the destroyer



H.M.S. "Valentine", one of five ships operating in the River Scheldt supporting the French 7th Army; his ship being sunk under him by two direct bomb hits during a German air attack. He was subsequently at Dunkirk, assisting in the evacuation there, and on the final night of that operation he was in charge of pier parties, receiving a Mention in Despatches for his work on this occasion.

After Dunkirk, he was appointed in command of H.M.S. "Vanity", and later returned to Australia for duty in the Plans Division at Navy Office. Appointed Commanding Officer of H.M.A.S. "Nurman", of the 7th Destroyer Flotilla, in the Eastern Fleet, he was, some months later, promoted Captain (D) of the Flotilla, and assumed command of H.M.A.S. "Napier". Early in 1945 the Flotilla, under his command, played a leading part in the landing on the Burma coast and the occupation of Akyah. On 30th August, 1945, Captain Buchanan landed at Yokosuka Dockyard, Japan, in command of the British component of the Allied Occupation Forces.

Captain Buchanan graduated from the Royal Australian Naval College in 1920. It must be a matter of great satisfaction to him—a feeling which is shared by his friends—that 30 years later, as he assumes the top position at Flinders Naval Depot, his elder son James enters the Depot as a Cadet-Midshipman at the Royal Australian Naval College, following in the tradition so ably upheld by his father before him.

#### The Year's Cadet Midshipmen.

Twenty-seven boys—representatives of all States in the Commonwealth, and of New Guinea—selected from more than 500 applicants, were chosen for entry into the Royal Australian Naval College last year, and entered on their new life on the 31st. of last month. The boys are:

New Guinea: Raymond Oak Grimshaw, Port Moresby.

Queensland: Douglas Gladstone

Belbin, Maryborough; James Arthur William Dick, Stafford; Duncan Steele, Boonah; Malcolm John Taylor, Monto.

New South Wales: Murray Edward John Buttumley, Maroubra Junction; John Murray Bowman, Waverley; John Manning Gaul, Lidcombe; John Kendall Perrett, Broken Hill; Walter Ernest Rothwell, Ryde; Walter Nicholas Williams, Kirribilli.

Victoria: Bryan Norman Ashley-Cooper, Hawthorn; James Ellis Buchanan, South Yarra; Ormsby Russell Cooper, Kyvalley; Adrian Ronald Cummins Hampton; James Stewart Dickson, Kalorama; Peter Frederick Egan, Portland; John Herbert Gunn, Hampton; Peter Bollett Hankinson, Brighton; Daryl Vivian Parkinson, Maryborough; Ronald Ian Wakeman, Croydon; Barry Arthur Wilcox, West Coburg.

South Australia: Ian Keith Frances, Murray Bridge; Peter Arthur Hardy, Warrandale.

Western Australia: Michael George Campbell, Mount Lawley; Donald Francis Scott, Boulder.

Tasmania: John Henry Parker, Devonport.

#### Fourth Naval Member.

Captain A. R. Pedder, R.N., who has been appointed to succeed Commodore Guy Willoughby, R.N., as Fourth Naval Member of the Australian Commonwealth Naval Board and Commodore (Air), has had considerable experience such as equips him for this post.

Now 45 years of age, Captain Pedder entered the Royal Navy as cadet at Dartmouth Naval College in January, 1918. On leaving the College in 1921 he was awarded the Robert Roxburgh Memorial Prize for having obtained the highest marks in the cadets' passing-out examination. A qualified naval air observer and meteorologist, he early in his career served in the fleet aircraft carriers "Courageous", "Glorious", and "Eagle". In August 1935 he was commended for his meteorological logs, and the Admiralty expressed its satisfaction with work done by

him in preparing meteorological notes on Gibraltar; and in 1937 the Board of Admiralty awarded him the Henry Leigh Carls Prize for the best essay of the year on the work and development of naval aviation.

From April 1942 until January 1943 he was Assistant Director of the Naval Air Division at Admiralty, and from February 1943 until July 1945 was Staff Officer, Plans Division (Air). From August 1945 until January 1946 he was Commanding Officer of the escort carrier "Khedive", and from February 1946 until December 1947 in command of the cruiser "Phoebe". During the whole of 1948 he was at the Imperial Defence College, and he comes to his appointment at Navy Office from that of Deputy Director of Plans at the Admiralty.

#### Naval Officers' Club of South Australia.

The Naval Officers' Club of South Australia, which held its First Annual Dinner in 1946, is growing in strength with the return since the war of many Officers to South Australia, and the arrival in South Australia of Officers from the Royal Navy, and other Dominion Navies. The Dinner—which is usually held on the nearest convenient date to the 9th November, the anniversary of the Royal Australian Navy's baptism of warfare with the destruction by the first "Sydney" of the German cruiser "Emden"—attracts a greater attendance each year, and thus increasingly fulfils its object of continuing and stimulating friendships made among South Australian Naval Officers who served in Great Wars I and II.

At the latest dinner the Guest of Honour was His Excellency the Governor of South Australia, Lieutenant-General Sir Willoughby Norrie, K.C.M.G., C.B., D.S.O., M.C.; who was accompanied by his Private Secretary, Major C. Duncan, C.B.E.; and his A.D.C., Captain Vincent Althorp. His Excellency was received by the President of the Club, Commander

S. R. Symonds, R.A.N., and the Committee.

Among the distinguished gathering of Officers were Captain F. E. G. Hobart, R.N. (Retd.); Commander C. Gilbertson, R.N. (Retd.); Commander (S) M. T. B. Fowler, R.N. (Retd.); Lieutenant-Commander Oliver Symon, R.N. (Retd.); the Resident Naval Officer for South Australia, Commander S. T. M. Gower, R.A.N.; Commander R. S. Pearson, R.A.N.; Surgeon Commander S. J. Dunstone, V.R.D., O.S.T.J., R.A.N.R.; Surgeon Commander R. F. Matters, V.R.D., R.A.N.V.R.; Commander M. Andrewartha, V.R.D., R.A.N.V.R.; Lieutenant-Commander K. M. Brennan, D.S.C., R.A.N.V.R.; Engineer Lieutenant-Commander H. P. Irwin, R.A.N.R. (S); Lieutenant-Commander George Gosse, C.C., R.N.V.R.; Lieutenant K. Ibbotson, R.N.R.; and several Officers of the Navigation, Gunnery, Engineering, Medical, Secretarial, Supply, Special, Hydrographic, and Small Craft Naval Auxiliary Patrol Branches. Present Officers of the Club are Lieutenant (Sp.) D. F. A. Simpson, R.A.N.R., Hon. Treasurer; Lieut.-Commander (S) G. A. Peagam, V.R.D., A.D.C., R.A.N.V.R., Hon. Secretary; and Lieut.-Commander (S) L. T. Ewens, V.R.D., R.A.N.V.R., Hon. Auditor.

#### Black Rock (Vic.) Sea Cadet Company.

Some notes have come to hand regarding the progress made by the Black Rock Sea Cadet Company, which are of interest as showing the growing interest in Sea Cadets and the enthusiasm of this Company since the Sea Cadets have been given official recognition.

In the immediate post war years, the Black Rock Company, which had been under the capable direction of the late Sea Cadet Lieut.-Commander Monk, had approximately 60 Cadets. From that number, during the past three years, 23 joined the Royal Australian Navy, and three the Merchant Service. A number of others be-

came over age and left the Company, so that about 12 months ago membership was down to 20, including four officers. During the past 12 months however, due to official recognition and the promise of uniforms—and with the enthusiastic support of the Head Master of the Hampton High School, who had permitted recruiting among his scholars—the "Cerberus" Company, Black Rock, now numbers 56 Cadets, and it is hoped to reach a total of 80, which is the limit to be accommodated in the present building.

The Victorian Sea Cadets were engaged in various activities during 1949. Among these, 25 Cadets—from Port Melbourne, Black Rock, and Geelong—enjoyed cruises in H.M.A. Ships "Sydney" and "Australia", through the courtesy of the Naval Board and the Commanding Officers of the ships; a Colour Party of five Cadets under Warrant Officer Scott formed the Navy League representation at St. Paul's Cathedral, Melbourne, for the Blessing of the Colours and the various shipping companies' House Flags on the 31st. October; eight Cadets from Black Rock represented the Navy League Sea Cadets at the Remembrance Day ceremony at Melbourne Town Hall on the 6th. November; 146 Cadets under Lieutenant Grosser, R.A.N.V.R., inspected H.M.A.S. "Sydney" while she was in Melbourne; and 140 Cadets from Port Melbourne, Black Rock, and the new Footscray Technical School Company—together with 15 Cadets from New South Wales who were visiting Melbourne at the time—lined up for Trafalgar Day on the steps of State Parliament House, Melbourne, for the Trafalgar Day memorial ceremony.

#### Melbourne Waterfront Personality Honoured.

His many friends will have been delighted to learn of the inclusion in the New Year's Honours List of Mr. P. J. Sylvester, whom the King honoured with the award of the M.B.E. for his services in aid of Food for Britain. Unfortunately

Mr. Sylvester, for long a familiar figure to Naval and Merchant Seamen on the Melbourne waterfront, has been missing from the waterside scene for some months owing to severe illness; but he is now slowly picking up, and it is hoped to see him on deck again before very long.

As organiser for the Mayor of Camberwell's (Vic.) "Fat for Britain" Appeal, Mr. Sylvester made it his aim that no British seaman should leave Melbourne without receiving a gift of two lbs. of dripping. In the early days of the scheme the allowance was 5 lbs. a head, but the increase in the volume of shipping, and the inclusion of the crews of the returning vessels of the British Pacific Fleet, increased the distribution by hundreds of cases, and a reduction in the ration became imperative. In addition to individual seamen, cases of fat and food were sent to Seamen's Institutes on the British coast.

With the use of only one arm, and severely affected by other war injuries, "P.J." was a familiar figure on ships' gangways, adroitly juggling odd tins of fat to make up the required issue. As a result of his tireless activities he suffered a collapse last Easter, and has been laid aside with heart trouble since. Seafarers generally will wish him a speedy recovery.

#### Padre Dixon.

Another familiar figure who has been absent from the Melbourne waterfront for some months now is Padre Frank (Dickie) Dixon, well-known to Naval and Mercantile Officers and Seamen as an always welcome Padre of the Missions to Seamen. "Dickie"—with his charming wife and their beloved dog Leo—has exchanged the seaside for a lakeside for a while, and is now Rector at Lake Cargelligo, New South Wales. Writing to your Editor on the 29th. December last, he said: "It has been over the century here for a few days. I did 176 miles between 4 a.m. and 6 p.m. on Christmas Day after a midnight service here."



# BOOK REVIEWS

By G.H.S.

"AS YOU WERE—1949," an anthology by members, and ex-members, of the Australian Services, published by the Australian War Memorial, Canberra, A.C.T.; printed by the Halstead Press, Sydney.

"AS YOU WERE—1949," follows in the tradition of its predecessors in this series of books produced by the Australian War Memorial, the Army and Air Force books and the "H.M.A.S." volumes of the war days, and the post war "As You were" volumes.

It is well up to standard, both in content and production. Reading and looking through it, this reviewer feels that these books maintain their hold in interest and in value in their annual appearance. They contain a lot of unofficial history, a great deal of recaptured experience which loses nothing through the lapse of time, and much authentic atmosphere, all of which will be exceedingly useful to the historian of the future. It seems that it is a good thing that this can all be preserved between covers as is being done in these productions.

The Navy is represented in this volume by a number of authors. "Dive Through The Narrows," by "Bosun's Mate, R.A.N.," is an interesting reminiscence of the voyage out to Australia of the Navy's first two submarines—AE1 and AE2—and of the eventual exploits and fate of AE2 under Commander H. G. Stoker, D.S.O., R.N. Before the end of 1914, AE2 was on her way to European waters again, to take part in the war in the Mediterranean, finding herself, leaving Australia, as "Bosun's Mate" says: "escort to the fifteen thousand troops in massed transports which formed up in stretching array off King George's Sound and set course for the Mediterranean—and Gallipoli. The trip

across was uneventful and, on the end of a transport's tow-ropes most of the way, uncomfortable." Yes, the trip was uneventful. But there was a morning when "AE2" was slipped from the old "Berrima's" towline for a short while, with orders to submerge and be ready to torpedo the enemy cruiser creeping over the starboard horizon; while the "Themistocles," the only ship in the convoy with guns, engaged the newcomer's attention. Fortunately the "enemy" turned out to be the Royal Indian Marine ship "Dufferin," so the opportunity for "AE2" to display her prowess did not then arise.

It did later, however, in her famous submerged journey through the Narrows into the Sea of Marmora, which "Bosun's Mate" describes in a readable, graphic style. Her last hectic minutes, alternating at speed between the surface and the seabed at acute angles, must have been exciting enough in all conscience—and reading of them gives one an even more healthy respect for submariners in general.

In "Mediterranean Action," J. S. McBryde, R.A.N., tells of the heavy defeat inflicted on a powerful German air force which attacked a large convoy—forty ships—bound from Oran to Gibraltar, the escort including the Australian corvettes "Gawler," "Ipswich," "Maryborough" and "Lismore." The attack, delivered by "at least fifty large twin-engine planes," took place off the south coast of Spain just before sunset in the evening. The aircraft were torpedo bombers, and were given so hot a reception by the escorts and merchant ships

that the attack was a failure, and the enemy lost many aircraft; the action being quoted "as one of the finest defensive actions against very heavy torpedo-bomber attack that had ever taken place in the Mediterranean; particularly as there was no air cover, and the escort was a light one."

As Commander McBryde—who was Commanding Officer of "Ipswich" on this occasion—says, "There was very little publicity given to this action," at the time. Except, that is, by the Germans, who made their usual sweeping claims. But the author quotes the following signals from the C-in-C Mediterranean, Sir Andrew Cunningham, to the Senior Officer Escort, in "Shoreham," and to the Mediterranean Station: "I congratulate you and the escort force and convoy KMS 21 on your sturdy defence of convoy against heavy torpedo-bomber attacks. The enemy got a sore head that he is likely to remember"; and "Exaggerated German claims to have sunk many ships by an attack on convoy off Alboran on evening of 13 August. C.O.'s may inform ships' companies of the true facts which are as follows: No ship was sunk, only ships hit were two merchant ships which have reached Gibraltar. Sturdy defences by the surface escort and convoy resulted in seven enemy aircraft shot down for certain and several probables. An excellent performance and example of what can be done by self-help."

Commander McBryde does not mention, in this account, the "humorous signal" story which attaches to this action. The yarn goes that after the action, a ship which had picked up some ditched German airmen reported this fact by signal to the S.O. escort saying: "I have on board some enemy prisoners which I wish to dispose of," receiving the reply "Concur."

P. Buring, R.A.N., in "Guadalcanal," tells of another air attack, that on the ships engaged in the assault operations on Guad-

alcanal on 7th August, 1942. This, again, ended in a signal defeat for the enemy, in the main due to the R.A.N. Coastwatcher on Bougainville, whose signal, received in the wireless office of our author's ship, enabled the ships to prepare for evasive action and fighter protection to get into position.

One can imagine our author's feelings when he read the signal. It was a hot, steamy morning. "On the flag deck exhausted signalmen slumped in the meagre shade afforded by the port and starboard flag lockers as slowly we steamed up and down guarding the troopships from surface and underwater attack. The drab transports lay in seeming idleness, but beneath decks shimmering glassily with the heat men worked feverishly to unload the precious cargoes of ammunition, food and stores. A surge of warm air from the mouth of the pneumatic pump which communicated with the main wireless office awoke me from my stupor and proclaimed to all within earshot the impending arrival of a fresh signal. I plucked the carrier from out of the cage and unfolded the signal form. Same old thing, I suppose—reports of proceedings ashore. The last one had been an announcement that Japanese were hoking up in caves in the hills. The first glance was cursory, but startled. I read again carefully—"To any U.S. Man o' War—Urgent—from J.E.R. Bougainville X Forty twin-engine planes passing Bougainville heading Tulagi area—0940."

"The signal staff sensed something in my attitude, and they crowded round. The comments were varied, ranging from bitter invective to fierce and mighty oaths. The messenger rushed the pink slip up to the compass platform; word spread like wild-fire around the ship and almost as soon as the captain put the news through the loudspeakers the ship's company knew of the impending attack." From this introduction, the author goes on to

describe the attack itself, and a very good job he makes of it. "Have you," he asks, "watched the last furlong of a horse race and been mentally astride the favourite's back?" Then read his description of the race between anti-aircraft fire and a Japanese aircraft speeding in towards the ship, and gradually losing height as it neared its objective.

"Special Operator," in "The Story of Felo" tells of the formation and wartime activities of the Far Eastern Liaison Office, and its contribution to victory through the agency of combat propaganda, and writes authentically and interestingly.

J. E. Macdonnell—in "Command," which tells of the captain of a destroyer, and "Ammunition Expended," the story of the last hours of "Perth"—writes with his usual vivid descriptive powers; and on the lighter side G. Warwick Waye in "Parole for a Day," telling of relief from "puiser" drill in the flagship while relieving signalman in an auxiliary minesweeper, and J. C. H. Gill, in "The (Half) Dead Ma-

rine," which describes the unhappy results accruing from the mixture of anti-typhoid vaccine and high seas when applied to those unused to a life on the ocean wave, strike happy notes.

Other Naval contributions include good readable items in "Just a Loading Number" by "Breechworker," and "The Buoys of Port Jackson" by W. N. Swan.

Since this reviewer is writing for "The Navy," and for readers more immediately interested in the nautical scene, he has devoted his space here to the Naval side of "As You Were—1949." But do not think there is nothing else in the volume. There are excellent Army and Air Force contributions, among which Frederick Howard's "Man Among Men," a fine tribute to General Vasey; R. S. Porteous' "The Blank File"; Ivan Southall's Sunderland Flying Boat story "Uneventful Patrol"; "Might and Main's" diverting voyage in a Catalina from Pembroke Dock to Mombasa in "Transit Flight"; and E. V. Tumma's "Escape if you Can" are examples among a choice collection.

"THE ANNUAL DOG WATCH; No. 7, 1950"; published by the Shiplovers' Society of Victoria.

The art standard of this volume is up to that of its predecessor's, which is to say it is very good indeed, both as to the originals and to reproduction, with many four-colour plates and many satisfying drawings, the work of well-known Australian artists.

Altogether, this book is an excellent job, and one which should be sought after by everyone with Service time who wants to recapture and keep something of his past experiences. Authors, artists, publishers and printers are to be congratulated.

The Shiplovers' Society of Victoria is performing a valuable service in its annual production of

"The Dog Watch." Sir James Bisset, former Master of the "Queen Mary," hits the nail on the head in his foreword to this volume when, writing of his pleasure in contributing the introduction to its contents he says: "each number of 'The Annual Dog Watch' is crammed with salty articles which take me right back to my own early days. Since settling in Australia I have been struck by the number of Ship Lovers' Societies, Little Ship Clubs, Yacht and Motor Boat Squadrons, Volunteer Coastal Patrols and Ancient Mariners' Leagues. The days of commercial sailing ships are almost gone, but the members of these organisations are doing a grand work



When ships of the Navy  
"heave to" this rope  
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in keeping alive the great traditions of the sea. The appearance of 'The Annual Dog Watch' must be an event of supreme interest and pleasure to all these lovers of the sea and ships, and I wish the publication every success and an ever-increasing circulation."

Saltiness is the flavour of this volume, and it opens with the tang of the North sea and of herring with "Shalimar's" "On an Aberdeen Breakwater", in which the author, standing there, ruminates on the sights that this breakwater has seen, from the wreck of the Aberdeen whaler "Oscar" on 1st. April, 1813, to the passage to sea of some of the famous ships built at Hall and Hood's yards in the granite city.

Prominent among them were the clippers of the Aberdeen Line. "It has always seemed to me," writes "Shalimar," "that there was a touch of artistic genius behind the colour scheme of those ships. What was better calculated to show off the graceful lines and flowing curves of a shapely hull than bottle-green paint, with under it copper sheathing or pink boot-topping? What more likely to emphasize that daintiness aloft in which the Aberdeen builders gloried, than white lowermasts, yards, bowsprits and blocks; and pitch pine topmasts, topgallantmasts and jibbooms. It is true that other and larger ships were built in Aberdeen for the Australian trade—the "Sobraon" and the "Port Jackson" among them—but I think it is by the green and white beauties that the Aberdeen clippers will be remembered."

In an embarrassment of riches it is difficult to select treasures; and there are plenty of them in this little volume. "A.M.G." tells again the never-palling story of the "Waratah," and finishes on a recent note: "As I typed the last paragraph a letter arrived from a friend in Durban who knew of my present interest in

the 'Waratah' mystery. He said that during the war a number of South African Air Force pilots on patrol had reported a large black mass, unexplained by the charts, a few miles off Port St. Johns. My friend believed that this might well be the hull of the missing liner, covered, as would be natural, by forty years of marine growth. Perhaps one day in the not too distant future the story of that awesome disaster may be, in part at least, unfolded to the eyes of men."

"H.D.", who was doing a job for British Naval Control in Monte Video in the early months of the war, gives the Monte Video picture of the Battle of the River Plate, and the last hours of the "Graf Spee."

Colonel R. M. W. Thirkell, who had a very intimate association with it during the war, writes on the job of "Fishing Shell Coinage."

Captain H. R. Watson, in telling of the loss of Mollwraith McEacharn's S.S. "Federal" off Cape Everard in 1901, recounts an event that has some similar features to that of the loss of "Waratah," and may, indeed, have arisen from the same cause, the staving in of the hatches of No. 1 hold.

E. M. Christie gives a short history of the notorious "Bully" Hayes, and his association with Australia and New Zealand. One of our contributors to "The Navy," Captain H. V. Warner, has an impressive sketch in "My Shipmate Santos"—who was, to say the least of it, a difficult shipmate; and, among much other interesting fare, "C.H.L." tells of the little Australian barque "C.J.S.", and the Melbourne-Mauritius sugar trade.

All in all, "The Annual Dog Watch" is a most valuable little contribution to Australian literature of the sea; and one of which the Shipowners' Society and the magazine's Honorary Editor—Miss S. A. E. Scrom—may well be proud.



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## "WHOLEHEARTED DEVOTION TO DUTY"

Captain E. F. V. Dechaineux, D.S.C., R.A.N., Who  
Lost His Life While In Command Of "Australia,"  
Was Decorated By Both Britain And The United  
States.

EMILE FRANK VERLAINE DECHANEUX was born  
on the 3rd. October, 1902, at Moonah, Tasmania, the son  
of the late Lucien Dechaineux. He entered the Royal Aus-  
tralian Naval College in 1916, became a midshipman in Jan-  
uary, 1920, Sub-Lieutenant in May, 1922, and Lieutenant the  
following December.

He specialised as a Torpedo Officer, and when the war  
broke out in 1939 was a Commander of two years standing.  
He was then on exchange duty overseas at the Admiralty.  
He commanded H.M.S. "Vivacious" at Dunkirk, stood by the  
Flotilla Leader "Eglington" and commissioned her in com-  
mand, and it was during his service in this ship that he earned  
the D.S.C. awarded to him in July, 1941, "For outstanding  
zeal, patience and cheerfulness and never failing to set an ex-  
ample of whole-hearted devotion to duty."

He returned to Australia in the latter part of 1941, and  
was appointed to Navy Office as Director of Operations, an  
appointment he held until he went to the new Tribal Class  
destroyer "Warramunga" in command on commissioning; his  
promotion to Captain coming while he held this command.

In March, 1944, Captain Dechaineux was appointed in  
command of H.M.A.S. "Australia," and as Chief Staff Officer  
to the Flag Officer Commanding the Squadron. It was while  
in this appointment that he met his death on Trafalgar Day,  
1944, when "Australia" was struck on the foremast by a Jap-  
anese aircraft, which crashed on her bridge, killing and wound-  
ing many of those in that position, including Captain Dech-  
aineux, who died of the wounds he received. He was a great  
loss to the Royal Australian Navy.

For his services to the Allied cause in "Australia" he was  
posthumously awarded the American decoration of Legion  
of Merit, Degree of Officer, "For exceptionally meritorious  
conduct in the performance of outstanding services to the  
Government of the United States as Commanding Officer of  
H.M.A.S. 'Australia' from March 9th., 1944, until his death  
in action with the enemy. Directing his command with superb  
seamanship and great professional skill, Captain Dechaineux  
participated in vital and hazardous operations during this per-  
iod of intensive hostilities against enemy Japanese forces,  
fighting his ship valiantly in support of our landing in the  
Philippines despite severe opposition until the 'Australia' was  
subjected to a hostile suicide dive-bombing attack in which he  
sustained wounds which later proved fatal. His splendid lead-  
ership and unwavering devotion to duty reflect the highest  
credit upon Captain Dechaineux and the Royal Australian  
Navy. He gallantly gave his life in the service of his country."

## TWO GALLANT VICTORIAN RATINGS

Lost In "Parramatta" When Torpedoed In The  
Mediterranean; They Received Awards For Fine  
Service In That Ship.

TWO Victorian ratings—both of whom lost their lives in  
H.M.A.S. "Parramatta"—received awards for their ser-  
vice in that ship previous to her being sunk by a German U-  
Boat while on the Tobruk Ferry Run.

Acting Leading Seaman Henry Thomas Francis Bates,  
R.A.N., joined the Navy at Port Melbourne in March, 1938,  
as an Ordinary Seaman. During the war, until he was lost,  
he served in H.M.A. Ships "Sydney," "Perth," and "Parram-  
atta." It was in this ship that he earned the D.S.M. "For  
outstanding gallantry, fortitude and resolution during the  
Battle of Crete."

The Recommendation for the Award tells how "Lead-  
ing Seaman H. T. F. Bates, of H.M.A.S. 'Parramatta,' manned  
the after Breda 13.2 m.m. gun during the actions of 24th.  
June, 1941, in the evacuation of Crete. He opposed a cool  
and steady fire to all targets coming within range, although  
his position in the ship was somewhat isolated. I personally  
saw fire from his weapon entering enemy aircraft on two occa-  
sions, and one enemy flew out of the action close to the water,  
leaving a trail of smoke astern. In the sixth and intensive dive  
bombing attack on the 'Parramatta' his Breda gun went out  
of action. Bates immediately went to the aid of the crew of  
the Medical Officer's Vickers gun, thereby relieving a S.B.  
rating for assistance of wounded from H.M.S. 'Auckland' who  
were being taken from the water. His bearing throughout  
was one of cheerfulness and confidence, and he set an inspir-  
ing example."

Stoker Henry Charles Fox, R.A.N.R., entered the Navy  
at Williamstown in October, 1940. He was awarded a Men-  
tion in Despatches in January, 1942, "For outstanding gallan-  
try, fortitude and resolution in the Battle of Crete."

Of him the Recommendation for the Award tells how  
he was "a volunteer member of the ship's whaler crew which  
went to the assistance of officers and men from H.M.S.  
'Auckland' in the water, although he knew it was likely that  
the boat would be subjected to bombing and machine gun-  
ning. The latter actually took place, but Stoker Fox carried  
out rescue work with cool courage, often taking to the water  
in which bombs were falling to drag exhausted men to his  
boat. On return to the ship, he resumed his watchkeeping  
and preserved a steady bearing thenceforward. When off  
watch he assisted to tend the wounded and survivors on  
board."

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**HIS** Excellency the Governor-  
**GENERAL** officially opened

the Ninth Federal Triennial Conference of Interstate Delegates of the Association in the "Gowrie" Services Hut, Manuka, Canberrra, A.C.T., on Saturday, 21st January, 1950. Invitations were sent to the Prime Minister, Ministers for the Navy, Interior and Repatriation, Dr. L. W. Nott, the new member for the Capital Territory; Sir Eric Millhouse, K.B., K.C., Federal President of the R.S.S. & A.I.L.; and the Federal Presidents of the Australian Legion of ex-Servicemen & Women, and Air Force Association. Other guests invited were Lieut. Colonel J. L. Treloar, of the Australian War Memorial, Captain R. C. Garcia, Mr. R. R. Gordon, General Secretary of the Services Canteens Trustees; Mr. L. J. Ivey, Past President of A.C.T. Section; Commander McLachlan,

C/O. of H.M.A.S. "Harman," and Mr. H. K. Joyce, President of the A.C.T. Branch of the R.S.L. The President of the A.C.T. Section (Mr. N. V. Kearsley) and fellow members entertained the visiting delegates at the Section's monthly meeting, which was held in the "Gowrie" Hut on the previous evening. A picnic party was also arranged for the Sunday and a visit was made to the "Cotter" Dam.

In response to the invitation sent to Federal Council by the Prime Minister, the Association chose the Federal President to be its representative at the opening of the Australian Citizenship Convention, held at Canberra on Monday, 23rd January. The Convention dealt with many and varied matters affecting immigrants and their ultimate settlement in Australia. The ex-Naval Men's Association has obtained many new members from ex-Royal Naval personnel who have migrated to this country; there is no difficulty in obtaining em-

ployment for these men, but our biggest problem is in providing suitable and reasonable priced accommodation. We trust that the New Year will see a very great extension in the building of homes for our ex-Servicemen and for the migrants who we desire should become Australians.

## INTERSTATE AND SUB-SECTION TRANSFERS.

Transfers of the following members have taken place since the January issue of "The Navy": Messrs. C. H. Choake, T. M. Moore, A. Brumm and J. W. Dartnell from Melbourne S.S. to North-Eastern Sub-Section; Mr. A. N. Hands now transferred to Sandringham Sub-Section. Messrs C. Erickson and A. K. Mudie from Sydney S.S. to Canterbury-Bankstown, and J. J. Power to St. George Sub-Section. Mr. W. J. Reside of Perth S.S. has now transferred to Victoria Park (W.A.) Sub-Section.

G.W.S.

## HOTEL PLAZA

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## HOTEL PLAZA

## DIFFICULT JOURNEY

By JAMES HILL.

HE flung the corked-line away from him and, turning slightly, spat into the sea. This was more than any fisherman should be asked to put up with—a squall in Melbourne over the scarcity of fish, and here he sat mendin' busted cray-pots, and re-corkin' old lines. And not a durn man could be find in the whole bay who'd help him get out there where the lean, hungry 'cotta were just waiting to be caught.

He should be, he reflected savagely, out off Cape Woolamai, flippin' 'cotta into the heaving well-deck, and with the sound of wind and slapping water about his ears. But no—all he could do was potter about his moored, trim craft, doing all manner of odd jobs, and dodging out there only when the weather was fine. And what else could an old man do without an active mate?

Even Winnie, his only grandchild, had let him down. Arriving unexpectedly, and asking if she could stay and keep house for him. He had heard that she was courtin' a young and likely fisherman, and he'd hoped eventually to have him become his mate. Intending later on, and when they married, to make them a wedding present of his fishing boat and gear. But not a word had she said about him, but went about dry-eyed and as close-lipped as an oyster.

He'd soon have to do something about that. He couldn't have her moping about his old house, never once wanting to go to the local dance—but working away making his home so slick and shiny that he felt ashamed to dodge about in his old, seafarin' clothes. An irritant oath welled up within him but stayed unspoken as the quiet voice of enquiry reached down to him.

"Are you Anderson? Mister Sol Anderson?"

Sol's eyes swept upwards, over the grey, warped jerky. "I am," he replied, taking full note of the stranger's tanned leanness.

"I'm told that you could do with a mate," the stranger continued.

Sol's mounting temper disappeared magically. A fleeting smile touched his lips. "You heard right, mister. Step right aboard!"

"Of course," he added, warming to the stranger's smile. "You'd be a fisherman. There'd be no sense in hirin' a greenhorn. Where'd fish last?"

It seemed to Sol that an hour passed before he replied. It was a long moment of uncertainty—of strange indecision. The warm smile also disappeared, giving way to an anxious troubled movement of his lips. His reply stumbled out, uncomfortably.

"I'd rather you didn't ask too many questions," he said slowly. "I've done some fishing, and here's my credentials."

Sol glanced at his outstretched hands, noting the calloused palms, and the short, powerful fingers. "I got them callouses woodchoppin' near Bungeeet," he volunteered, hesitatingly.

Sol met the stranger's troubled eyes. "So I can see," he said quietly. "You sure awn'ng the axe."

But, he thought, those hands—those almost salt encrusted, hardened hands, belonged to a man of the sea; and flathead sores left marks which wasn't won from messmate trees.

"You'll do," he decided suddenly. "Any man with hands like that will do me. What do I call you? Jack or—what?"

The smile came back instantly, tucking in the corners of his

lips in a manner Sol liked to see. "Thanks. Jack will do, Mister Anderson—just Jack Lee."

Late that afternoon, Jack Lee made his first mistake. His quiet query hit Sol with hurricane force.

"Where's the jig-sticks, Sol?"

"Jig-sticks!" echoed Sol, unprepared for this sudden revelation. "Oh—we don't use 'em."

And Tasmania, thought Sol; that tight, neat little island where his grandchild came from, was his home too. No one in this bay, or maybe anywhere on the mainland, ever used jig-sticks.

"We use white cow-hide strips," Sol added. "The 'cotta about here bite better on that. Anyway, it's smoke-o, and come and get your tea. We'll be busy tonight."

They ate quietly. Sol watching him stowing away his food, and wondering just why he chose the name of Jack Lee, from—well, obviously Tasmania.

"We haven't used jig-sticks for years," volunteered Sol hopefully. Given a lead he might say more about himself, and right then Sol was thinking, perhaps wistfully, of his grandchild, Winnie. "Most of the 'cotta about here have to be surfaced. They feed on the bottom, that is until we fetch 'em up to the surface snappin' mad at the whitebait and cow-hide strips. I'll show you tonight. You'll soon cotton on."

And after eating they cleared away, and lay down to rest.

"I'll get a billy goin' about eleven," said Sol. "Turn in now and get some rest, and I'll call you when the tea's made."

At midnight they left the jetty; steering straight for Cape Woolamai. A full, unobscured moon silvered the wide, heaving bay; and occasionally the wind-borne noise of a late goods-train passing Anderson was heard above the sound of slapping waves and diesel engine.

Sol left him at the wheel whilst he busied about making ready his

fishing lines. When he came back he glanced earnestly across the shining, restless water. "Give her a couple of spokes to the south'ard, Jack, and then I'll lash the wheel. We might get a point or two off course, but we'll watch for that as I explain these lead-lines."

Jack Lee moved as Sol made fast the slightly kicking wheel.

"These lead-lines," explained Sol, straightening up, "Will be baited and down just off the bottom. I'll do that, and as soon as I hook a 'cotta go hard about and then snub the wheel down. After that let fly all this box of whitebait. That is—a few hand-ful's at a time. Then nip aft and join me, I'll have your lines ready."

The first grey fingers of dawn reached up from behind the sea as Sol let fly the lead-lines. There was no hitch—as Sol hauled the hooked 'cotta to the surface the shoal followed, and minutes afterwards the second lean-bellied 'cotta snapped at the moving white cow-hide strip to taste the barbed hook. It was still threatening about the well-deck when Jack spoke.

"You've tumbled, I suppose, to the fact that I'm from Tassy."

Sol jerked at a tugging left-hand line. "Couldn't miss," he answered quietly, jerking another 'cotta inboard. "The jig-sticks gave you away."

For the next hour they fished industriously, sweeping continuously around in a wide circle, constantly throwing a few hand-fuls of whitebait to the hungry, snapping shoal, and expertly hooking and un-hooking the vicious-looking 'cotta. As they worked silently, the grey light of dawn gave way to daytime brightness, and from behind a cloud roseate fingers marked the path of the rising sun.

Occasionally Sol glanced at his new mate, watching him appreciatively. He stood braced against the counter, and with an accuracy equalling Sol's he kept his lines sweeping inboard and out again.

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Sol stopped to unhook a troublesome court. "Durn this fish!" he ejaculated. "Some of 'em get the durn hook clean down to their gills. In a way they remind me of an unhappy person. They've got something stuck in their throats they can't get out."

Jack weighed up Sol's shrewd hint, as he let his line sweep astern again.

"You're wondering, Sol, what's wrong with me."

Sol faced him, ignoring the tugging, fighting line. "I am," he admitted candidly. "Seems to me that you're bottling up something which isn't doing you any good. Why don't you open up and tell me?"

"You might," he added, quickly noting Jack's wavering indecision, "feel better, and not a durn word will escape me."

Again Jack's quiet voice hit Sol with hurricane force. "I'm just out of jail," he said bluntly. "Three months for assault and grievous bodily harm."

This jolted Sol. There was all the bitterness in the world behind Jack's brittle admission.

"My real name's Jack Leeson," he added slowly. "I fought a fellow over a girl, and he fell and got badly injured."

Sol pulled in both lines deliberately. Coiling them neatly, fighting hard to control his growing smile, and then reaching for his pipe.

"Sit and have a spell," he advised. "You've had a tough trot. Was she worth it?"

"I think so," came the quiet reply. "But I haven't seen her since, so I can't truthfully answer that question."

Sol watched him pulling in his line. He'd make a fine mate. On his own admission he'd fought for something he valued.

"You," hazarded Sol, "feel a bit ashamed, I suppose, but you'll get over that and go back to her, won't you?"

Jack dropped the wet line. "I went back," he said simply. "But she wasn't there."

"Oh! She wasn't very true then," commented Sol.

Jack cupped his hands about his cigarette. Slowly exhaling he disagreed with Sol. "I wouldn't say that. Her family—the mother, at least—was against her marrying a fisherman. Funny that, because they are fishermen too. Perhaps that's why she left."

"Could be," agreed Sol, thinking back through his long years. Folks and families, he'd found, had unexplainable habits. Faults the parents made were often unforgivable in their children. Not enough latitude did they allow their offspring, and many a mother's thoughts on marriage were inextricably wrapped around her own.

"But," persisted Sol. "You wrote to her didn't you?"

Jack sat down beside Sol. "No, I didn't. She wrote once—and I didn't answer. I knew her mother was against me, and well—this jail sentence made it worse. I felt that it wasn't fair to ask her to stick to me."

Sol reached out, and his hand hand capped Jack's knee. It seemed only yesterday since he witnessed his daughter's great struggle some thirty years ago. He'd watched her fight the desperate battle of love against her man's occupation. And love won, for despite her deep hatred of the sea—her knowledge of those long anxious hours of waiting for her husband's return—she had married a fisherman.

"It appears to me, young fellow, that you're to blame," commented Sol. "If you wouldn't write—well, what would any girl think? And there's one more question—you're sure you love her? I know—it's a daft question to ask a fisherman, because we don't like discussing our affairs."

Jack was quietly emphatic on that point. "Of that I'm certain, Sol. In this last three months I've known what it means to be away from her."

"Then," said Sol, allowing his lips to weather a knowing, hop-

ing smile, "You and I will find her. I've got an idea that I know this family well. Y'see, my daughter was a cold, proud woman... and this girl's name... could it be Winnie?"

Sol ignored Jack's gasp of surprise. He felt incalculably better, somehow now he felt assured of a mate. His daughter, he knew, had a narrow outlook about men and men's mistakes. It was understandable—she was fighting again the same battle—fighting as only a mother would for her daughter's happiness. And this time it was up to him, as a father and grandfather, to help in decision.

He got up suddenly and moved aft. "Well," he barked at Jack. "Get crackin'. Break out the main'sail! Let fly the stay-sail! Slap on every inch of canvas you can, and I don't care if we pull the sticks clean out of her. Common. I'm in a hurry to get home."

"But—but the fishin'," ejaculated Jack.

"Blow the fishin'," roared Sol, reaching down and opening full the engine throttle. "Give her every inch of sail you can! You and I have got a date for morning tea. With Winnie!"

#### THE R.A.N. SICK BERTH STAFF

Continued from page 31

tions were given for devotion to duty in the cause of saving life.

The future Sick Berth rating has not only this record to be proud of and live up to, but has something else much older. By this I refer to the Nursing Code, which is as follows:

"He who elects to take up a nursing career should realise the moral, mental and physical qualities requisite in the practice of this interesting, but arduous profession. He hence should remember, that those upon whom others depend must themselves be well disciplined and trustworthy. In addition he should possess a strong constitution, a well groomed appearance, temperate habits and a high standard

of personal hygiene, together with:—

1. Loyalty and respect.
2. Implicit obedience and faithful performance of orders.
3. Capacity to give accurate and concise reports, of changes in the patient's condition.
4. Willingness to admit immediately any errors committed.
5. Zeal in assistance in bringing about the recovery of a patient.

"Let each do well what each knows best.

Nothing refused and nothing shirked.

Since none is master of the rest, But all are servants of the work."

#### THE ATLANTIC ICE PATROL

Continued from page 19

accurately checked. A record is kept of all aircraft flying over or near each weather station, so that their approximate positions will be known in the event of any emergency. When all of the 13 proposed stations are fully manned and equipped, no airplane flying across the Atlantic Ocean will ever be more than two hours' flying time from a source of rescue.

At United States Coast Guard Eastern Area Headquarters in New York City, the location of every vessel in the North Atlantic area is plotted on a huge wall map. The direction in which the ships are travelling is also indicated. Should a distress call be received, the position of the stricken ship can be accurately determined and aid sent immediately. All other ships in the area are notified by radio, and those with rescue equipment are ordered to the scene of disaster. Using information from this map, airliners receive daily reports of all ships along the routes followed by their aircraft, so that the pilot of a transoceanic airplane knows in advance the approximate locations of all ships along

his course, should it be necessary to make a forced landing at sea.

Every year, the United States Coast Guard participates in the International Ice Patrol along the shipping lanes of the North Atlantic Ocean. Coast Guard planes and ships, based at Argentia, Newfoundland, search out and report positions of icebergs and ice packs that might endanger navigation. Wherever possible, these hazards are destroyed. When this is not possible, their locations are accurately mapped, and regular reports issued to all shipping companies using the Great Circle Route between North America and Europe. Almost all commercial broadcasting stops during the transmission of these reports. Since the start of the Ice Patrol in 1914, excluding a short period during World War II, when the service was temporarily suspended, not one life has been lost at sea because a ship hit an iceberg.

As warmer weather approaches and the iceberg menace diminishes, the Coast Guard begins to survey icebergs and ice conditions at their sources. Airplanes with photographic equipment are being used extensively in this operation. Flying at an altitude of two miles, the aircraft are able to view many bays and glacier areas inaccessible to surface craft. The survey is centered around Baffin Bay, to the west of Greenland, where the majority of icebergs originate. Through these surveys, the Coast Guard plans to forecast every year the number of icebergs that will invade the shipping lanes in each of the three succeeding years. Sea and air units of the Coast Guard co-operate closely in these surveys, one of the ships acting as weather station and radio beacon in the centre of Baffin Bay.

The work of the United States Coast Guard is never done. In addition to its special missions, it has countless "routine" duties. More than 39,000 aids to navigation along the coasts of the United States—including lighthouses,

buoys, warning devices, and light-ships—are serviced. Representatives of the Coast Guard participate in international conferences dealing with maritime affairs. Customs regulations and import laws must be enforced, and ships' equipment must be inspected. Day in and day out, the United States Coast Guard is at work—helping to make the seas safer for the commerce of all nations.

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## Answers to Nautical Quiz

- (1) The Echo sounding does not bring to the surface a sample of the sea's bed, as does the "arming" in the base of a deep sea lead.
- (2) The common lead line is marked with calico, cloth, and bunting in order that the difference might be felt when too dark to see, and the marks thus be recognised.
- (3) According to Captain W. B. Whall, in "Todd and Whall's Seaman's Ship": "More seamen have lost their lives in stowing the jib than in stowing all the rest of a ship's sails put together; and often has life been sacrificed in stowing this sail when really there was no necessity for doing so."
- (4) The German name for the "snort" is "Schnorkel." It is a hollow tube whose function is to provide passage for fresh air into the submarine and for exhaust gases and stale air from the vessel, thus allowing it to remain submerged for long periods.
- (5) The "Monarch of Bermuda" will become the "New Australia."
- (6) The Master of the "Waratah," lost without a trace on passage from Durban to Cape Town, was Captain Ilbery; Captain Fryatt, who was Master of the "Brussels," was shot by the Germans when captured during the 1914-18 war, because he had previously fought German submarines when attacked by them; the best-known Master of the famous clipper "Cutty Sark," was Captain Wood-
- get; Captain Kendall, when Master of the "Montrose," sent the wireless message which led to the arrest of Crippen; the Master of the "Titanic" on her ill-fated maiden voyage, was Captain Smith.
- (7) The "C.J.S." got her name from the initials of her owners, Charles Jacobs and Sons.
- (8) The "Queen Mary" made six wartime voyages to Australia.
- (9) The Brothers are in the Red Sea; The Mother, and North and South Daughter, are mountains overlooking Simpson Harbour, Rabaul; The Seven Sisters are a line of chalk cliffs on the South coast of England; Father Point is just below Rimouski, on the South bank of the river in the estuary of the St. Lawrence.
- (10) H.M.S. "Prince of Wales," sunk by Japanese air attack off Malaya, 10th. December, 1941.

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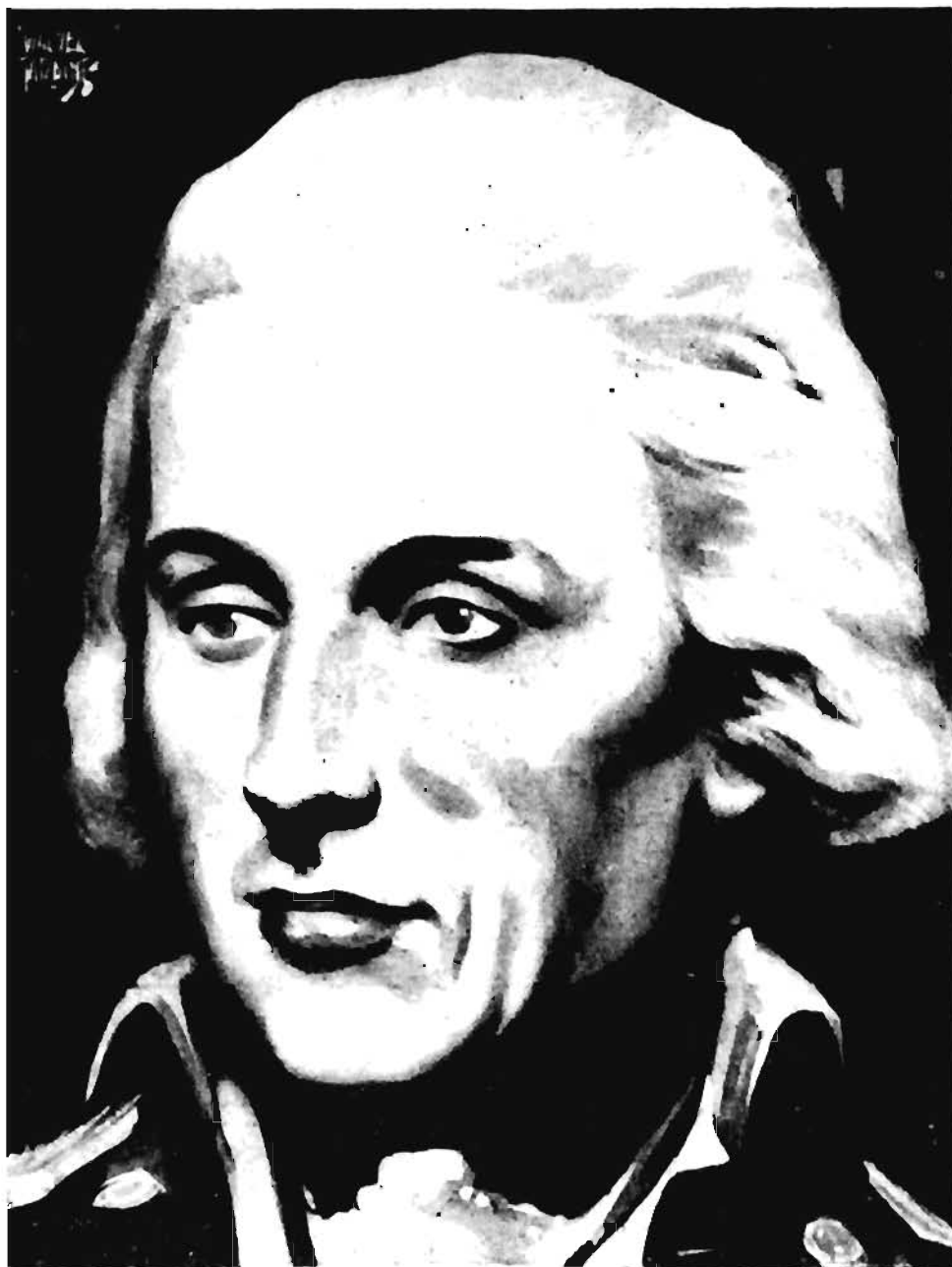
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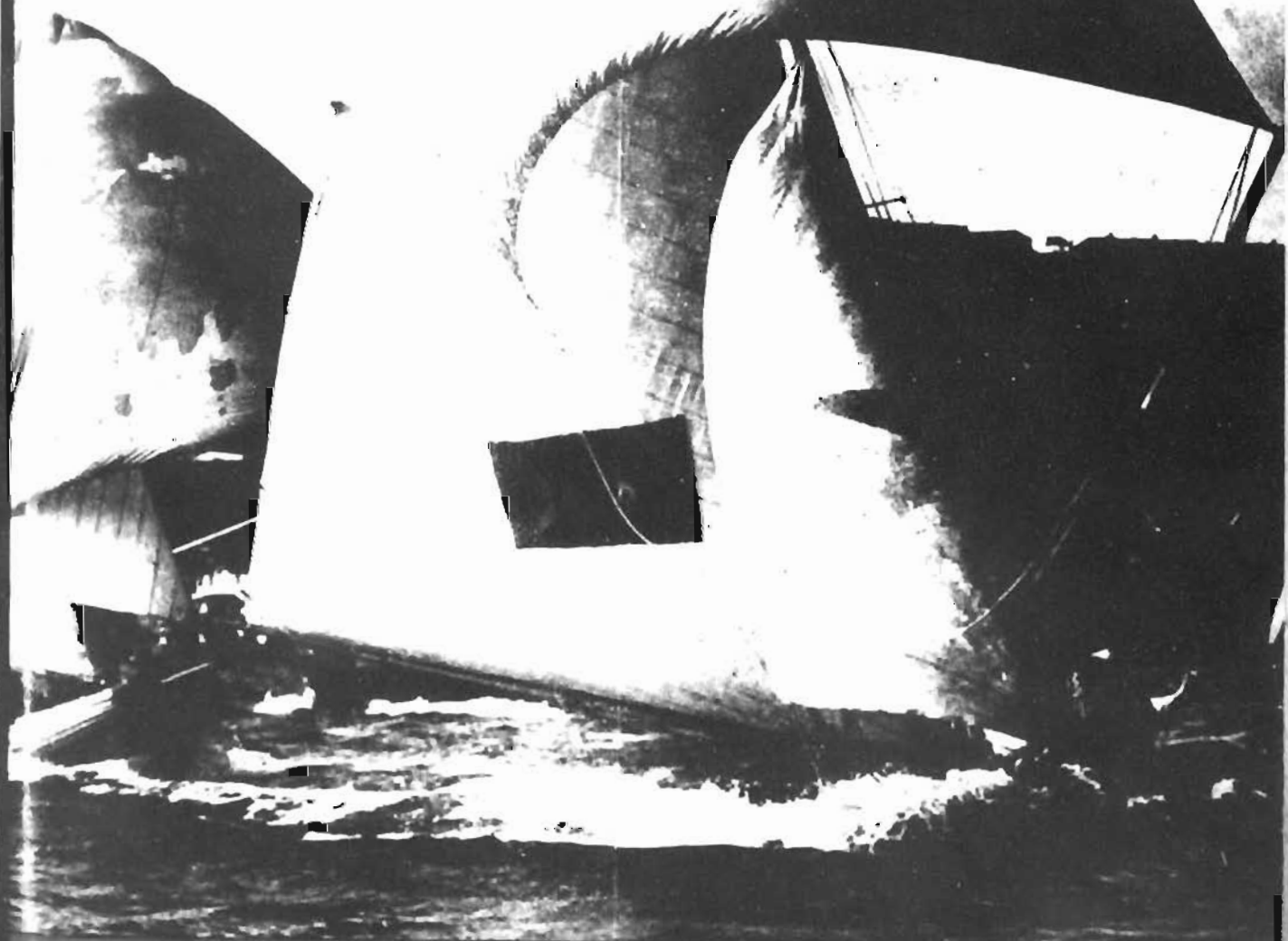
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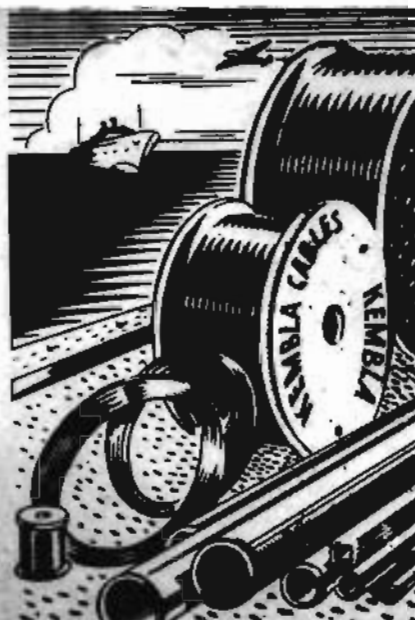
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MARCH, 1950.

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## Whyalla - Australia's Progressive Shipyard

INDUSTRIAL expansion at Whyalla, S.A., is clearly illustrated in this aerial photograph showing the Broken Hill Proprietary's shipyard and blast furnace plant (on left). The photograph was taken prior to the launching of the 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

FROM the material we have in hand it looks as though the April issue of "The Navy" will be a good one, with a wide variety of subject matter to suit a variety of tastes. Among the articles in hand for April and forthcoming issues are:

### DIRTY BUT HAPPY DAYS

In which a contributor whose work has been read in previous issues of "The Navy"—Captain H. V. Warner—tells of life in the forecabin of a North Sea Collier.

### THE OVERLAND ROUTE

This year is the hundredth anniversary of the death of the pioneer of the Overland Route which did so much to shorten the distance between East and West before the days of the Suez Canal. Lieutenant Thomas Waghorn, R.N., who blazed the modern Red Sea Route, died on 7th. January, 1850, and an article in the forthcoming issue of "The Navy" tells something of him and his work.

### R.M.S. "STRATHNAVER"

In our series of articles on Merchant Ships which are either new to the Australian trade or are returning to it after war service, R.M.S. "Strathnaver"—whose pre-war three funnels have been reduced to a post-war one—makes her appearance; and an article on her will be published in the April issue.

### THE INTER SERVICE SPORTS

The Inter-Service Sports will take place at the end of this month in Sydney, and in the forthcoming issue of "The Navy" we hope to give you a good cover, both in picture and story, of the events in which representatives of the Navy, Army and Air Force will take part.

### GENERAL

And all the usual features: Anniversaries of the Month.—the final series; What the Navy is Doing; Fiction; Maritime and Naval News of the World; and the latest from the Navy League and Ex-Naval Men's Association.

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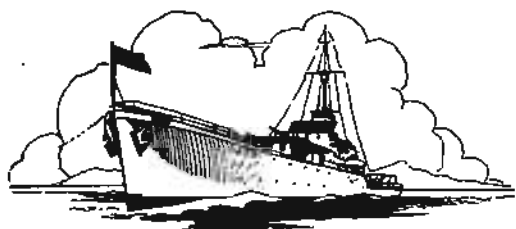
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## LETTERS TO THE EDITORS

### "N" CLASS DESTROYERS

Sir,  
Could you please inform me of the armament, speed and tonnage and fates of our "N" Class destroyers "Napier," "Nizam," "Norman," "Nepal," and "Nestor"? Could you also let me have a list giving tonnage, armament and speed of the cruisers of Britain and the Dominions?

Yours, etc.,  
David Wildon,  
2 Brent Street,  
Rozelle,  
N.S.W.

The five destroyers of the "N" Class which were made available for manning by the Royal Australian Navy and were classed as H.M.A.S. Ships during the war were of the following particulars: Displacement, 1,690 tons; Complement, 183; Length, 348 feet; Breadth, 31 feet; Draft, 9 feet; Guns, six 4.7-inch, one 4-inch A.A., six smaller; Torpedo Tubes, five 21-inch; Speed, 36 knots. H.M.A.S. "Nestor," Commander A. S. Rosenthal, D.S.O. and Bar, R.A.N., was sunk by bombs during an enemy air attack in the Eastern Mediterranean on 15th. June, 1942, while on Malta convoy operations. The remaining four ships survived the war, and subsequent to it were returned to Admiralty.

Your second request is a bit of a contract. Space does not permit it being answered in full; but following are the Classes and Numbers in each class of British and Dominions cruisers during the war, which may be of help to you. Particulars are given in the following order: Tonnage, Main Armament, Speed. "Adelaide," 1 ship; 5,100 tons; eight 6-inch, three 4-inch guns; 25½ knots. "Arethusa" Class, Four ships: "Arethusa," "Galatea," "Penelope," "Aurora"; 5,270 tons; six 6-inch, eight 4-inch guns; six 21-inch torpedo tubes;

32.25 knots. "Caledon" Class, Three ships—"Caledon," "Calypso," "Caradoc"; 4,180 tons; five 6-inch, two 3-inch guns; eight 21-inch torpedo tubes; 29 knots. "Capetown" Class, Four ships—"Capetown," "Colombo," "Ceres," "Cardiff"; 4,200 tons; five 6-inch, two 3-inch guns; eight 21-inch torpedo tubes; 29 knots. "Carlisle" Class, Four ships—"Carlisle," "Cairo," "Curacao," "Calcutta"; 4,200 tons; eight 4-inch A.A., one multiple pom pom; 29 knots. "Coventry" Class, Two ships—"Coventry," "Curlew"; 4,290 tons; ten 4-inch A.A.; 1 multiple pom pom; 29 knots. "Dido" Class, Twelve ships—"Dido," "Euryalus," "Naïad," "Cleopatra," "Bonaventure," "Hermione," "Charybdis," "Sirius," "Argonaut," "Spartan," "Phoebe," "Scylla"; 5,450 tons; ten 5.25-inch guns; six 21-inch torpedo tubes; 32 knots. "Dido" Class, later ships, Four ships—"Bellona," "Diadem," "Black Prince," "Royalist"; 5,770 tons; eight 5.25-inch guns; six 21-inch torpedo tubes; 33 knots. "Dorsetshire" Class, Two ships—"Dorsetshire," "Norfolk"; 9,975 tons; eight 8-inch, eight 4-inch guns; eight 21-inch torpedo tubes; 32.25 knots. "Dauntless" Class, Eight ships—"Dauntless," "Despatch," "Dunedin," "Durban," "Delhi," "Danae," "Diomedes," "Dragon"; 4,850 tons; six 6-inch, three 4-inch guns; twelve 21-inch torpedo tubes; 29 knots. "Edinburgh" Class, Two ships—"Edinburgh," "Belfast"; 10,000 tons; twelve 6-inch, twelve 4-inch guns; six 21-inch torpedo tubes; 32.5 knots. "Emerald" Class, Two ships—"Emerald," "Enterprise"; 7,550 tons; seven 6-inch, five 4-inch guns; sixteen 21-inch torpedo tubes; 32 knots. "Exeter," 1 ship; 8,390 tons; six 8-inch, eight 4-inch guns; six 21-inch torpedo tubes; 32 knots. "Fiji" Class, Eight ships

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## LETTERS TO THE EDITORS

—"Fiji", "Gambia", "Bermuda",  
"Jamaica", "Mauritius", "Trini-  
dad", "Kenya", "Nigeria"; 8,000  
tons; twelve 6-inch, eight 4-inch  
guns; six 21-inch torpedo tubes;  
33 knots. "Hawkins" Class,  
Three ships, "Hawkins", "Pro-  
bisher", "Effingham"; 9,860 tons;  
seven 7.5-inch, four 4-inch guns;  
four 21-inch torpedo tubes; 30  
knots. "Kent" Class, Seven ships  
—"Kent", "Berwick", "Cumber-  
land", "Australia", "Canberra",  
"Cornwall", "Suffolk"; 10,000  
tons; eight 8-inch, eight 4-inch  
guns; 31.5 knots. "Leander"  
Class, Eight ships—"Leander",  
"Sydney", "Neptune", "Ajax",  
"Orion", "Hobart", "Achilles",  
"Perth"; 7,270 tons; eight 6-  
inch, eight 4-inch guns; eight 21  
inch torpedo tubes; 32.5 knots.  
"London" Class, Four ships—  
"London", "Devonshire", "Sus-  
sex", "Shropshire"; 9,850 tons;  
eight 8-inch, eight 4-inch guns;  
eight 21-inch torpedo tubes; 32.25  
knots. "Southampton" Class,  
Eight ships—"Southampton",  
"Gloucester", "Glasgow", "Birm-  
ingham", "Sheffield", "Manches-  
ter", "Newcastle", "Liverpool";  
9,100 tons; twelve 6-inch, eight  
4-inch guns; six 21-inch torpedo  
tubes; 32 knots. "Swiftsure",  
One ship; 8,000 tons; nine 6-  
inch, ten 4-inch guns; six 21-  
inch torpedo tubes; 31.5 knots.  
"Uganda" Class, Three ships—  
"Uganda", "Newfoundland",  
"Ceylon"; 8,000 tons; nine 6-  
inch, eight 4-inch guns; six 21-  
inch torpedo tubes; 31.5 knots.  
"York", One ship; 8,250 tons;  
six 8-inch, eight 4-inch guns; six  
21-inch torpedo tubes; 32.25  
knots.

Ed., "The Navy".  
SIGNAL FLAGS.

Sir,

I would like to ask a question  
in relation to signal flags. I have  
watched with interest many  
merchant ships leaving Port Jack-

son and I have noticed that when  
the ships are leaving they fly the  
Pilot Aboard flag (H in the In-  
ternational Code) and next to it  
they fly the Numeral Pendant No.  
1. What is the reason for their  
flying the Pendant? I notice that  
some fly the Pendant only, and  
not the Pilot Flag. Would you  
please answer through your ex-  
cellent journal?

Yours, etc.,  
Eric Jehan,  
Minto, N.S.W.

Thank you for your letter. The  
Pendant is to indicate the channel  
by which the vessel is leaving the  
harbour. When flown without  
the Pilot Flag it indicates that no  
pilot is on board, the vessel's  
master being exempt from pilot-  
age.

Ed., "The Navy".

## THE NAVY LEAGUE

Sir,

I am fifteen years of age and  
hope to join the Navy in the near  
future. With this in view, I  
would be grateful if you would  
send me particulars as to how I  
may join the Navy League, also  
the address of the nearest branch  
to the above address. Since my  
arrival here from England in  
August, 1948, I have been a reg-  
ular reader of "The Navy", which  
I think is a very fine publication.

Yours, etc.,  
C. Arthur Meill,  
18 The Crescent,  
Vaucluse, Sydney.

Thank you for your letter, and  
for your pleasant remarks. If you  
write, or telephone, to the Secre-  
tary of the Navy League, N.S.W.  
Branch, he will, I am sure, be  
happy to help you. The Secre-  
tary is Captain W. W. Beale,  
O.B.E., and the address is The  
Navy League (New South  
Wales Branch), Royal Exchange  
Building, Bridge Street, Sydney.  
Telephone BU 5808. Captain  
Beale would be able to tell you  
to whom to apply for entry into  
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nearest Company to your home.

Ed., "The Navy".

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## THE ROOTS OF SEAPOWER

A recent statement issued from the Office of the Chief of Naval Information, Admiralty, has in it an echo from the past. The statement is that "The First Lord of the Admiralty, Viscount Hall, met the President and the full Executive Committee of the Confederation of Shipbuilding and Engineering Unions on January 19th. to discuss the present situation in the shipbuilding and ship repairing industries and the future prospects in these industries." The very full discussion of the problems facing the ship yards in this country over the last few months suggest that the post-war boom is coming to an end; that leeway has been made up in building up depleted merchant fleets, and that lean times may lie ahead. In "Maritime News of the World" in "The Navy" of January this year, it was remarked that during the calendar years 1946, 1947, and 1948, orders accepted by British shipbuilding firms totalled 1,516,000 tons, 1,814,000 tons, and 1,345,000 tons respectively; but that at the end of 1948 orders in hand in British yards had fallen to 400,000 tons. Though

many shipbuilders had orders on their books sufficient to keep their yards satisfactorily employed for some eighteen months to two years, beyond that "the outlook is regarded as grievously uncertain."

There are a number of reasons for this falling off in orders and in prospects. As said above, much leeway has been made up in the restoration of depleted merchant fleets. In addition to that, shipbuilding is getting on its feet in other countries—Germany, for instance, has been under-quotting British, and other Continental yards, in recent months. And no large-scale naval shipbuilding is in progress or in view in Britain.

The echo from the past lies in the resemblance between the picture of Union representatives of the shipbuilding industry calling on the First Lord, and leaders of industry calling on the Controller of the Navy, in similar circumstances, in the years after the 1914-18 war. Lord Chatfield tells of those earlier circumstances in his book "It Might Happen Again."

Ship building was at a low ebb, and the position of the private industries that depended upon shipbuilding for their existence was unfortunate indeed. "I almost dreaded to hear the step of those leaders of industry on the staircase outside my room, coming to plead for my help. I had never aught but cold comfort for them. One

great firm after another went bankrupt, or near to it; vital plant was scrapped and lost to our defence potential; other firms had to reconstruct and revalue their shares, bringing ruin to many people."

Lord Chatfield, in his book, calls those great private firms, the dockyards, the shipbuilding industry, on whom in emergency our guns, our armour and our naval instruments depended, our highly skilled labour in vital factories, "the very roots on which the future life of the tree depended." They are just as much roots today. And it is to be hoped that the lessons of the past have been learned sufficiently well to ensure that they will be nurtured as such.

## BERMUDA NAVAL BASE

THE fact that early in January a strong Admiralty delegation headed by the Parliamentary Secretary went to Bermuda to "discuss certain proposals affecting the future of the naval establishments in the Colony"—including the possibility of closing the naval dockyard there—is a sign of the times, and an example of the changes that time brings. Time was when the West Indies Station was one of the most important in the British naval scene. Not only did the islands—and the bases they offered—lie athwart Spain's American empire, making them valuable indeed in the pattern of sea power, but later their own commerce was for a while one of the richest sources in British trade. "In 1800," says Lucy Horsfall in "Trade Winds," "the trade with the West Indies was still the most important of all colonial commerce, both because it was worth more than any other and because it conformed so strictly to the ideas of mercantilism. Most of the money made in the sugar trade was spent in Great Britain; the voyage was suitable for the training of seamen; the trade left a favourable balance in Britain's hands; and was complementary to the British system, producing what was needed at home, and consuming manufactures exported."

The expression "Rich as a West Indian" was current in England. George III., passing a handsome carriage with outriders in livery belonging to a Jamaica merchant, exclaimed, "Sugar; sugar, eh?—all that sugar! How are the duties, eh Pitt, how are the duties?"

But those days passed, and with them the importance of the West Indies. Various factors contributed. The rise of the southern dominions; the development of British trade with countries outside the bonds of Empire; the emergence of the United States of America; and last, but not least,

the emancipation of trade—and of the King's Ships—from the tyranny, beneficent and otherwise, of the winds. If the decision to close the Bermuda dockyard—Britain's only naval base in the western Atlantic—is reached, there is, we are told, no intention of reducing the strength of the America and West Indies Squadron; but it will be based in Britain instead of Bermuda. That is a possibility which mechanical propulsion has brought with it.

Because of that; because of the change in the strategic situation in the Western Atlantic; it would seem that Bermuda as a British naval base has outlived its importance, if not its usefulness. Indeed, Mr. Churchill put the matter fairly when, writing of the decision to offer the United States bases in the West Indian islands and Bermuda, he wrote: "The strategic value of these islands counted only against the United States. They were, in the old days, the stepping-stone by which America could be attacked from Europe or from England. Now, with air-power, it was all the more important for American safety that they should be in friendly hands, or in their own . . . it seemed to me and to my colleagues that it was an actual advantage to have these bases in American hands. I therefore did not look upon the question from any narrow British point of view."

## "DISTINGUISHED PUBLIC SERVICE"

ON the 16th. of last month Mr. A. R. Nankervis, formerly Secretary of the Department of the Navy, retired after 38 years service in the Department, eleven of which were spent in the onerous office of Secretary. To be Secretary of a large and important Service Department is no sinecure. He who occupies the important post has duties—to the successive Ministers and the Governments they represent, and to the Service itself—which might easily be in opposition, and which in their best fulfilment call for clear and courageous thinking and honesty of purpose. As its civil head, Mr. Nankervis steered his Department through the trying days of the war with an unflinching exercise of those attributes. "The Navy" wishes him, in his embarking on a well-earned retirement, healthy, happy, and busy years ahead.

## 'The Navy' is Your Guide to Naval Affairs





The "Delphic" on her trials: a picture illustrating her fine lines and handsome profile.

## THE CARGO LINER "DELPHIC"

Times Have Changed Since Kipling Wrote 'The Liner She's A Lady'; As The "Delphic" And Other British Modern Cargo Carriers Show.

By Reuben Ranzo.

DO you remember Captain MacWhirr in Conrad's "Typhoon"? When the "Nan-Shan" was a new ship, and her builders wanted a Master to take her out to the China Coast for delivery to her owners, Messrs. Sigg and Son of Siam, the senior partner of the building firm sent for MacWhirr, and gave him the job. The two partners and MacWhirr went over the ship together, MacWhirr being told that they had recommended him to Sigg and Son, and that he would probably be kept in command when he delivered the ship. "You'll be able to boast of being in charge of the handiest boat of her size on the Coast of China, Captain," the junior partner told him.

"Thank'ee," mumbled vaguely MacWhirr, to whom the view of a distant eventuality could appeal no more than the beauty of a wide landscape to a purblind tourist; and his eyes happening to be at the moment at rest upon the lock of the cabin door, he walked up to it, full of purpose, and began to rattle the handle vigorously, while he observed, in his low, earnest voice, "You can't trust the workmen nowadays. A brand new lock, and it won't act at all. Stuck fast. See? See?"

The writer of these notes was reminded of Captain MacWhirr and his cabin door handle when

he was walking round Shaw Savill's new "Delphic" on her maiden voyage in Melbourne recently, and his guide, the ship's Master, Captain Robert Ireland, drew his attention to the lock on the cabin door. "Just look at the fittings on her," he said, "Solid and good. There's not a shoddy thing in her." And in doing this, Captain Ireland sounded the right note for this newcomer to the United Kingdom-Australia trade.

The "Delphic" maintains the high standard of the new ships that Britain is building, and is a fine example of a vessel built for cargo carrying only. A product of the yard of Hawthorn Leslie at Hebburn on Tyne, she is the latest word in cargo ships: 509 feet 6 inches in length, of 65 feet 6 inches moulded breadth, she is of 10,691 tons gross and 6,216 nett tonnage, and of 31 feet loaded draft.

Equipped with six hatches, she is insulated in all except Number Six, and has a total insulated capacity of 11,004 tons at 40 cubic feet to the ton; and can load 143,052 carcasses of lamb at 13 carcasses to the cubic ton.

She is, as the accompanying photographs show, a handsome ship. In the profile picture she is shown when on her trials as a light ship, so that something of the balance of her proportions as they appear when loaded is lost; but even so

the agreeable run of her lines can be appreciated. From the picture of her launching something of the fineness of her entry can be seen. It is such that she is able to maintain a good service speed in head weather.

"Running down the Indian Ocean from Guardafui to Fremantle," said Captain Ireland, "we had head weather for days on end, and that usually slows a motor ship up considerably, but we kept a steady speed, and did the run out from the United Kingdom to Fremantle in 23 days and some odd hours. And she hasn't been full out yet."

She has a nice clean profile. As originally designed she had a pair of Samson posts on the foremast head, which were actually built into her—they can be seen looming over the bows in the launching picture. But these were removed before she was finally completed, and their absence is certainly an improvement in appearance, besides giving better visibility from the bridge.

She has the plain bridge front which is becoming familiar nowadays. One mast—the foremast—with the derricks for the forward holds, and with a heavy-lift derrick; the other holds being served by derricks on Samson posts, of which the ship has six pairs. The funnel is streamlined elliptical,



The "Delphic" at her launching. The Samson posts on the forecast head—seen over the bows—were removed before she was completed.

and leads the eye along to the steps down to the ship's cruiser stern.

The navigating bridge is completely enclosed, with wide-vision windows and ample mechanical "windscreen wiper" provision. Steering is both telemotor hand gear, and gyroscope automatic. Engine room telegraphs are electric. There are both visual and recorder echo-sounding equipment; and safety devices include a fire-tell tale on the bridge which records from every compartment in the ship, enabling instant action to be taken to choke the fire at its source. Provision is made for radar, but the ship is not yet fitted, awaiting a new type which was just coming out when she left on her maiden voyage. Of her four lifeboats, one is motor-powered.

A twin-screw vessel, "Delphic" is powered by single acting Duxford opposed piston motor engines, and can maintain a service speed of 17 knots on an average consumption of 35 tons of diesel fuel.

Accommodation throughout is first class, and would be an eye-opener to the merchant sailor of only a decade ago. The Master and Chief Engineer have each un-

usually roomy dayrooms, bedrooms—with beds, not bunks—and bathrooms. Officers' and engineers' rooms keep to the standard thus set; and the ship's cadets are each housed in single-berth rooms, with all the amenities including hot and cold running water. Petty officers have single berth rooms, and ratings are in double-berth rooms, similarly equipped. The Master, officers and engineers dine in the one dining saloon in the bridge structure; petty officers have their own mess room, and so have the ratings. In addition, officers, engineers, and ratings have large and completely equipped recreation rooms, with built-in wireless—which is also a feature of the Master's room and some others—and, in the ratings' recreation room, facilities for playing darts, pingpong, and other games.

Picture shows are held on board. Bathing facilities are excellent; and laundry facilities are provided for the crew, with Bendix washing, rinsing and drying machines. All auxiliaries—including cargo winches—are electric; and the ship has an electric galley, fully equipped with electric mixing machines etc. The ship—including the na-

vigating bridge—is air-conditioned. "Delphic's" Master, Captain Robert Goodman Ireland, is justly proud of his latest command. A Scotsman, hailing originally from Wick in Caithness, he served his time in the Moor Line of tramp steamers. Later joining Milburn's of Newcastle, he attained to command in that Company at the early age of 27 years. He has been with Shaw Savill's for 32 years, having joined the Company as an officer in 1918, and is now one of the senior Masters.

The ship's Chief Engineer is also, as his name implies, a Scot, and another Robert—Robert McAlister McCallum. Commenting on the fact that a coal-burner of the size of "Delphic" would have had a stokehold crowd of round about 30, he remarked that the "Delphic" can maintain an average of 17 knots with a watch of three greasers; so that her engine-room complement is nine greasers, a donkeyman and storekeeper, and 16 engineers.

To that extent times have changed. But in the excellence of British shipbuilding they remain as in the past, and "Delphic" is a fine example of that excellence.



A set of the "Delphic's" Duxford single acting, opposed piston motor engines, erected in the engineering shop at the builder's.

# HER MAJESTY'S QUEENSLAND SHIPS

"GAYUNDAH" AND "RIP" HAVE A RECORD OF SERVICE WHICH MERITS RECOGNITION

by K. F. Caldwell

STILL afloat and earning their living in Australian ports are two 63-year old ships, among the few survivors of those homely little "navies" which had an important part in the launching of the greater, more aloof service now guarding Australia's seaways.

In their day "Gayundah" and "Paluma" were the mainstays of the Queensland Marine Defence Force, which, as composed, had its genesis in Sir William Jervois' report to the State Government, submitted in April, 1882. Later in the year the McIlwraith administration moved a vote which included £60,000 for the purchase of two gun vessels. An opposing amendment was heavily defeated, and in debate it was emphasised that the absence of naval defence against even auxiliary warships might cost the colony much more than the sum involved.

A colony of 240,000 people, with annual revenue of just over two million pounds, was thus committed to expenditure of a type which wealthier groups had hesitated to undertake. The cost of maintaining the force in its first complete year of existence was over £11,000, and with develop-

mental works such as railway construction urgently needed, the initial decision could have been no easy one.

"Gayundah" and "Paluma" (aboriginal "Thunder" and "Lightning") were built at the famous Elswick Works, and both vessels ran trials on Sept. 26, 1884, attaining a speed of 10.5 knots. They were sister ships, very similar to the Victorian "Albert", and with a family resemblance to H.M.S. "Excellent" (ex "Handy"), which gave her name to Whale Island, and was one of the few "flat-iron" gunboats which enlivened the early Belgian coast bombardments of 1914. The Queensland ships had a displacement of 360 tons, with dimensions 120' x 26' x 9.5. Each was propelled by twin-screw compound engines of 400 i.h.p. giving a designed maximum speed of 10 knots.

Looking at her today, it is difficult to realize that "Gayundah's" small hull carried relatively heavy armament. Forward was an 8-in., 26 cal., B.L. gun firing a projectile of 180 lbs., and right aft a 6-in., 31.6 cal., B.L. (Mark V). Smaller weapons comprised two 1.5-in. Nordenfeldts (with mountings for

two more); a 1-in. (four-barrel) and a 24. Sin. (five-barrel) Nordenfeldt m.g. "Paluma", when armed, had two 5-in., 2½ ton B.L. forward, and one 6-in. aft, with smaller armament. In both ships the aft gun was replaced by a 4.7 Q.F., in 1899 and 1901, respectively, and secondary armament was improved.

The other purely naval vessels of the force were the galvanised steel torpedo-boat "Mosquito" (35 tons displ.) armed with 14" torpedoes; steam picket boat "Midge", armed and fitted with torpedo dropping gear; and the 65-ton steam vessel "Miner", built in Brisbane as a submarine mining tender. Auxiliaries were the armed tug and tender "Otter", carrying a 5-in. B.L. forward, and the steam hopper barges "Bonito", "Stingaree", "Pumba", "Dolphin", and "Bream", which were fitted similarly to "Otter".

It is perhaps not surprising that this somewhat varied collection has at times been the subject of amused comment. Some have, however, supposed that it was designed to rally forth in line ahead to exchange broadsides with an enemy squadron. The armed hopper barges were in fact intended to "cover" the "torpedo" defences of the smaller ports, a service reminiscent of the traditional role of the gunboats of Napoleonic days. It was recognised that while actions with regular squadrons must be left to the R.N., the defence of ports against "raid and away" operations attempted by single ships might be possible with skilful use of the gunboats and auxiliaries, backed, of course, by the gunners of the Military Defence Force.

"Gayundah" left the Tyne on Nov. 13, 1884, and arrived in Brisbane March 28, 1885, commanded by Capt. H. Townley Wright R.N. A contemporary journalist found her a disappoint-

ment compared to R.N. ships he had seen previously. He wrote of "a two-masted vessel painted a greyish colour with a dirty yellow funnel... an excessively ugly craft inside and out" but admitted that "she may turn out of considerable service in time of war."

Before she left England, the Premier, Mr. S. W. Griffiths, offered to place the vessel at the disposal of the Admiralty, to receive orders from the Flag Officer commanding the Australian Station, with the understanding that in normal times she would be on hand for the reservists' training periods, and at all times manned and maintained at Queensland's expense. Governor Sir A. Musgrave, in passing on this offer, expressed a hope that similar action by all colonies would lead to active co-operation which could be a basis for future Federation. In Sept., 1886, Admiral Tryon, on the Australia Station, forwarded to Brisbane the warrant entitling H.M.Q.S. "Gayundah" to fly the White Ensign and Pendant of H.M. Fleet—a privilege, the Premier stated, thus granted for the first time to a Colonial ship.

"Paluma", which arrived in May, 1885, under Lt. Richards R.N., had been lent to the Admiralty for 10 years, to carry out survey work in North Australian waters. For this period she carried no armament, being modified to provide space for hydrographic staff. She attained some prominence during the Brisbane flood of 1893. Being then under refit, she was moved to what was thought a safer anchorage, close by the east side of Gardens Point, but the fierce currents stranded her in the Botanical Gardens, where she remained, high and dry, when the river receded. A second, though smaller flood fortunately provided sufficient depth for "Paluma" to be towed off after many hours' efforts.

While "Gayundah" was not far on her voyage out, a spontaneous meeting of citizens proposed the formation of a volunteer naval organisation, and, soon after this, official action was taken to enlist a

Naval Brigade with initial establishment of 200. The first drill was held on Jan. 23, 1885—rather an indication of the directness with which such matters were then approached—and the first Training Officer was Lt. Walton Drake R.N., formerly 1st. Lieut. of H.M.S. "Wolverene", who later, in 1892, became S.N.O., Q.M.D.F. Volunteer establishments at Maryborough, Bundaberg, Rockhampton, Mackay, Townsville, Cairns and Thursday Island received regular visits from "Gayundah", which would embark each port's reservists for sea training and gunnery exercises. At these ports the instructor would usually be a Commissioned Gunner.

In Brisbane, the Naval Stores, which still exist in disrepair at Kangaroo Point, embodied a gun battery, torpedo workshop, and repair facilities, and in this way ample means for training were available at no great distance from volunteers' places of employment. It is pertinent to mention that many reservists were in the first place officers or seamen of Qld. Govt. steamers, so that the decision to arm "Otter" and other auxiliaries meant that the nucleus of a naval crew would always be in, and familiar with, these vessels.

The press has left us some colourful descriptions of the "combined operations" of those days, such as the events of April 24, 1886, when Military Defence

Force units, detailed as "enemy troops landed near Cleveland", attacked positions at Lytton, near the Brisbane River mouth. In support were "Otter" (Lt. Douglas) and "Gayundah" (Capt. Wright). The gunboat opened with her 8" gun at 8000 yds. and, as she approached more closely, the fort replied with two 6" and two 64-pounders. At 2000 yds. the ship's stern gun joined in, and there was "brisk firing" from both sides as she ran past the defences, while the invaders approached from the landward side. A local legend, that firing of "Gayundah's" 8" piece would cause her to go astern, was quite exaggerated, but attained the longevity which is the prerogative of such legends.

Capt. Wright and the Queensland Cabinet "parted brass rags" in a stormy interlude in October, 1888, in the course of which the S.N.O. humorously discussed the practicability of opening fire on Parliament House. His successor was Lt. Francis Pringle Taylor R.N., who carried on until Commander Drake took over in 1892.

Periods of financial crisis in the middle 'nineties caused a reduction in the gunboats' activities, but "Gayundah" was in full commission again in 1898, and in 1900 enthusiasts in the force secured the expenditure of £750 on W/T equipment which enabled the ship, in Moreton Bay, to maintain contact with the Brisbane establish-



The Edward Street entrance of the former Naval Staff Office, Queensland Marine Defence Force, now used by the Resident Naval Officer, Brisbane.



H.M.Q.S. "Gayundah" in her original rig, at moorings in the Brisbane River. The two main guns are plainly seen, also the fighting top which was later discarded.

ment. This, the first successful transamination from a British warship on the Australian station, was largely due to the support of Capt. W. R. Creswell, C.M.G., the last S.N.O., Q.M.D.F., whose part in the formation and early administration of the R.A.N. is so well known. His retirement in 1919 with a well-earned K.C.M.G. and K.B.E., and his subsequent promotion to Vice-Admiral, honourably concluded many years of guidance to Australian navies.

Federation now intervened, but immediate handing-over was not practicable, and it was not until 1904 that the ships' Queensland Ensigns fluttered down for the last time. The Naval Staff Office of the old Force now houses the staff of the Resident Naval Officer, Brisbane. It is a moderately ornamented brick building in Edward St., still owning an air of quiet distinction.

The old ships provided a useful means for sea-training the compulsory trainees of 1911 onwards, and the members of the Naval Brigade formed a valuable nucleus—the R.A.N.R. (M)—about which the new organisation grew. The Navy List of 1904 showed that, of a total of 135 officers on the active or unattached lists, 66 were former officers of the Q.M.D.F.

In 1911, under command of Comdr. G.A.H. Curtis, "Gayundah" fired warning shots when overhauling poaching Japanese luggers in the Broome area, and towed the culprits to port for appropriate action. Early in 1914 she was taken in hand at Cockatoo Island, where a bow of conventional design altered her original "flat-iron" silhouette, and the heavy gun forward was eliminated. Aug. 4, 1914, saw her steaming north from Sydney to stand guard in her old haunts in Moreton Bay. During the war she proved useful as a guardship and patrol vessel in several areas, and finally as sea-going tender to H.M.A.S. "Tingra," but her sister "Paluma" was sold to the Victorian Government.

1919 brought the end of "Gayundah's" naval career, and for

many years now she has been without main engines, dredging and carrying tons of gravel—a drab but useful duty. On Oct. 15, 1930, feeling perhaps that she had been too long out of the headlines, she sank at her moorings in Milton Reach. Lengthy obituaries duly recorded her "fitting end," but "Gayundah," having been sternly recalled to duty, was soon at work again. Her sister, in Melbourne, was more fortunate in retaining her engines to carry out, as S.S. "Rip," many useful tasks for port authorities.

"Mosquito" and "Midge" have long since vanished, and "Otter" is a hulk at Maryborough. The hopper barges still plod about their work, and old "Miner" has recently been seen towing dumb barges. As the writer turned over the faded, brittle pages of 1885 newspapers in the Public Library at Brisbane, he had only to raise his glance to see, through the window, the gray hull of "Gayundah." By the strange tricks of fortune, both the "excessively ugly craft" of which our disappointed journalist wrote, are still with us, while the graceful, black-white-and-buff cruisers, which he had in mind, have vanished from the Australian scene as completely as the security which they symbolized.

Apart from their more obvious contributions to the founding of the R.A.N., the colonial navies led their "owners" toward a sense of responsibility for their own naval defence, and gave to many the experience of personal service in that defence.

A graceful acknowledgment of these aspects would be the perpetuation of appropriate ship-names such as "Protector," "Paluma," "Cerberus" etc., in seagoing warships. This alternative to the present, largely geographical, system of nomenclature might, it is felt, be applied to some of the large destroyers on order; thus to establish a continuity of tradition between the earlier efforts of small colonies and the fleet sent forth by a united Commonwealth.

## NAVY LEAGUE SEA CADETS

Band Instruments Wanted

BOTH the Footscray Technical School, and the Black Rock Companies of the Navy League Sea Cadets in Victoria, are desirous of forming bands, and are therefore on the lookout for band instruments. It may be that a reader or readers of "The Navy" knows someone who has spare or unwanted instruments which they might be willing to donate to one or other of these Sea Cadet Companies—or they might even have some themselves.

So if there are any spare or unwanted instruments about—these Victorian Sea Cadets would be very happy to have them. If you can help in any way, would you be good enough to write or telephone the Secretary, the Navy League (Victorian Branch), Arnold House, 14 Queen Street, Melbourne, C.I. Telephone MB 1550.

## THE STORY OF H.M.S. "AMETHYST"

The Navy League has been fortunate in securing a number of copies of a commemorative book produced by the London "Daily Telegraph" and entitled "The Glorious Story of H.M.S. 'Amethyst'," in which the inspiring story of the frigate's dash down the Yangtze Kiang under fire is recorded. Of 24 pages, the book is very fully illustrated and contains some 4,000 words of text, and has a coloured illustration cover.

The Navy League (Victorian Branch) has a limited number of copies for sale at 2/6d. plus postage; and all proceeds from the sale will go towards the equipment of the Navy League Sea Cadets.

Those wishing for a copy of this book—and it is a good book to have—should write to The Secretary, The Navy League, Victorian Branch, Arnold House, 14 Queen Street, Melbourne, C.I.

## SEAS, SHIPS AND SAILORS

By NURION



ROYAL SOVEREIGN . . . SUNK . . . 1690  
ROYAL GEORGE . . . SUNK . . . 1782  
ROYAL CHARLOTTE . . . SUNK UP 1793 . . . ALL  
ROYAL ADELPHI . . . WRECKED 1850 . . . 400  
ROYAL CHARTER . . . 1889 . . . 448

QUEEN . . . SUNK . . . 1800 . . . 988  
QUEEN . . . SUNK . . . 1800 . . . 100  
QUEEN CHARLOTTE . . . 1800 . . . 700  
QUEEN CHARLOTTE . . . WRECKED . . . 1818 . . . ALL

PRINCESS ALICE . . . COLLISION 1878 . . . 700  
PRINCESS SOPHIA . . . WRECKED 1918 . . . 388

EMPEROR OF INDIA . . . COLLISION 1914 . . . 104

PRINCE GEORGE . . . SUNK 1788 . . . 400  
PRINCE OF WALES . . . WRECKED 1807 . . . 700



THE BATTLE TOOK PLACE ON APRIL 4, 1293, WHEN THE FLEETS OF BRITAIN AND FRANCE MET BY ARRANGEMENT EACH ON THEIR OWN SIDE OF AN EMPTY SHIP MOORED IN THE CENTRE OF THE ENGLISH CHANNEL, AND AT A PREARRANGED HOUR, COMMENCED TO FIGHT. . . THE FRENCH WERE BEATEN AFTER A LONG BATTLE: THEIR FLEET BURNED.



THE TINY 3762-MILE WEST INDIAN ISLAND HAS BEEN RULED BY HOLLAND AND FRANCE SINCE 1664. . . IT HAS 28 SETS OF LAWS, RELIGIONS, COUNTRIES AND CUSTOMS. A DUTCH GOVERNOR RULES THE SOUTH PART, A FRENCHMAN THE NORTH!!



X FAMOUS EAST INDIAN "CANTON" BUILT IN 1780, RAN AS A CRACK PASSENGER LINER TILL 1825. SHE WAS THEN FLOATED INTO AN EXCAVATION ON THE THAMES RIVER BANK AT LIMEHOUSE, AND SCUTTLED HER STEEL WAS CUT OFF, 3 DOOR FITTED, 27 FOR SIXTYNINE YEARS SHE WAS A DEVEDOCK. SHE WAS SO SOUND THAT TO DEMOLISH HER IN 1888 TOOK MONTHS OF HARD WORK.

# LIFE IN A BARRACKS

IN WHICH THE AUTHOR REMINISCENCES ON WARTIME EXPERIENCES IN COLOMBO, A CITY OF TEEMING LIFE—IN VARIED FORMS

by Wilson P. Evans

THE Barracks were highly impressive from the outside. The enclosing wall fronting Darley Road was high and topped by barbed wire entwined about steel spikes. With true naval thoroughness, jagged glass was lavishly plastered down into the mortar. Armed sentries guarded both gateways.

Banana thatched huts provided storerooms, and supplemented the sleeping quarters. These cadjans were far cooler to sleep in than the permanent structures of solid stone blocks two feet thick. The sun heated them up during the day and the walls retained the heat through to the next morning. Anyone lucky enough to discover a vacant spot in the cadjans acted swiftly. The finder raced away for his gear and dumped it down in the clear space to make certain nobody else had a chance of filing a claim. After that the lucky one moved his bed across and completed the appropriation.

The first thing I did at HMS "Lanka" was to draw a wooden cot. In the storeroom where they were issued we saw salt-caked ditty boxes, and tally bands from the "Nestor." I wondered if the owners had survived when the "Nestor" was lost. The cots were a folding type that are so compact and comfortable, until they collapse under you in the middle of the night. Many a leg was jack-knifed between the folding bars and wooden slats.

As soon as we settled in for the night, some of the boys decided to break ship. They went into Colombo on a sight-seeing tour. Some of them ended up at Slave Island, which was formerly used by the Dutch as a settlement wherein they confined their slaves. But that was long ago. Now it has developed into the most no-

torious red light section of Colombo. The inhabitants are direct descendants of the original Malayan slaves. They still cling to the customs and characteristics of their forefathers. It is not to be wondered at that the Dutch kept them segregated, if there was as much disease there then as there is now.

To try and sleep in the main barrack buildings was torture. Some ratings snored their heads off. Chaps would sneak back after the lights were out and cause disturbances. Sometimes a bed came crashing down and deposited a recent sleeper on the hard floor. The cursing of the unfortunate would wake everyone within earshot. Nor was it only the actions of humans which discouraged sleep. There were not enough mosquito nets to go round. The danger of malaria and dengue was always with us. Ten yards behind the galleys flowed muddy Lake Beira. It swarmed with countless thousands of squadrons of anopheles. When exhaustion finally did bring sleep, the bugs began to wander. In the morning each newcomer looked as if he were suffering a bad attack of hives.

Every cot in the place was alive with these vermin. We used to thump the bedding on the concrete floor until the bugs fell off. It gave us the greatest of pleasure to trample them underfoot. The beds were placed in a bath of paraffin and creosote. Even this drastic treatment did not have much of a lasting effect. The next morning it was necessary to repeat the performance again. However, after the first six months the bugs deserted from attacking you in favour of a more recent arrival.

There were many things to counter-balance the discomforts we had to endure. A host of tortois-

came waddling ashore from the lake every night. They looked like amphibious tanks of war as they engaged in deadly combat. They had no fear of man and foraged here and there for food. The Buddhist religion forbids the harming of living creatures, because of their belief in the transmigration of souls. The stricter adherents go so far as to frown on the extermination of vermin.

A statue stood in an elaborately carved grotto at the front of the sick bay. The central portion contained a bronze casket in which it is said the bones of a Portuguese monk repose. Behind the statue lived a tree rat. He was a queer little animal rather like a squirrel. When angry he puffed up his bushy tail. In their wild state they live in the palms. There are three green and brown stripes on the body of the tree rat. The Sinhalese believe that these animals helped the wanderer monkeys to build the archipelago which all but connects India with Ceylon. The god Rama stroked the tiny animals with three fingers of his right hand in recognition of the aid they had given the monkeys. The imprint of the three fingers can be seen clearly marked on every one of them to this day.

A few days after arriving at St. Joseph Barracks I took over the duties of an English supply petty-officer who had finished his time on the station. He was sorry to be going and I could not make it out, until I went on duty for the first time. It was the easiest job that has ever come my way in peace or war. We carried safe hand despatches to various defence establishments, or picked up loads of furniture from the cabinet making works of Don Carlos & Sons.

Inside the factory skilled Sin-

halese tradesmen turned every known variety of Ceylon timber into furniture. There was jak wood, which varies in colour from the bright yellow of new timber to the beautiful dark shades of the seasoned pieces; part of the floor was covered with long pieces of tough domba wood that were ready to be made into yoke poles for bullock carts; baulks of heavy kong were stacked in one corner; there were also streaky pieces of ebony, weighing between seventy and eighty-five pounds to the cubic foot; then there was the white ant-favourite with the craftsmen of Ceylon.

I was standing on the loading ramp supervising the stacking of cupboards one day when a commotion on the far side of a nearby wall startled me. I jumped down and ran over to the wall. There was a woman screaming. The adobe was old and cracked. I soon discovered a peep hole and peered through. Three people were in the midst of an argument. Most Europeans think the men of the East rule their wives with a rod of iron. The sight I saw corrected my impressions. Females get their own way the wide world over.

The husband had put more than seventy years behind him. He sat in a cane chair and pretended to go on reading his newspaper. Two shrill women were nagging him. He took no notice. His peaceful expression stood out in sharp contrast to the outraged features of his womenfolk. The elder attacker held a ripe papaw aloft. She shrieked abuse at the object of her scorn. The younger woman began to pluck the sparse covering from the cranium of the greybeard. He made no move to retaliate. That made both women furious. The papaw hurtled down dead centre. The pulp and juice ran all over his head and neck. He did not as much as flicker an eye-lid. His eyes remained fixed on the paper. This was truly an indication of the wisdom of the Orient. The oldest

had learned it was useless to argue with women.

A queer character seen about the Barracks was the dhoby. He ran a twelve-hour laundry service. Bundles of soiled clothes were collected from the foot of the beds every morning. They were returned almost ready to wear at four o'clock in the afternoon. The garments were not quite ready to wear because when the time came to dress it was invariably found that many buttons were missing. The clothes were always folded with at least one firmly sewn button visible. The dhoby system had its drawbacks. Not many men escaped without contracting dhoby-rash or tropical ringworm. At the best, clothes were worn out three times faster than by normal laundering.

The native method of washing was simplicity itself. Groups of women stood knee deep in the filthy lake water and soaked the wash, which was then pounded on a large flat rock. When all the dirt was driven out the clothes were spread out to dry and bleach.

The sanitary arrangements at "Lanka" were highly primitive. A couple of showers were fitted at one end of the sleeping quarters. They did duty for hundreds of men. If you were very lucky you might manage to get a shower a day. There was no such thing as privacy, for ablutions were carried out in full view of everyone.

There was much to do on a trip to Colombo. No other island presents such a diversity of scenery, sounds, and odours as Ceylon. White villas stand framed in a background of riotous multicoloured blooms. Fireflies lit through the purple night as they wait on the birth of the silvery moon. Small Fiat's purr along the roads to pass the pitter-pattering rickshaw boys. Lofty avenues of stately palms flank the ponds that are draped with a coverlet of water lilies and golden lotus flowers. The dazzling flamboyants in this land, which the Greeks called Taprobane, are

a sight never to be forgotten.

The main shopping centre of Colombo is the Fort. Once it was surrounded by high walls and a moat, with gun-manned bastions sweeping the land side with a clear field of fire. The original fort began as a stockade, and it was not until 1550, that the Portuguese turned Colombo into a walled city. Their enemies, the Dutch, captured the fortress and constructed still more defence works, on which they mounted heavier guns. By 1807, the fort was protected by seven full batteries.

The fortifications were dismantled in 1869, and during the following two years most of the massive walls were demolished. Portion of the old walls can be seen in several places today.

The Grand Oriental Hotel marks the site of the first British barracks in Colombo. Next to it is the establishment of Macan Markar, which houses a large collection of family heirlooms. These relics are pieces of Moorish jewellery studded with stones. One single sapphire is nearly two inches long.

The Fort is more like a large European city than a port of the Orient. Blocks of offices stand side by side with emporiums that offer every conceivable type of merchandise for sale. The buildings tell their own story of far flung British commercial enterprise and the super-abundant fertility of the island.

Most Australian seamen visited the Free China Hotel when they indulged in a shore run. The hotel was spotlessly clean and the fare they served was more like a feast than a matelot's cafe portion. Breakfast at the Barracks was a different story. It consisted of half a grapefruit, a slice of bread that had narrowly missed being buttered, and a cup of stewed tea. Naturally there were many loud moans.

"Why, even in the seventeenth century seamen got a daily ration

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## NEW BURNS PHILP LINER "BRAESIDE"

By "SUPERCARGO."

The new motor ship "Braeside" left Sydney on January 13th for her first trip to Singapore under the command of Captain A. W. Blain. She is the sixth ship built for these owners by Messrs. Barclay Curle & Co., of Glasgow. In this article the author gives a comprehensive description of the new ship, gained in a personal inspection.

**A**LTHOUGH intended principally for the carriage of cargo, the "Braeside" is designed and furnished in a manner equal to many passenger liners of twice her size.

Twelve passengers are carried in single berth rooms, each of which has its private bathroom attached. The passenger accommodation is situated on the Promenade deck. At the forward end of the accommodation is situated the passengers' Lounge. This is a handsome and dignified apartment, panelled in rock maple, with window frames and door trims in sycamore. Furniture is in mahogany. Forward of this room is a sheltered verandah.

Situated beneath the Lounge, at the forward end of the shelter deck, is the Dining Saloon. This room has accommodation for 28 people at one sitting. The panelling in this case is in Indian laurel, giving the room a darker tone than the Lounge. The doors and window frames are of Queensland walnut, with furniture of the same timber polished in a lighter shade. Flooring in this, and other

rooms and alleyways, is patterned rubber.

Particular thought has been given to the comfort of the officers and crew. The officers are housed in spacious single berth cabins. The Chief, Second, and Third Officers and Wireless Operator are housed on the boat deck, just below the bridge. Above this is the Captain's suite, comprising day-room, bedroom and bathroom. The dayroom combines the functions of a lounge with those of an office. A built-in desk across one end, with plenty of drawers and cupboard space, provides for the large amount of clerical work done by the Master. Under the same roof as this flat is the navigating bridge, chart room and wheel house; these are situated across a small entrance vestibule.

A similar suite of rooms is provided for the Chief Engineer on the shelter deck. Accommodation is provided on the same deck for the engineers and cadets. A spacious and comfortably furnished lounge is situated at the after end of the boat deck for the use of the officers.

Accommodation for the greasers and seamen is provided at the after

end of the upper deck, in well-ventilated rooms with a maximum of four men to each room. Apart from the Australian officers, three nationalities make up the crew: Chinese, Malays, and Indians.

The facilities for the handling and stowage of cargo are on the same well designed scale as the accommodation. Five hatches are provided, served by electric cargo winches, and 16 derricks having working capacities varying from 3 to 25 tons each. With the exception of No. 1 hatch all the tween deck spaces are insulated for the carriage of refrigerated cargo. All the deck auxiliaries are electrically operated.

The main particulars of the ship are as follows: Length Overall, 435'; Breadth, 57'9"; Depth to shelter deck 37'6"; Draught, 24'10"; Gross Register, 7,800 tons. Deadweight Capacity, 7,980 tons; Insulated Space, 50,000 cubic feet; Speed (on trials), 14½ knots.

## OBITUARY

Admiral Sir Richard Webb.

**A**DAMIRAL Sir Richard Webb, K.C.M.G., C.B., died suddenly at his home in London at the age of 79, during January.

Admiral Webb had a distinguished career. He was Director of the Trade Division at the Admiralty during the greater part of the 1914-18 war, and was Assistant High Commissioner at

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## ANNIVERSARIES OF THE MONTH

MARCH IS AN INTERESTING MONTH IN AUSTRALIAN NAVAL DATES, AMONG OTHER THINGS IT IS THE MONTH OF THE ESTABLISHMENT OF THE AUSTRALIAN STATION AND OF THE AUSTRALIAN NAVAL BOARD.

By John Clark

**T**HE 16th March, 1781, is the anniversary of Admiral Arbuthnot's action with a French fleet under Commodore Destouches off the Chesapeake during the American War of Independence. At the time there were two centres of British power in America—at New York and in the Chesapeake. Communication between them depended wholly upon the sea. Arbuthnot, commanding eight ships, had sailed from the eastern end of Long Island to intercept the French squadron—also of eight ships—which had sailed from Newport on 8th March to control the waters of Chesapeake Bay, and the two fleets arrived simultaneously outside the capes of the Chesapeake.

The weather was boisterous, and a fair sea running, enough to prevent the British ships—which had the weather-gage—from using their lower batteries. The van British ships were badly injured aloft, and Destouches, signalling his own van, where the ships had been damaged also, to haul up on the other tack, led the rest of his squadron past the disabled British ships and, after giving them the successive broadsides of his comparatively fresh vessels, wore and made out to sea. The British thereupon entered Chesapeake Bay, and Mahan sums up by saying that "after the fighting the French were in better force than the English, and they in fact claimed the victory; yet the ulterior objects of the expedition did not tempt them again to try the issue with a fleet of about their own size."

Fourteen years later, on 14th March 1795, the French and British were at it again when Vice-Admiral Sir William Hotham, who had succeeded Lord Hood in com-

mand of the Mediterranean Fleet, fought an action off Genoa against a French fleet making for Corsica. The French fleet was greatly superior to Hotham's force, but in the action that ensued they lost the "Ca Ira" and the "Censeur" to the British; but Hotham was later criticised that he had not taken more of the French vessels.

On 13th March, 1811, Captain William Hoste, with only four frigates, fell in with five French frigates escorting six smaller vessels carrying troops up the Adriatic near the coast of Dalmatia; engaging and defeating them decisively off the island of Lissa.

It was on 31st March, 1770, that Captain James Cook in the "Endeavour" arrived back at the western entrance of Cook Strait after having circumnavigated the South Island of New Zealand, West about, and proved that it, like the North Island, was no part of a great Southern Continent.

It was in March, 1859, that the Australia Station was established by Admiralty as a separate command. On the 25th of the month in that year, the following Minute was produced at Admiralty: "Captain Loring, of H.M.S. 'Iris', is to hoist a Blue Pennant and to assume command as Senior Officer of Her Majesty's Ships on the Australian Station independently of the Commander-in-Chief in India. The limits of the Command are to be as they are now defined in the Commander-in-Chief's instructions, viz.:—Bounded on the North by the Parallel of 10 deg. of South Latitude—on the East by the Meridian of 170th degree of West Longitude—on the South by the Antarctic Circle—and on the West by the Meridian of 75th degree of East Longitude." Three

days later a further Minute contained good news for the new Commodore: "Captain Loring, as Commodore and Senior Officer on the Australian Station, is to have £1 a day in addition to his pay."

It was on the 28th March, 1885, that the gunboat "Gayundah" arrived at Brisbane, to take her place as one of the units of the Queensland Marine Defence Force.

There are quite a lot of March dates of interest in Australia's naval story. It was on 7th March, 1910, that the Commonwealth Government received a cable from the High Commissioner in London giving particulars of tenders received for the building of the battlecruiser "Australia"—John Brown's tender being accepted. And it was in the "Commonwealth of Australia Gazette" of the 11th March the following year that we read: "His Excellency the Governor-General, acting with the advice of the Federal Executive Council, has been pleased to approve of the following changes etc., in connexion with the Naval Forces of the Commonwealth, viz.:—Appointment of a Naval Board."

The 1st March, 1913, was the official opening date of the Royal Australian Naval College with 28 Cadet midshipmen, the College being temporarily situated at Geelong. H.M.A.S. "Melbourne" made her first appearance in Australia at Fremantle on 10th March, 1913; and on the first of that month the third-class cruiser "Pioneer" was taken over by the Commonwealth as a gift from Admiralty.

Let us move on a bit. On 7th March, 1915, Admiral Pakenham hoisted his flag in the battlecruiser "Australia", which thus became Flagship of the Second Battlecruiser Squadron with the Grand



Fleet. It was in March of the following year that Australia's "Pioneer" carried out an attack on Dar-es-Salaam, in German East Africa, in company with H.M. Ships "Vengeance" and "Hyacinth."

On March 8th, 1918, a two-seater aircraft was successfully launched from the battle-cruiser "Australia" in the North Sea. And now the old "Australia" has gone, and on 17th March, 1927, her namesake—which is still with us—the cruiser "Australia", was launched from John Brown's yard at Clydebank.

Time marches on. In March 1940, Australian ships were at war again, and overseas in the Mediterranean the five Australian destroyers "Stuart", "Voyager", "Vendetta", "Vampire" and "Waterhen" were on escort duty and carrying out patrols. The cruiser "Hobart" was on similar duty in the Arabian Gulf and Red Sea.

On another twelve months; and in March 1941, history repeated itself with a ship being sunk by mines off the New South Wales coast, the trawler "Millimul", with the loss of seven lives. On the 4th. of the month, the cruiser "Canberra" on patrol intercepted two German raider supply ships, the "Ketty Brovig" and the "Coburg". They scuttled themselves, their people being picked up by the "Canberra".

It was the month of Matapan, when the Mediterranean Fleet under Admiral Cunningham dealt the Italians a heavy blow in a night action. "Perth", "Stuart" and "Vendetta" were among those present, but so far as the Australian ships were concerned it was "Stuart's" night; as the Commander-in-Chief subsequently wrote: "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".

That was the night of March 28th-29th. Earlier in the month, on the 19th, "Waterhen" had salvaged the burning merchant ship "Marie Maersk" during the Greek show.

March of the following year—1942—was a poor one for the Allies generally, and for the R.A.N. The 2nd of the month saw the final evacuation of R.A.N. forces from Java, the corvettes being the last Australian ships to leave, from Tjilitjap. They reached Australia—seven of them—safely. Not so fortunate was the sloop "Yarra" which, on the morning of 4th March, south of Java, while escorting a small convoy, ran into a force of three Japanese cruisers and four destroyers. She made a gallant effort to shield the convoy, and went down fighting, only 13 of her people subsequently being rescued from floats by a Dutch submarine. None of her officers survived.

By March of the following year the Allies were hitting the Japanese back hard. It was the month of the Battle of the Bismarck Sea, when a sizeable Japanese convoy trying to run troops into Lae was destroyed by Allied air attacks.

The Allied advance was everywhere gathering speed and weight by March, 1944; in that month "Shropshire" and "Warramunga" took part in the operations which won the Admiralty Islands back from the Japanese, and the Allies landed at Manus, Gasmata, Emirau; and Talasea in New Britain.

In March 1945, Ships of the R.A.N. Survey Group took part in the operations against the Japanese at Mindanao; on the 20th of the month the British captured Mandalay. On the 25th His Royal Highness the Duke of Gloucester opened the Captain Cook dry dock at Sydney, so that the Australian port became a capital ship naval base.

And another month of anniversaries is thus clewed up.

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## GERMAN MERCHANT MARINE

By June of this year the first of six ships building in Germany for the new German Merchant Marine is expected to be completed. The ships, which will be used by the German Orient Line, will trade in the Eastern Mediterranean. Each will be of 1,900 gross tons, and will carry 3,500 tons of cargo. Three of the vessels are being built at the largest of the German shipyards, the Deutsche Werft in Hamburg, and three by the Howaldt Shipyards in Kiel.

## SUEZ CANAL SHIPPING

According to a recent issue of the bulletin of the Compagnie Universelle du Canal Maritime de Suez, British shipping attained a new record in providing 37.7 per cent. of the entire Canal movement of 6,170,000 net tons for the month of October last, easily maintaining its lead over the shipping of all other nations. The October last Canal traffic, which compared with a total of 5,543,000 tons for the previous month, surpassed by 2.2 per cent the previous record volume established in April 1949. It exceeded the volume of October, 1948, by 21.3 per cent. With British shipping in the lead, American and Norwegian vessels tied for second place with an equal October tonnage of 729,000 tons—or each with slightly less than 12 per cent. of the Canal traffic for the month.

# MARITIME NEWS OF THE WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

## HEAVY TANKER TRAFFIC

One of the causes of the increase in Suez Canal traffic in October last was the heavy north-bound movement of petroleum and its derivatives. This movement passed the 3,000,000-ton mark for the first time. The actual petroleum volume amounted to 3,202,000 tons, compared with 2,900,000 tons in September. Great Britain continued to be the primary receiver of petroleum with 660,000 tons. North America followed with 572,000 tons; France with 547,000 tons, and Italy with 366,000 tons. The greatest jump in demand came from the Low Countries, which took 254,000 tons compared with 27,000 tons in October, 1948.

## U.S. SEAMEN'S WELFARE PLAN

A welfare plan for members of the Seafarers International Union, AFL, who are employed on vessels of nine American Atlantic and Gulf Coast steamship companies, went into effect in January, according to a report in the "New York Times". The secretary-treasurer of the Union, Mr. Paul Hall, said that the agreement called for the plan to run for not less than five years, with the companies paying into a common fund 25 cents a day for each man employed. This rate is not frozen, since the agreement calls for the reopening of the 25 cents rate on 30th. September, 1951. The exact form and administration of the welfare plan is not yet established, but sub-committees representing the union

and the shipowners are meeting to formulate plans covering types of benefits, means of administration, eligibility, and so forth. Officials of the union say that this is the first instance of a seamen's organization receiving a completely company paid, jointly administered welfare plan. On the present number of jobs now being filled by the union, it is estimated that by the end of this year 1,000,000 dollars will have been paid into the fund.

## WORLD'S MERCHANT FLEETS

A recent survey by the American Merchant Marine Institute indicates that the active Merchant Fleets of the world, with the exception of those of Greece and the three former Axis powers, now almost equal, and in some cases exceed, their pre-war sizes. Most war losses have been made up, and as at June 30 last, a total of 21,600,000 deadweight tons of British shipping was in active service, or only 300,000 tons less than on 1st. September, 1939. Ranking second, the U.S.A. had 18,100,000 deadweight tons in active service on 30th. June, 1949, or 6,400,000 tons more than at the outbreak of war. There have been changes in position in the tonnage list. Japan, which ranked third in 1939, is now twelfth; Germany, formerly fifth, is now only beginning a revival of her shipping; Norway, fourth in 1939 is now third; while Panama, by more than tripling its pre-war figure of 1,100,000 tons, now ranks fourth.

## COMPARATIVE DATA ON FLEETS

The following table shows the distribution of active world fleets of vessels of 1,000 gross tons and over, the tonnage figures being in millions of deadweight tons:

Country	June 30, 1949	Sept. 1, 1950
U.K.	21.6	21.9
U.S.A.	18.1	11.7
Norway	6.7	6.9
Panama	4.5	1.1
Netherlands	3.5	3.4
France	3.3	3.0
Italy	3.0	3.9
Sweden	2.7	2.0
Greece	1.9	2.8
U.S.S.R.	1.8	1.6
Canada	1.7	—
Japan	1.6	7.1
Denmark	1.5	1.6
Spain	1.3	1.1
China	.9	.3
Brazil	.9	.5
Argentina	.9	—
Finland	.6	.8
Australia	.6	.5
Portugal	.5	—
Germany	—	5.1
Yugoslavia	—	.6
Belgium	—	.5
World Total	102.0	80.6

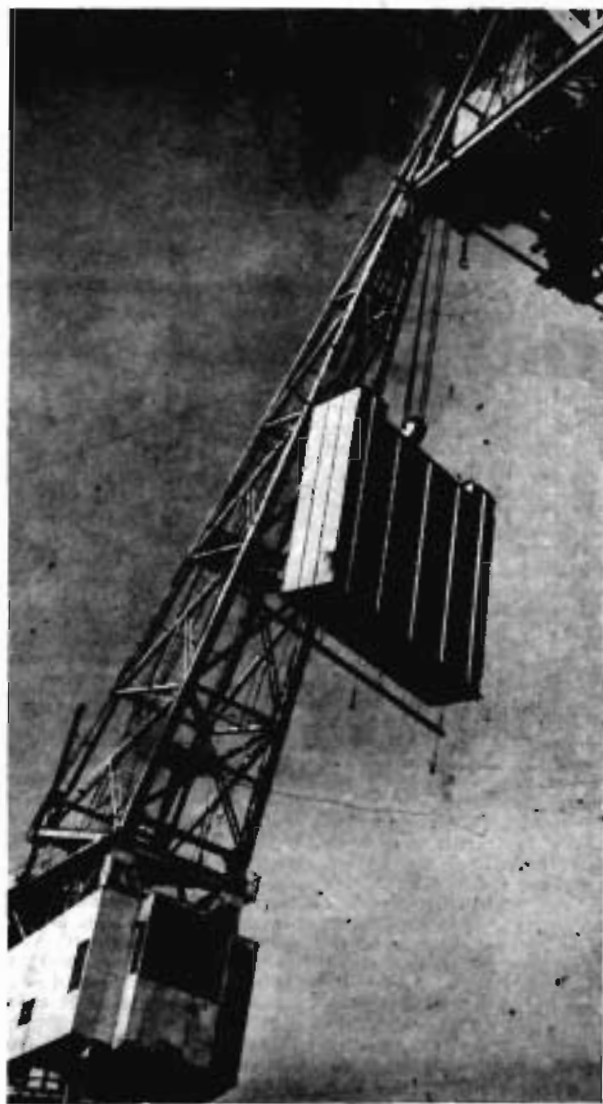
## "CARONIA" EARNS DOLLARS

By the end of this month the 556 luxury passengers who sailed from New York in January in the Cunarder "Caronia" on an eighty-day cruise in which they visited four continents, will be thinking of getting back home again. Places touched at on the cruise included St. Thomas in the Virgin Islands, Rio de Janeiro, Tristan da Cunha, Cape Town, Zanzibar, Suez, Naples, and Cherbourg. Fares ranged from 2,400 to 10,000 dollars; and for those alone the Cunarder will have earned some 3,000,000 dollars.

## RADAR FOR NEW YORK FERRIES

Large ferry boats for the Battery-Staten Island run in New York Harbour, which are being built by the Bethlehem Steel Company, will be equipped with

## WEIGHT-HOLDER FOR NEW CRANE



The 30-ton steel container which will hold the iron balancing weights for the 250-ton crane at Captain Cook Dock fitting-out wharf being lowered into position. The crane, which is supported on a 50ft. square tower, is 144ft. high. S.M. Harold Photo.

"double-ended" marine radar by the Westinghouse Electric Corporation. The radar will provide a continuous chart of the whole harbour, detecting buoys, ships, obstructions and shoreline simultaneously at either end of the vessel; and will be adjustable to cover distances of one, two, four or eight miles. The ferries, which will be of ultra-modern design and the largest of their type operating in the harbour, will each accommodate 3,000 passengers.

## BRITISH SHIP STABILIZER

A device expected to reduce considerably the prevalence of seasickness among passengers is shortly to be placed on the American market, according to a report in the "New York Times". The device is said to reduce the rolling motion of a ship through the use of retractable fins, called hydrofoils, which, attached to shafts so that they can be adjusted automatically to counter the rolling motion, project from the side of the vessel below the waterline amidships. The device was, it is stated, developed in England prior to the war, and was used successfully by the Admiralty, it being installed on 114 British warships, and also on a number of cross-Channel steamers. It is claimed that the reduction of rolling averages about 75 per cent, and even in the difficult case of a heavy quartering sea causing yawing, the reduction is about 60 per cent.

## LUXURY AMERICAN LINERS

The three vessels being built for the American President Lines are on the stocks side by side at Camden, New Jersey, in varying stages of construction. The most advanced, the "President Jackson", is scheduled for delivery next December, followed by the "President Adams" in February, 1951, and the "President Hayes" two months later. The new vessels are expected to attract wide attention because of their ultra-modern streamlining, the profile being distinguish-

ed by the absence of funnels. Costing 12,000,000 dollars each, the liners will be combination passenger-cargo ships with accommodation for 200 persons in first class space, and 500,000 cubic feet of cargo space.

## FAST SUPERLINER

The keel was laid last month at the Newport News Ship Building and Dry Dock Company's yard at Newport News, Virginia, of the United States Lines' new superliner, with which it is hoped to set the old "Mauretania", 68,000,

a new Atlantic speed record. To be 980 feet overall in length, with a beam of 101½ feet and a depth of 74 feet, her gross tonnage is listed as 60,000; while her propelling machinery will develop a total horsepower of 118,500, designed to drive her at 31 knots. This compares with the following horsepower of other Atlantic monsters: "Queen Mary", 158,000; "Normandie", 160,000; "Rex", 120,000; "Conte de Savoie", 110,000; "Bremen", 96,800; and "Mauretania", 68,000.

## STREAMERS FAREWELL HIMALAYA



Farewell streamers laced the air as the P. and O. liner "Himalaya" left Plymouth on February 24th with more than 1,000 passengers.

S.M. Harold Photo.

# News of the World's Navies

## ENDURANCE TESTS

The ability of men to survive in conditions of extreme cold at sea is the subject of experiments being carried out this year in the Arctic under the auspices of the Royal Navy. They have been designed by Dr. E. M. Glaser and Professor R. A. McCance of the Department of Experimental Medicine, University of Cambridge, for the Survival at Sea Sub-Committee of the Royal Naval Personnel Research Committee. In the experiments, six to ten men will be placed in the new types of Naval Life Float in the Arctic at air temperatures of -10 to -15 degrees Centigrade, in a gale.

## RATIONS AND RECORDS

The men in the Naval Life Floats will wear survivors' suits, and will be exposed for periods of three to five days. They will be given two sets of Survival Rations: (a) a complete 3,000 calories diet; (b) a minimum ration of 1,500 calories. The rations will consist of coffee, dehydrated fruit block, biscuits and condensed sweetened milk. Each man will also be given approximately one pint of water daily which may be carried in tins, or produced by a new type of Sea-Water Still now being tested. Records will be kept of the physiological and psychological reactions of the men.

## CREEPING SUBMARINE

According to a report in the "New York Herald Tribune", a midge submarine which can creep on the sea bed on tractor treads, is being tested at Marathon, Florida, by its inventors—Halley H. Hamlin and Orville Soddors, and a former Navy deep-sea diver, Bill Edwards. The submarine is only 12 feet long, but can remain submerged for 64 hours with one man or for 32 hours with a full two-man crew; and it can make four-and-a-half knots for four hours,

enough to cover 20 miles with one battery charge. The submarine is being tested for its possibilities as an explorer, rescuer, and perhaps treasure hunter.

## TROPICAL DRESS FOR WRENS

A new tropical rig has been approved by His Majesty the King for W.R.E.N.S. Officers and Ratings serving overseas, to be worn on ceremonial occasions, and at social functions when uniform has to be worn. In white bleached mercerised drill, with a belt of the same material, the new uniform has an open-necked collar with turned back reverses and with four buttons, whereas the old tropical dress buttoned to the neck with five buttons. The skirt of the new dress is slightly flared and has a single pocket inset, whereas the old dress had no flap and a patch pocket. Officers, Chief Petty Officers and Petty Officers wear gilt buttons, other ratings white horn buttons. Officers wear shoulder straps to indicate rank.

## JET FIGHTERS FOR U.S. NAVY

Carrier-based jet fighters in the 600-plus-miles-an-hour class are now in quantity production for the Navy at the Grumman Aircraft Engineering Corporation works at Bethpage, Long Island, U.S.A. Designated the P9F by the Navy, and known as the Panther, this latest model U.S. Navy fighter is powered by a Rolls Royce Nene Centrifugal type of jet engine manufactured in the U.S.A. by Pratt and Whitney Aircraft, a division of the United Aircraft Corporation.

## CHAPLAINS' HOURS

To promote an interest in religious matters among officers and men of the Royal Navy, it has been decided to introduce a "Chaplain's Hour" in all H.M. Ships and Establishments, other than training establishments. It

will consist of a period of not more than one hour every fortnight which is to be set apart in working hours as Service conditions permit. No officer or man is compelled to attend, but those who wish to do so are to be given facilities for the purpose. The "Chaplain's Hours" are to be run on discussion group lines and syllabi have been prepared for the use of chaplains of various denominations.

## R.N. and R.N.Z.N.

### EXCHANGE FRIGATES

Arrangements have been made between the United Kingdom Government and the New Zealand for an exchange of Naval units between the Royal New Zealand Navy and the Royal Navy. The first exchange, to take place this year, will be between two frigates of the R.N.Z.N., and two frigates of the Mediterranean Fleet. The two New Zealand frigates will leave the Dominion about the end of this month, arriving on the Mediterranean Station in April; leaving the Mediterranean in November so as to arrive back in New Zealand in mid-December. The R.N. frigates for exchange duty are H.M. Ships "Veryan Bay" and "St. Austell Bay". All four ships will meet at Aden on both outward and homeward passages.

## R.N. FRIGATES FOR EGYPT

In reply to a question in the House of Commons recently, the Civil Lord of the Admiralty, Mr. W. J. Edwards, stated that six frigates have been transferred from the Royal Navy to Egypt during the last few months, and that the transfer of a seventh was then under negotiation.

## U.S. NAVY STUDIES ACOUSTICS

Scientists of the United States Navy are carrying out experiments in the effect of noises in a special room which has been put into service at White Oak, Maryland.

The room is lined at top, sides and bottom with wedges of spongy, noise-absorbing fibre glass, the thin edges of which project inwards like the teeth of some monstrous medieval torture machine. These wedges have the general form of slices cut from a thick, round cake, and are set against the wall on their bases; the apex of the wedge extends 40 inches inwards towards the centre of the chamber. So sound-absorbent are they, that ordinary conversational tones are almost inaudible one or two feet away unless the speaker is directly facing the listener; and only a few tenths of one per cent of any sound generated within the room is reflected as an echo. Thus the Navy's scientists are able to study the noises in which they are interested in their "pure" form, without the distortion of disturbances of echoes.

## CHURCH ATTENDANCE IN

### THE R.N.

Detailed figures of Church attendance in the Royal Navy are not available, but it is thought that fifteen per cent. is a reasonable estimate. When compulsory Church parades were abandoned there was at first a very sharp decline in the attendance; but there has been a marked improvement during the last twelve months.

## U.S. MARITIME ACADEMY

### TRAINING CRUISE

One hundred and ninety midshipmen of the Maine Maritime Academy, U.S.A., are at present training afloat on a cruise in the Academy's training ship "American Sailor". The "American Sailor" left Castine, Maine, on the 21st. January, and her cruise embraced Kingston and Nassau in the West Indies, Vera Cruz in Mexico, and New Orleans, Baltimore, and New York, which latter port she reaches this month.

## BELGIUM ACQUIRES BRITISH MINESWEEPERS

H.M. Ships "Liberty" and "Cadmus", two of several minesweepers being transferred from the Royal Navy to the Belgian Government, were handed over in December, and more transfers are being effected this year.

## GRAVE OF RUPERT BROOKE

The destroyer H.M.S. "Sluys" (Commander A. J. P. Milne-Home, R.N.) recently visited Port Trebuki, on the island of Skyros in the Aegean carrying Rear-Admiral R. K. Dickson, D.S.O., head of the British Naval Mission, Greece, who wished to see Rupert Brooke's grave on the island. Rear-Admiral Dickson has great personal interest in the grave, as he was midshipman in charge of the boats at Rupert Brooke's funeral on the night of 23rd. April, 1915. Rear-Admiral Dickson is probably now the only serving officer who was at Port Trebuki at the time.

The only person he has met of recent years who was present at the funeral is Sir Bernard Freyberg, then a Major, and now Governor-General of New Zealand.

## PLATE BATTLE MEMORIAL

British names will be prominent in the memorial of the River Plate Battle which Uruguay is establishing at Punta del Este, a seaside resort about 100 miles from Montevideo. One of the anchors of H.M.S. "Ajax" has been presented to Uruguay by the Admiralty, and will be incorporated in the memorial, the foundation stone of which has been laid, and which will bear the inscription "To the Defenders of Democracy—Naval Battle of Punta del Este—13th. December, 1939". The monument will be in a park to be known as "Plaza Gran Bretaña"; the main street leading to the park will be named "Almirante Harwood", and other roads leading to it will bear the names of "Ajax", "Exeter", and "Achilles".

# NAUTICAL QUIZ

- (1) Considering birds, beasts, and fishes, do you know where the following landmarks are? (a) The Lizard; (b) Bustard Heads; (c) Schnapper Rock; (d) Shark Bay; (e) Wolf Rock; (f) The Turtle Group; and (g) The Lioness (but she is in a foreign tongue).
- (2) Do you know the port of Lima, the capital of Peru?
- (3) What type are the following winds, and where are they encountered? (a) Gregale; (b) Harmattan; (c) Khamsin; (d) Mistral; (e) Pampero; (f) Sirocco.
- (4) Do you know another name for the Yellow River?
- (5) The name "Persic" is being revived on the United Kingdom-Australia run. Do you remember the names of the old "Persic's" four companions?
- (6) What is the "continental shelf"?
- (7) Who was the German Naval Commander-in-Chief at the outbreak of (a) the 1914-18 war; (b) the 1939-45 war?
- (8) In ship construction, what is the opposite to "tumblehome"?
- (9) Since we are dealing with the sea generally, and fishing is of the sea, do you happen to know what part a "huer" plays in fishing?
- (10) What is a Bill of Lading?

(Answers on page 47)

## QUESTION BOX

CONDUCTED BY

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

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

R. N. Duffield (Inkerman Street, St. Kilda) asks for a list of all the ships of the Blue Star Line lost in the War of 1939-45.

Here is a list which includes marine casualties, enemy sinkings, and also includes the ships under the Blue Star management, but owned by the Ministry of Transport, London.

"Ionic Star," 5,602 tons, wrecked Northern Ireland, 17-10-1939.

"Doric Star," 10,093 tons, sunk by German armoured cruiser "Admiral Graf Spee", in position 19°15' South, 5°5', East, 2-12-1939.

"Sultan Star," 12,306 tons, sunk by a submarine torpedo in position 48°54' North, 10°3' West, 14-2-1940. One life lost.

"Adelaide Star," 11,900 tons, captured in builders' yard during the occupation of Denmark by Germans in April, 1940. She was completed for the Germans on 16-11-1940 as a blockade runner, and was reported sunk off the Dutch coast in 1944, but further details are lacking.

"Wellington Star," 13,212 tons, sunk by a German submarine torpedo in position 42°39' North, 17°01' West, 16-6-1940. No lives lost.

"Avelona Star," 13,375 tons, sunk by a submarine torpedo in position 46°46' North, 12°17' West, 30-6-1940. Four men missing, probably killed by torpedo explosion.

"Arandora Star," 15,500 tons, sunk by submarine torpedo in 55°20' North, 10°33' West, 2/7-1940. On her last passage she carried 1,673 persons all told, made up by crew 174; military guard 200; German interned males 479; German POWs 86; Italian interned males 734. The prisoners pa-

nicked badly, the Germans with their usual arrogance, just smashing anyone who stood in their way. Casualties were the Captain and 12 officers with 42 others of the crew; 37 members of the military guard; 470 Italians and 243 Germans—a total death roll of 805 persons of 1,673 carried. The military guard behaved magnificently in the difficult conditions they found themselves in.

"Auckland Star," 13,212 tons, sunk by submarine torpedo in 52°17' North, 12°32' West, 28-7-1940. No lives lost.

"Napier Star," 10,115 tons, sunk by submarine torpedo in 58°58' North, 23°13' West, 18-12-1940. Crew 82, passengers 17 got away in four boats. Three boats never again seen, one boat picked up by Swedish steamer "Vaalaran" in heavy seas two days later, 15 survivors including three ladies.

"Almeda Star," 14,934 tons, sunk by submarine torpedo, in 58°16' North, 13°40' West, 17-1-1941. Radio message was received from her, reporting torpedoing 35 miles North of Rockall. Weather was very bad and despite searches by destroyers and other ships, no boat, wreckage, bodies or anything was ever found of the 360 persons on board.

"Afric Star," 11,900 tons, sunk by German auxiliary cruiser "Kormoran" in 8°0' North, 25°0' West, approximately. Crew numbered 72, with 2 gunners and 2 lady passengers; all taken aboard "Kormoran", transferred to German tanker "Nordmark", then to prison ship "Portland" for transport to Bordeaux. "Portland" was set on fire by three British seamen in the hopes that the smoke would be

seen by British ships. "Afric Star" was sunk on 29-1-1941.

"Rodney Star," 11,802 tons, sunk by submarine torpedo in 5°3' North, 19°2' West, 16-5-1941. No lives lost. Boats were 6 to 8 days at sea.

"Imperial Star," 12,427 tons, was sunk by aircraft torpedo (enemy), and depth charges from H.M.S. "Orion" on Malta convoy, 28-9-1941, position 37°31' North, 10°46' East.

"Tacoma Star," 7,924 tons, was sunk by submarine torpedo in 37°33' North, 69°21' West, 1-2-1942. Radio distress signal was received from her from a position 380 miles east of Hampton Roads, but despite an intense search, no trace of wreckage, boats or bodies were ever found. Berlin radio, on 6-2-1941, reported that the ship had been sunk. All 94 members of crew lost.

"Scottish Star," 7,224 tons, was sunk by submarine torpedo in 13°24' North, 49°36' West, 20-2-1942. Four members of engine room staff were killed; three boats picked up by H.M.S. "Diomedes", fourth boat sailed 600 miles to land. No other casualties.

"Avila Star," 14,443 tons, was sunk by submarine torpedo in 38°4' North, 22°46' West, 5-7-1942. Total persons on board numbered 199, of whom 73 perished. Some boats seven days at sea in heavy weather before being picked up.

"Viking Star," 6,445 tons, was sunk by submarine torpedo in 6°0' North, 14°0' West, approximate, 25-8-1942. Eight lives lost.

"Tuscan Star," 11,449 tons, was sunk by a submarine torpedo in 1°34' North, 11°39' West, 6-9-1942. Crew of 88 and 25 passengers (excepting nine men lost when torpedo exploded) got away in three boats, one of which was picked up by the Orient liner "Otranto", then in Government service. The other two boats reached safety.

"Andalucia Star," 14,492 tons, sunk by submarine torpedo in 6°38' North, 15°46' West, 6-10-1942. Crew of 170, and 83 passengers, including 22 ladies and 3

children, of whom four lives, including the stewardess, were lost. The boats and rafts were picked up by H.M. corvette "Petunia".

"Empire Star," 12,656 tons, was sunk by a submarine torpedo in 48°14' North, 26°22' West, 23-10-42. Four of the engine room staff were killed by the explosion, the rest of the ship's complement getting away in three boats. Two boats were picked up two days later by H.M. sloop "Black Swan" (with "Amethyst" in the China trouble recently) but Captain Capon's boat with 38 people in it, has never been heard of since.

"Pacific Star," 7,951 tons, was sunk by submarine torpedo in 29°16' North, 20°57' West, 27-10-1942. No casualties.

"Dunedin Star," 12,891 tons, was wrecked near Cape Prio, South West Africa, 29-11-1942. No casualties. Described in an earlier Nautical Question Box.

"California Star," 8,293 tons, sunk by submarine torpedo in 43°32' North, 37°20' West, 4-3-1943. Crew of 70 and 4 passengers got away in one boat and some rafts. Eleven days later, the boat reached Flores, but the rafts were never found. Fifty one lives were lost.

"Empire Lakeland," 7,015 tons, was sunk by a submarine torpedo in 58° North and 15° West, estimated, 11-3-1943. Lost near Rockall, no wreckage, boats or bodies found, no survivors.

"Canadian Star," 8,300 tons, sunk by submarine torpedo in 53°24' North, 28°34' West, 18-3-43. Crew of 69 and 22 passengers. Survivors were all picked up out of the ice cold water within two hours but 32 perished. H.M. corvettes "Anemone" and "Pennywort" made rescue.

"Celtic Star," 5,574 tons, was sunk by a submarine torpedo in 4°16' North, 17°44' West, 29-3-1943. Crew of 64 and 2 passengers. Two lives lost, one man taken prisoner by submarine. Boats picked up by H.M.S. "Wastwater".

"Melbourne Star," 12,805 tons, sunk by submarine torpedo in estimated position 28°5' North,

57°30' West, 2-4-1943. She was on her way from Liverpool to Sydney, N.S.W., by way of Panama Canal, with a crew of 86, and 31 passengers. Her cargo comprised torpedoes, ammunition and military equipment. When 480 miles south east of Bermuda, in very bad weather, she was struck by two torpedoes which detonated the cargo. Three quarters of the ship was destroyed immediately, and at daylight the next day, only two rafts remained with eleven people on them. Thirty-eight days after the ship sank, an American flying boat sighted one of the rafts, and, landing on the sea, rescued the only four survivors, flying them to hospital at Bermuda in two and a half hours. The other raft and its occupants were never seen again. A total of 113 lives lost.

"Royal Star," 7,900 tons, was sunk by an aircraft torpedo in 37°2' North, 3°41' East, 20-4-44.

"Empire Javelin," 7,200 tons, was sunk by a submarine torpedo in 50°4' North, 1°0' West, 28-12-1944. She was bound from Southampton to Havre with 1,448 U.S. soldiers on board when she was sunk. Four men of the engine room staff were killed at once, all the troops and the crew, excepting six ship's officers and three of the crew, were taken off. All day, these men waited for salvage tugs to arrive, but about 5.15 p.m. a second torpedo hit the ship, and she was practically blown to pieces. Three more of the men remaining in the ship were lost.

A total of twenty-nine ships with a gross tonnage of 309,390, were lost during the war. Space precludes anything more than meagre details of the losses being described, but should you require more particulars of any individual ship, write again.

W. Heptonstall, Arncliffe, N. S.W., asks for information of the ship "Lochee", in which he arrived in Sydney in 1883.

"Lochee" was an iron full rigged ship of 1,670 tons nett, and 1,753 tons gross, built in 1874 by Alexander Stephen and Sons, Dundee, for the Dundee Clipper Line, of Dundee, and was a general trader

under the Red Ensign for many years. In 1882, she made a fast passage from Calcutta to Dundee via the Cape of Good Hope in 90 days. In 1905 she was sold to John Rivell of Nystad, Russia, but retained her old name. Captain Gustav Erikson, later to be famous as the last owner of a square rigged fleet, had her as his last seagoing command in 1913 before becoming a shipowner. The "Lochee" was later sold to Spanish owners and renamed "Joaquin Pujol", and on 29th November, 1929, she arrived at Savona, Italy, to be broken up, after a long career of steady service. Her dimensions were 264.2 feet long by 39.0 feet beam by 23.4 feet deep. Her forecabin was 43 feet long and her poop 50 feet long, giving good space for passenger accommodation.

Edward A. Nash, West Preston, Victoria, asks for information of the Cunard liner "Etruria".

The "Etruria" was built in 1884, by John Elder and Company, Glasgow, being completed in September of that year. Her gross tonnage was 8,120, her dimensions being 501.6 feet long by 57.2 feet beam by 38.2 feet deep. She was of steel construction, had two large funnels and three masts, and was driven by a single screw coupled to a three cylinder reciprocating engine of 1,559 nominal horsepower. On trials "Etruria" averaged more than twenty knots for over six hours, so that with her sister ship "Umbria", she was to bring the Blue Riband of the Atlantic back to the Cunard Line. These two ships were amongst the last single crew ships in that service. She continued in the Atlantic passenger service until 1902, when she broke her propeller shaft in heavy weather in mid-Atlantic. She was taken in tow by the Leyland cargo steamer "William Cliff", which towed "Etruria" 780 miles in ten days to the Azores. "Etruria" and her cargo were valued at £215,000 and the owners, captain and crew of the "William Cliff" were awarded £11,000 salvage, a rather poor reward which aroused much comment at the time.

Continued on page 48



# MELBOURNE REGATTA LAST MONTH

The Annual Melbourne Regatta Of The Little Ship Club Was Held In Good Weather On Hobson's Bay On 12th February And Attracted Many Entries.

THE weather was on the side of the Little Ship Club when it held its Fourth Annual Melbourne Regatta on Sunday, 12th February, in Hobson's Bay. The day was bright and sunny, quite warm on the water, and a brisk but not unpleasant breeze came away from the south soon after lunch, making conditions perfect for the various types of racing which took place.

H.M.A.S. "Latrobe" (Lieutenant R. J. Scrivenor, R.A.N.) was Flagship of the Regatta, and anchored off Middle Park at 10 a.m. The First Naval Member and Chief of the Naval Staff, Rear-Admiral J. A. Collins, C.B., embarked in his barge at St. Kilda Pier, and boarded the Flagship at noon, being received on board by the Commanding Officer, and Commodore L.M. Walsh of the Little Ship Club, and the Racing Committee.

The programme of racing included the Lonsdale Cup, 1950; a

Naval Whaler Race; a Shark Boat Race; and the Victorian Motor cruiser Championships, 1950; the principal prize of the meeting being the Lonsdale Cup and £100, presented by "The Age" and "The Leader". Racing was conducted under the auspices of the Australian Power Boat Association; the total prize money amounting to £370, which was accompanied by Trophies. The races were over courses between Williamstown, Middle Brighton, St. Kilda and Port Melbourne.

The Little Ship Club was formed at the end of the war, when Commodore Showers, R.A.N., on the occasion of the old R.A.N.V. R. (Naval Auxiliary Patrol) being placed in reserve, suggested that a club comprising its elements should be formed, to retain in cadre the necessary organisation for a future emergency. The staff of the R.A. N.V.R. (N.A.P.) Victoria, upon which this task fell, enlarged the

The sail past H.M.A.S. "Latrobe" of the Shark Boats at the Melbourne Regatta, with Rear-Admiral J. A. Collins, C.B., watching from the bridge of the Flagship.

scope to admit members of all small ships units, i.e. R.A.A.F. ancillaries and Army Water Transport—and so the Club was born.

The inauguration of the Lonsdale Cup appeared modestly in the following year, instituted as an annual competition among motor cruisers within the Club and its sister clubs in Port Phillip Bay. The Cup Race has now developed into the Melbourne Regatta, which this year saw sixty Motor Cruisers afloat and competing in the Lonsdale Cup and Australian Power Boat Association Championships (Victorian Section); a Royal Australian Navy Whaler Race; and a Sharkboat Fishermen's Race.

A feature of the Regatta was the Shark Boat sail past H.M.A.S. "Latrobe"—wearing the flag of Rear-Admiral Collins—their order of sailing being the order of race finish. A Service touch was added by the presence of Navy League Sea Cadets lining their decks.



One of the competitors in the Whaler Race.

The Whaler Race was competed over a course laid off St. Kilda by the following craft:

- First K7 H.M.A.S. "Lonsdale" (Lieut. - Commander Cody).
- Second C Flinders Naval Depot K14 (Lieut. - Commander Foster).
- Third K4 H.M.A.S. "Lonsdale II" (Lieut. - Commander Hall).
- Fourth C Flinders Naval Depot K3 (Leading Seaman Hornby).
- Fifth L8 H.M.A.S. "Latrobe" K1 (Lieut. - Commander Black).
- Sixth C Flinders Naval Depot K2 (Lieut. - Commander Dollard).
- Seventh M324 H.M.A.S. "Gladstone" K (Lieut. - Commander Midland).

The Racing Committee consisted of the Club Commodore, Commodore L. M. Walsh; the Chairman, N. Coulehan; Messrs G. S. Fawcett; H. A. Fishley; E. White-law; the Club Captain, A. E. Keefe; and F. Trim.

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## THE AUSTRALIA STATION 1800-1900

In This Brief Review A Correspondent Who Has Carried Out Considerable Research Into The Matter Tells Of The Ships On The Australia Station Towards The End Of Last Century.

**D**URING the Eighteen Seventies, proposals were made for the cooperation by the Colonies in the Naval Defence of Australia, but these were not followed up.

In 1884, Rear-Admiral George Tryon, the first Flag Officer to command the Australia Station, was appointed, and on his arrival early in 1885 he began a series of meetings with the Colonial Governments to obtain their views on greater assistance in the naval defence of the continent. The Flagship on the Station at the time was H.M.S. "Nelson", 7,630 tons, built of iron, with a belt of armour over portion of the waterline. She was barque-rigged, and was armed with rifled muzzle-loading guns; her speed was 14 knots, and she carried on davits two second-class torpedo boats each of 63 feet length; and she had altogether five boats that could operate spar torpedoes. Built in 1876, she had arrived in Australian waters in 1882 to relieve H.M.S. "Wolverene", 1,700 tons, a wooden corvette which was subsequently given to the New South Wales Naval Brigade for use as a training ship.

Other ships on the Station in 1885 were the "Diamond", 1,950 tons, a ship-rigged wooden corvette of 12 knots, armed with rifled muzzle-loading guns and built in 1874; the "Opal", of 1,860 tons, a composite corvette armed with muzzle-loading guns, and built in 1875; the "Miranda", a composite sloop of 1,170 tons; the "Myrmidon"; the "Raven", a composite gunboat of 465 tons; the "Swinger", a composite gunboat; and the schooners "Undine", "Harrier", "Lark" and "Dart".

In the early Seventies, five armed schooners, "Alacrity", "Beagle", "Conflict", "Renard" and "Sandfly", each of 120 tons, were

built at Sydney. These were sold in 1882, and their places taken by the composite gunboats "Raven" and "Swinger" in 1885.

"Myrmidon", in 1885, had relieved "Espiegle", 1,170-ton composite sloop, which had been on the Station since 1882. In 1886 "Myrmidon" was relieved by "Rapid", 1,420 tons, composite corvette, barque-rigged and of 13 knots, and armed with two 6" breech-loading and ten 5" breech-loading guns. "Rapid" was built in 1883, and had a protective deck over portions of her length.

A Colonial Conference was held in London in 1887, and among the subjects discussed was Naval Defence. In May, an agreement was reached by which the Imperial Government was to provide a squadron of five protected cruisers and two torpedo gunboats for the protection of floating trade and certain ports on the Australia Station, this squadron to be additional to the Imperial Squadron maintained on the Station. Two of the cruisers and one torpedo gunboat would be placed in reserve. The ships were not to be used off the Station without the permission of the Australian Governments. The Australian Colonies and New Zealand were to pay five per cent of the cost, and an amount not exceeding £91,000 annually towards maintenance.

The year 1887 saw the arrival on the Station of H.M.S. "Calliope", a barque-rigged steel corvette of 2,770 tons, which had been built in 1884 with a partially protected deck, and which mounted four 6" and twelve 5" breech-loading guns, and had a speed of 14 knots. This year, also, the 890-ton composite sloop "Egeria" replaced "Lark"—which was sold in November 1887.

In 1888 "Nelson" was relieved by "Orlando" as Flagship. "Orlando" was an armoured cruiser of 5,600 tons, armed with two 9.2" and ten 6" breech-loading guns—the 9.2" guns being one each, with a curved protecting deck, at the bow and stern. "Orlando" had a narrow belt of armour along the sides between forecabin and quarterdeck. Built in 1886, she had a speed of 17 knots.

This year, H.M.S. "Diamond" was relieved on the Station by "Royalist", a barque-rigged composite corvette of 1,420 tons, mounting two 6" and ten 5" guns and partially armoured, built in 1883. At this time it was decided to dispose of all vessels using sail only, and the schooners "Undine" and "Harrier" were sold, and the 715-ton composite gunboat "Lizard" replaced them.

It was during August of this year, 1888, that orders were placed in Britain for the ships of the 1887 Colonial Conference agreement, which later constituted what was known as the "Auxiliary Squadron". In December, names were proposed for them, these being, for the cruisers, "Pandora", "Pelorus", "Persian", "Phoenix" and "Psyche"; and for the torpedo gunboats, "Wizard" and "Whiting".

In the following year, in March 1889, "Calliope" survived the hurricane at Apia through the ready seamanship of her Commanding Officer, Captain Kane. In October she sailed for England, but owing to tension with Portuguese East Africa she was held there and did not reach Portsmouth until April, 1890. Also in 1889 "Opal" was relieved by "Curacao", a barque-rigged steel corvette, armed with two 7" and ten 6" rifled muzzle-loading guns, built in 1878 with a partially protected deck; and in the same year "Myrmidon" was relieved by "Rambler", a composite gun vessel of 835 tons; while "Goldfinch", a composite gunboat of 805 tons, replaced "Raven". H.M.S. "Cordelia", a barque-rigged steel corvette of 2,380 tons, which was serving on the China Station, was appointed

to relieve "Calliope", and left Hong Kong in February 1890, and after calling at Darwin cruised around New Guinea, the Solomons, and other island groups, taking part in some punitive operations, and arrived at Sydney in October, 1890. Built in 1881, "Cordelia" was armed with ten 6" breech-loading guns, and had a partially protected deck.

"Myrmidon", on her departure from Australia, had gone to China on survey work, where she was condemned; "Rambler" was thereupon recalled to that Station, her place on the Australia Station being taken by "Penguin", a composite sloop of 1,120 tons which had just been converted for survey duty. In August, 1890, "Egeria" was recalled to England. Early the following year, "Swinger" was relieved on the Station by "Ringdove", a composite gunboat of 805 tons.

That June—1891—there was an unfortunate accident in "Cordelia". While she was engaged in gun drill between Fiji and Noumea, one of her guns burst, killing five, mortally wounding one, and wounding 13 others of her ship's company.

In September 1891 the ships of the "Auxiliary Squadron" reached the Station. They had been renamed with Australian names, the proposed names, "Pandora", "Pelorus", "Persian", "Phoenix", "Psyche", "Whiting" and "Wizard" having become "Katoomba", "Mildura", "Wallaroo", "Taumaranga", "Ringarooma", "Boomerang" and "Karrakatta" respectively. The cruisers were of 2,575 tons, of 16 knots and mounting eight 4.7" guns; the torpedo gunboats were of 735 tons. Shortly after their arrival, "Wallaroo", "Mildura" and "Karrakatta" were placed in reserve; their crews recommissioned "Curacao", "Lizard", and "Rapid" from reserve.

In January 1892 "Cordelia" sailed for England. "Curacao" sailed for England in December, 1894, and "Pylades", a barque-loading

gun—she had been built in 1884—arrived in February, 1895, to relieve her.

Early in 1897, "Torch", a steel sloop of 960 tons, replaced "Ringdove" on the station; and later in the year "Pylades", whose boilers were in bad condition, was recalled to Britain for overhaul, sailing from Australia in January 1898. Her place was taken by "Porpoise", built in 1886 of 1,630 tons and mounting six 6" guns. Early in 1898 "Orlando" was relieved as Flagship by "Royal Arthur", a cruiser of 7,700 tons built in 1891; she mounted one 9.2" and twelve 6" guns, and had a speed of 19 knots. That year also "Mohawk", built in 1886 of 1,630 tons and mounting six 6" guns, relieved "Rapid" on the Station, and "Lizard" was replaced by "Ringdove". In the meantime, "Pylades" completed her refit in Britain, and returned to the Australia Station to relieve "Royalist" early in 1899.

In July 1900, on the outbreak of the Boxer Rebellion, "Mohawk", "Wallaroo" and "Lizard" were despatched to China. "Archer" was sent to the Australia Station to replace "Mohawk", and reached Sydney in November 1900. She was a sister ship to "Porpoise" and "Mohawk", but had only two masts. All the vessels of the "Archer" class were originally three-masted schooners, but some had the mainmast removed.

It was during the late Nineties that Germany began to build up her Navy as a threat to British Sea Power. Late in 1904 Lord Fisher became First Sea Lord, and he immediately introduced a policy of disposing of all old, weak, or insufficiently speedy vessels which had been built during the experimental period around the Eighties. Many of the ships which were disposed of had been on the Australia Station.

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# BERMUDA NAVAL BASE

**With Its Future In Doubt, It Is Possible That The America And West Indies Squadron Will Be Based On Britain.**

THE Parliamentary Secretary of the Admiralty (the Rt. Hon. John Doughty, M.P.), together with the Fourth Sea Lord (Vice-Admiral H. A. Packer, C.B., C.B.E.) and the Deputy Secretary of the Admiralty (Mr. R. R. Powell, C.M.G.) proceeded by air to Bermuda early in January to discuss with the local authorities certain proposals affecting the future of the naval establishments in the Colony. An Assistant Under-Secretary of State from the Colonial Office (Mr. G. F. Seel, C.M.G.) accompanied the Admiralty delegation.

It was subsequently revealed in a statement issued to the press shortly before the delegation returned to the United Kingdom that the possibility of closing the naval dockyard in the Colony had been discussed. The text of the announcement read:—

"Discussions have been taking place during the past week between a delegation from the Admiralty and representatives of the Bermuda Government regarding the possibility of so reorganising the America and West Indies Squadron as to enable the Royal Navy to dispense with the use of the dockyard and other shore establishments in Bermuda. While this would have various important advantages, not least the substantial economy resulting from the closing of the Bermuda dockyard, its probable effects upon Bermuda have to be carefully considered. The implications have been fully examined in a series of frank and friendly meetings at which a Colonial Office representative was present, and the Admiralty delegation is now returning to London to report to the Government."

The Parliamentary and Financial Secretary to the Admiralty, who led the delegation, told a correspondent of "The Times", London, that it was unlikely that the

Government would reach any final decision on the matter before the General Election and emphasised that the delegation had been in the closest consultation with the Bermuda Government. From Bermuda it was also reported by "The Times" that the proposals are part of a plan to produce as much economy and efficient operation as possible in Royal Naval establishments. Between £800,000 and £900,000 a year is spent by the Royal Navy in Bermuda, excluding what the men themselves spend.

The Bermuda Dockyard is more expensive to run in relation to its usefulness than any other. Wages are necessarily high, and the establishment is old and too small to be run economically. If the change in organisation is put into effect the America and West Indies Squadron will be based in Britain instead of Bermuda, but there is no intention of reducing the squadron's strength. Nor is there any intention of consolidating British and American facilities in Bermuda.

The Bermuda House of Assembly has since considered in secret session a message from the Governor and has announced that "after a century and a quarter's association with the dockyard and an even longer association with the Royal Navy"; it was shocked to learn that it was now thought necessary to abolish the establishment.

A reply has been sent to the Governor suggesting that a delegation be sent to explain to the highest authority in H.M. Government why the Bermuda Government considers that the dockyard should be retained as a "live" establishment and Bermuda as a base for the America and West Indies Squadron.

It was not until nearly three centuries after the discovery of

Bermuda which has been attributed to the Spanish Mariner Juan Bermudez in 1513, that the construction of a dockyard was recommended to the Admiralty.

The islands were taken over by the Crown in 1684 and during the following century there were reports of ships being fitted out there "to carry on fishery in the distant seas" and about the theft of a store of gunpowder, which was rumoured to have found its way into American hands.

With the approach of the American War of 1812-15, Bermuda increased in strategic importance and in 1794 the construction of a dockyard was recommended to the Admiralty. Ireland Island was selected for the purpose and work began in January, 1810. To carry it out convicts were imported from England and some 9,000 English criminals were sent out, the number at one time actually employed, being over 1,500.

The first Commissioner is believed to have been appointed about 1810 and during the American war the establishment was considerably increased. A Naval hospital was built in 1814, a year when officials stationed on the island petitioned the Admiralty for a rise in salary because of the "very high prices of the necessities of life and the inadequacy of the salaries which have hitherto been allowed".

After the cessation of hostilities with America it was found necessary to make alterations and additions at Bermuda and the significance of the dockyard rose and declined in importance on a number of occasions. The appointment of an Admiral-Superintendent was discontinued in 1838 and a Naval Store keeper took charge.

It became an important Naval and Coaling Station in 1869 when a large iron dry dock was towed across the Atlantic and placed in a secure position in St. George.

During World War II, Bermuda was an important base link in the anti-U-boat campaign in the Atlantic as a result of its geo-

Continued on page 18

# OCEAN RESEARCH VOYAGE

**British Research Ship "William Scoresby" will Work Off The Northwest Coast, Especially Investigating The Migration Habits Of Whales, In July And August**

THE most important work to be carried out in 1950 by the British research ship "William Scoresby", which is at present making a survey of the Benguela Current off the coast of South West Africa, will be to mark whales off the north-west coast of Australia, which work she will carry out during July and August.

The object of marking whales is to enable study to be made of their migrations. If time permits, some trawling may be carried out in Australian waters, and altogether it is anticipated that about two months will be spent off the north-west coast engaged in the research into the habits of whales.

The "William Scoresby"—named after a famous Arctic whaling captain—left England in January on a voyage of ocean research in continuation of the work undertaken before the recent war by the former Discovery Committee. She will, in the course of her voyage, visit South African waters and make observations in the Indian Ocean before coming on to Australia.

During the past twenty-five years the Discovery Committee has worked under the Colonial Office, and organised a series of expeditions for scientific research, mainly in the Southern Ocean and Antarctic seas, but sometimes also in subtropical and tropical waters. The work is generally referred to as the "Discovery Investigations", and has been concerned principally with deep sea oceanography and especially with research on whales. The name "Discovery" was adopted because the work at sea began with Captain Scott's old ship, the "Discovery", which now lies off the Thames Embankment in the London River; but most of the investigations have been carried out with the Royal Research Ships

"Discovery II" and "William Scoresby".

"Discovery II" was built in 1929, and was before the war engaged in a deep sea survey of the whole Southern Ocean. The "William Scoresby" was built in 1926, and undertook the marking of whales, exploratory trawling, and miscellaneous oceanographical work. Since 1939, both ships have been on charter to the Ministry of Transport, but in 1949 the Discovery Investigations, together with the ships and scientific staff, were transferred to the Admiralty, and now form part of the National Institute of Oceanography, of which Dr. G. E. R. Deacon, D.Sc., F.R.S., is the Director.

The Institute as a whole covers a wide field, but in the next two years both ships will be engaged in the continuation of the Discovery Committee's programme under the general direction of Dr. N. A. Mackintosh, formerly Director of Research to the Committee. The "Discovery II", which is the larger ship, is refitting for ocean research at present and will not be ready for sea until later this year. Her work will be largely in the Antarctic. The "William Scoresby" is a ship of 324 tons gross, and has some of the features of a trawler and some of a whale catcher. She carries a commercial otter trawl, and there are deck engines and reels with some thousands of fathoms of wire for deep sea oceanographical work. The equipment also provides for echo sounding; and the latest "world-span" wireless apparatus is in part a gift from the Marconi Company towards the work of the ship.

Dr. T. J. Hart is in charge of the work at sea until the ship reaches Cape Town, and has with him Mr. R. Clarke, M.A.,—who will take over when leaving the Cape,—and Mr. R. I. Currie, B.Sc. Lieutenant Commander A. F.

Mackie, O.B.E., R.D., R.N.R., is in executive command of the ship.

Whilst in the Atlantic Ocean on her way south the ship is making the preliminary survey of the Benguela Current. This is of special interest to the oceanographer, for it is one of those regions in which cold water from the ocean's depths wells up like a spring to the surface. The "William Scoresby" formerly surveyed a similar region off the west coast of South America, where the deep water brings certain nutrient salts to the surface, and causes a rich development of the marine flora and fauna.

The ship is now seeing whether a similar effect is produced off the south-west coast of Africa. She will call at Cape Town, East London, and Mauritius, and during the voyage will undertake various oceanographical work both in shallow water, and where the bottom slopes down to oceanic depths.

Little is known of the water masses and currents of the central Indian Ocean, and during the passage from Mauritius to Fremantle it is expected that valuable observations can be made. It is anticipated that the "William Scoresby" will return to England about October of this year.

## BERMUDA NAVAL BASE.

Continued from page 34

graphical position and from it both sea and air patrols were carried out to provide cover for convoys. In August, 1940, arrangements were concluded for the lease of a base at Bermuda to the U.S.A. part of a larger agreement between the two Governments involving the transfer of U.S. destroyers to the Royal Navy.

At the present date, the dockyard on Ireland Island has two docks both floating, one of which will take up to light fleet carriers. Employed at the establishment are 319 agreement men, who are civilians sent out from the United Kingdom, and 678 local people, approximately five per cent of the working population.

# WHAT THE NAVY IS DOING

THE outstanding event in the Royal Australian Navy since these notes were last written is the regrettable mishap in H.M.A.S. Tarakan, in which eight men—seven of the Tarakan's ship's company and one dockyard workman—lost their lives, and a number were seriously injured, through an explosion on board on 25th January, while the ship was in Sydney. In announcing the happening on the day of its occurrence, the Minister for the Navy, Mr. Francis, expressed on behalf of the Commonwealth Government and the Department of the Navy the deepest sympathy to those next of kin who had suffered losses as a result of the accident.

A happier note was struck with the issue from Navy Office later in January of advice that an Australian Officer—Tempy. Surgeon Lieutenant Newton S. Chalk, R.A.N.R., who was serving in H.M.S. London—has been mentioned in a special "Order of the Day" issued by the Commander-in-Chief of the Far East Station, Admiral Patrick Brind, commending officers and men of the London for their bearing during the events in which H.M.S. Amethyst was involved in the Yangtze Kiang River in April of last year.

Among changes of appointment is that of Surgeon-Captain L. Lockwood, M.V.O., D.S.C., R.A.N., who has been appointed from the position of Senior Medical Officer at Flinders Naval Depot, Victoria, to that of Command Medical Officer of His Majesty's Australian Ships and Establishments at Sydney.

## 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 New Zealand waters, where she is remaining until the end of this month, visiting Wellington, Akaroa, Auckland and the Bay of Islands, returning to Jervis Bay on 4th April and Sydney on the 6th. While in New Zealand waters she will carry out exercises in conjunction with ships of the New Zealand Squadron. During February, Sydney visited Adelaide and Melbourne, spending some hours in Westernport Bay, Victoria, while on passage from Jervis Bay to Adelaide. During this period, the people of Geelong had an opportunity to see some of the carrier's aircraft, as Sydney, before entering Westernport on 25th January, flew off twenty aircraft which crossed the Mornington Peninsula

and Port Phillip Bay in flight and spent some minutes in the air over the Geelong area before returning to the carrier. On her return to Sydney in April, the Flagship will be available for leave and urgent defects until 31st May, and is expected to sail for the United Kingdom about the 5th June.

### The Cruiser:

H.M.A.S. Australia (Captain G. C. Oldham, D.S.C., R.A.N.) departed from Sydney last month to join the Flag in New Zealand waters. It is anticipated that she will return to Australia on the 8th April, when the Flag will be transferred to her from H.M.A.S. Sydney, and she will carry out a training programme in the Sydney-Melbourne area.

H.M.A.S. Warramunga (Captain (D) 10, Captain A. W. R. McNicoll, G.M., R.A.N.) sailed from Sydney in January for New Zealand, in company with the submarine H.M.S. Telemachus. Both ships will carry out exercises in

New Zealand waters with the Australian Fleet and New Zealand Squadron.

H.M.A.S. Bataan (Commander W. B. M. Marks, R.A.N.) is in company with the Flagship, which she accompanied to Adelaide and Melbourne, and with whose programme hers is identical until the two ships return to Sydney on 6th April. From 10th April until 26th May, Bataan will be at availability for leave and urgent defects, and will sail from Sydney about 7th June for Japanese waters, to relieve H.M.A.S. Shoalhaven.

### 1st Frigate Flotilla:

H.M.A.S. Shoalhaven (Commander I. H. McDonald, R.A.N.) is in Japanese waters, where she relieved H.M.A.S. Culgoa on duty with the Allied Naval Forces at Kure last month. She remains there until June.

H.M.A.S. Culgoa (Lieutenant-Commander V. G. Jerram, R.A.N.) reached Sydney last month on her return from duty with the Allied Naval Forces in Japanese waters. She is at present at the New South Wales base at availability for leave and refit until 5th May, and will then come under the operational control of the Flag Officer-in-Charge, New South Wales, for training exercises with the 1st Brigade Flotilla and H.M. Submarines.

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.

### H.M. Submarines:

H.M. Ship Telemachus (Lieutenant O. Lascelles, D.S.C., R.N.) is exercising with the Fleet and the New Zealand Squadron in New Zealand waters.

H.M.S. Thorough is under the control of the Flag Officer-in-Charge, New South Wales, for training exercises.

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

H.M.A.S. Tarakan (Lieutenant-Commander H. K. Dwyer, R.A.N.R.) is in Sydney, having been 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 control of the Naval Board. She is on a voyage to Heard Island in the Southern Ocean, in connection with the Australian Antarctic Research Expedition, having sailed from Melbourne on 23rd January, and her return to that port being anticipated on the 20th of this month.

It is expected that Labuan will again sail from Melbourne for the south on 27th March, this second voyage being to Macquarie Island, south of Tasmania, also in connection with the work of the Australian Antarctic Research Expedition. On both voyages Labuan is carrying relief parties and replenishment stores and equipment to scientists who are investigating cosmic rays and meteorological and other phenomena on the two islands.

### 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. Ships Warrego and Barcoo are in Sydney.

H.M.A.S. Lachlan (Lieutenant-Commander W. Sharpey-Schaeffer, R.N.) is carrying out surveying duties in New Zealand waters.

## ROYAL NAVY.

Under its new Commander-in-Chief, Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O. and two bars, who is flying his flag in the fleet carrier Implacable, the Home Fleet is this month exercising in the Western Mediterranean, and

from 20th to 22nd March will carry out a full scale combined fleet exercise with the Mediterranean Fleet. Units of the Home Fleet, which sailed from Gibraltar for Palmas Bay, Sardinia, on 27th February, are:

### Aircraft Carriers:

H.M.S. Implacable (Captain C. H. Duffett, C.B.E., D.S.O., R.N.) wearing the flag of Admiral Sir Philip L. Vian.

H.M.S. Vengeance (Captain J. W. Cuthbert, C.B.E., R.N.).

### Cruisers:

H.M.S. Superb (Captain Sir Anthony W. Buzzard, Bt., D.S.O., O.B.E., R.N.).

H.M.S. Cleopatra (Captain R. F. Nichols, R.N.).

### Destroyers:

H.M.S. Agincourt (Captain D. E. Holland-Martin, D.S.O., D.S.C., R.N.).

H.M.S. Aisne (Commander J. C. A. Ingram, D.S.C., R.N.).

H.M.S. Alamein (Lieutenant-Commander I. M. Clegg, R.N.).

H.M.S. Barrosa (Lieutenant-Commander A. A. Diggins, D.S.C., R.N.).

H.M.S. Coruna (Commander F. J. Cartwright, R.N.).

H.M.S. Jutland (Lieutenant-Commander B. J. Anderson, R.N.).

H.M.S. Solebay (Captain T. V. Briggs, O.B.E., R.N.).

H.M.S. Cadiz (Lieutenant-Commander D. C. Beatty, D.S.C., R.N.).

H.M.S. St. James (Commander C. W. Malina, D.S.O., D.S.C., R.N.).

H.M.S. Sluys (Commander A. J. F. Milne-Home, R.N.).

H.M.S. Butteaux (Captain W. K. Edden, O.B.E., R.N.).

H.M.S. Broadsword (Lieutenant-Commander J. Bitmead, D.S.O., R.N.).

H.M.S. Crossbow (Lieutenant-Commander G. J. Kirby, D.S.C., R.N.).

### Submarines:

H.M.S. Alderney (Lieutenant

S. W. Clayden, D.S.C., R.N.).  
H.M.S. Aloric (Lieutenant-Commander P. E. Newstead, D.S.C., R.N.).

### Fleet Replenishment Ship:

H.M.S. Bulawayo (Captain D. H. Connell-Fuller, R.N.).

### Fleet Tug:

H.M.S. Mediator (Lieutenant-Commander C. W. Stanford, D.S.C., R.N.).

### Training Cruiser:

H.M.S. Devonshire (Captain G. H. Stokes, C.B., D.S.C., R.N.) is on her Spring Training cruise in the West Indies, carrying about 250 cadets, including a number from the Royal Australian Navy. Devonshire sailed from Plymouth on 14th January, and will have been away approximately two and a half months before she returns to that port on the 3rd of next month. Her programme for this month includes Beef Island; Kingston, Jamaica, from 6th to 14th; Gibraltar from 27th to 30th; whence she returns to England.

## GENERAL.

### Explosion in H.M.S. "Tarakan."

The regrettable accident in H.M.S. "Tarakan", which resulted in the deaths of seven R.A.N. ratings and one dockyard workman, arose from an explosion in the petrol compartment at 8 a.m. on the morning of 25th January. One man was killed instantly; seven subsequently died from their injuries; and 13 were seriously injured. The victims were:

### Killed:

Stoker Mechanic J. S. Bolton, 29 Royal Avenue, Essendon, Victoria.

### Died of Injuries:

Able Seaman F. A. Manning, 4 Silver Street, Malvern, Victoria.

Able Seaman W. F. Tyro, 32 Blantyre Street, Katanning, West Australia.

Engine Room Artificer W. L. Hoy, 61 First Avenue, Mount Lawley, Perth, West Australia.

Cook (S) D. Graydon, 14 Harrogate Street, Burranda, Queensland.

Stoker J. L. Robertson, 67 Grant Street, Ararat, Victoria.

Able Seaman D. D. Messenger, Penola, South Australia.

Dockyard Worker M. R. Saunders, 21 Russel Street, Watson's Bay, N.S.W.

#### Seriously Injured:

Leading Seaman A. J. Baxter, Curtis Avenue, Taren Point, Sydney, N.S.W.

Stoker Mechanic R. P. Grace, 1 Wondecia Via, Herberton North, Queensland.

Able Seaman B. P. Creedon, 199 John Street, Maryborough, Queensland.

Able Seaman P. G. Mothersole, 14 Chapman Road, West Croydon, Surrey, England.

Stoker F. R. Scott, 69 Barrow Street, East Coburg, Melbourne, Vic.

Stoker Mechanic K. P. Scott, Carward P.O., Vic.

Stoker J. Roffe, 3 Percy Street, Bankstown, N.S.W.

Able Seaman M. E. Pearse, 9 Scott Street, Elwood, Vic.

Cook (S) W. C. Diston, 45 Narraward Road, South Caulfield, Vic.

Stoker I. H. Bergstrom, 15A Osmond Avenue, Fullarton Estate, Adelaide, S.A.

Leading Telegraphist H. Nicholls, 24 Elizabeth Street, South Perth, W.A.

Able Seaman D. W. Sharpe, 17 Unwin Street, Berley, N.S.W.

Dockyard Workman P. H. Cornish, 19 Hydras Street, Panania, N.S.W.

#### "Tarakan" Explosion—

##### Payments to Next-of-Kin.

Following the accident in H.M.A.S. "Tarakan" there was some criticism—both by individual next-of-kin and by members of the public in letters to the Press—of the action of the Department of the Navy in not immediately reimbursing next-of-kin for out-of-pocket expenses incurred in visiting victims of the explosion, and for funeral expenses incurred.

This criticism was due to misunderstanding, it not being appreciated that the Department of the Navy, working on Public funds, is bound by strict financial regulations, and that special approval would have to be given before payments in excess of those authorised by regulation could be made. On 2nd February, the Naval Board announced that the necessary authority for the making of payments had been received, and that at a special Board Meeting presided over by the Minister for the Navy, Mr. Francis, on that date, it had been decided to make the payments because the results of the explosion were regarded by the Board as having been in the nature of a national disaster directly affecting people in all States.

Payments were authorised as follows:

Out-of-pocket expenses incurred by next-of-kin in visiting victims of the explosion in Sydney. These expenses including fares to and from Sydney, and board and lodging in Sydney for such period as might be necessary to assist in the victim's recovery, of two persons.

Payments to next-of-kin of ratings who died as a consequence of the explosion would be made under three headings: under the Commonwealth Compensation Act to persons who were wholly dependent (£1,000 with an additional amount of £50 for every dependent child under 16 years and to persons who were partially dependent according to the degree of dependence; payment in lieu of extended service leave due to a deceased rating, in addition to any compensation that might be payable; deferred pay that had accumulated to a deceased rating's credit would be paid to next-of-kin if it had not been devised to another person by the rating in a will.

Approval previously had been given for an advance of £20—or more if needed—to be paid immediately to next-of-kin who had been financially distressed by having to travel to Sydney and to meet other expenses; and deceased

ratings' allotments in favour of a wife or next-of-kin would be continued for at least one month. In addition, the Naval Board recouped, to the extent of the cost of burial in Sydney, next-of-kin who had arranged for burial in their home State.

## PERSONAL

Surgeon Lieutenant Newton S. Chalk, R.A.N.R., of Cavendish Road, Nundah, North Queensland, has been mentioned in a "Special Order of the Day" issued by Admiral Patrick Brind, Commander-in-Chief of the Far East Station. The Order of the Day read: "On the 21st April, 1949, H.M. Ships "London" and "Black Swan" were ordered to proceed from Shanghai to assist H.M.S. "Amethyst" then lying partially disabled in the Yangtze Kiang after being shelled by guns of the Chinese People's Liberation Army. During the passage up river, both ships came under heavy fire from shore batteries and were repeatedly hit. H.M.S. "London" in particular suffering heavy damage and casualties. At a point 19 miles below H.M.S. "Amethyst" it became apparent that the ships could not proceed further without sustaining unacceptably serious damage and casualties, and they accordingly withdrew and returned to Shanghai. On the return journey, both ships again came under fire and received further damage. Throughout the entire period, the bearing and conduct under fire of all on board were in accordance with the highest traditions of the Service. In addition to those who have already received recognition for their services from His Majesty the King, the names of the following Officers and men of H.M.S. "London" have been brought particularly to my notice, and I commend them for their courage and devotion to duty. Similar "Special Orders of the Day" have been issued for H.M. Ships "Black Swan", "Consort" and "Amethyst". Temporary Surgeon Lieutenant Newton S. Chalk, R.A.N.R."

Surgeon Lieutenant Chalk joined the Royal Australian Navy in October 1945, and served in H.M.A. Ships "Westralia", "Warra-munga", and "Swan". He was demobilised in August of last year.

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Lieutenant-Commander E. J. Peel, R.A.N., until recently Director of the Operations Division at Navy Office, Melbourne, is on his way to England in R.M.S. "Strathnaver", to undergo a naval staff course.

Surgeon-Captain L. Lockwood, M.V.O., D.S.C., R.A.N., has been appointed from the position of Senior Medical Officer at Flinders Naval Depot to that of Command Medical Officer of His Majesty's Australian Ships and Establishments at Sydney. A graduate of the University of Melbourne, at which he was also awarded his football blue, Surgeon-Captain Lockwood joined the Royal Australian Navy as a Surgeon-Lieutenant in 1924, shortly after taking his degrees as Bachelor of Medicine and Bachelor of Surgery. He qualified for the degree of Doctor of Surgery in 1930. He did post-graduate courses at the Royal Naval College, Greenwich, and the London Hospital in 1936-37. He was Surgical Specialist at the Naval Wing of the Prince of Wales Hospital, Randwick, N.S.W., from 1937 until 1941. During the war, Surgeon-Captain Lockwood saw active service in H.M.A.S. "Hobart" in the Mediterranean in 1941, and in the Java and South China Seas in 1942. He was also present at the Battle of the Coral Sea and at other actions in the Solomon Islands area. He served in the South West Pacific area for the remainder of 1942 and in 1943. An Honorary Surgeon to His Majesty the King, he was also Honorary Surgeon to the Duke of Gloucester when His Royal Highness was Governor-General of the Commonwealth. He is succeeded at Flinders Naval Depot by Surgeon-Captain H. W. Gault, R.A.N., who was formerly Assistant-Director of Naval Medical Services.

Captain H. St. L. Nicholson, C.

B.E., D.S.O., and Bar, R.N., has been placed on the retired list in the rank of Captain as from 7th January this year. Captain Nicholson will be remembered by Mediterranean "Sydney" as Commander (D) in "Hyperion", who with "Hasty", "Ilex" and "Hero",

first sighted the Italian cruisers "Giovanni delle Bande Nere" and "Bartolomeo Colleoni" on the morning of 19th July, 1940, off Crete, and subsequently participated in the engagement in which "Sydney" destroyed the "Bartolomeo Colleoni".

## INTER-SERVICE SPORTS 1950

THE work of the Inter-Service Sports Management Committee, which has been hard at it arranging the 1950 programme, looks like bearing fruit in a series of good events to be held over a period of five days at the end of this month and on the 1st April in Sydney. The days promise to be full, for the events include Cricket, Rifle Shooting, Tennis, Swimming, Boxing, Water Polo, Tug-of-War, Athletics, Billiards, and Golf. The programme will be spread over the whole of the last week of the month, and at the time of this issue of "The Navy" going to press, tentative arrangements were:

Monday, 27th March: The assembly of Competitors and Officials in the afternoon.

Tuesday, 28th March: Cricket at Trumper Park, from 10.30 a.m. to 5.30 p.m.; Rifle Shooting at Long Bay, starting at 9.30 a.m. and continuing throughout the day; Tennis at White City, commencing at 10.30 a.m. and continuing throughout the day; Swimming at Olympic Pool, starting at 2 p.m. In the evening, Boxing at Ruscutter's Bay Stadium, starting at 7.30.

Wednesday, 29th March: Cricket at Ruscutter's Bay Oval starting at 10.30 a.m. and continuing throughout the day; Tennis at White City as on the previous day; Tug-of-War at "Penguin", at 10 a.m.; Water Polo at Olympic Pool, commencing at 9.30; and in the evening Billiards at "Penguin", commencing at 7.30; with Boxing at the Ruscutter's Bay Stadium starting at the same hour.

Thursday, 30th March: Cricket at ground to be arranged by the

New South Wales Cricket Association—starting at 10.30 and continuing throughout the day; Tennis at White City as on the previous day; Athletics—on Sydney Sports Ground if possible—commencing at 1.30 p.m.; and in the evening Boxing at Ruscutter's Bay Stadium at 7.30 a.m.

Friday, 31st March: Golf at the Manly Golf Club, commencing at 9 a.m. In the evening a Social at 6.30, and presentation of the Trophies.

Saturday, 1st April: Disperse during the morning.

The public will be admitted free to all sports except Boxing, which is being arranged by Legacy, to which very worthy organization the proceeds will go; but men of the three Services in uniform will be admitted free to the Boxing.

The draw for the various games is as follows:

#### Cricket:

1. Navy versus Air Force
2. Navy versus Army.
3. Air Force versus Army.

#### Tennis:

1. Army versus Air Force
2. Army versus Navy.
3. Navy versus Air Force.

#### Water Polo:

1. Air Force versus Army
2. Navy versus Air Force.
3. Army versus Navy

#### Boxing:

1. Army versus Air Force.
2. Navy versus Air Force
3. Army versus Navy.

Watch for results and photographs of the Inter-Service Sports in the April issue of "The Navy".



# BOOK REVIEWS

By K. F. C.

## JANE'S FIGHTING SHIPS—1949/50.

(Simpson Low, Marston & Co. Ltd., London.)

IN these days when our daily press frequently confronts us with confusing and unsatisfying reports of overseas naval developments, it is a relief to be able to turn to the solid-looking, blue-bound volume of "Jane's" to find out, in a service phrase, "what the score is." The publishers regard the current edition as marking a return to fleets approximating the peacetime needs of the various nations, as seen by their respective staffs and as far as permitted by financial policies.

Owing to the death of Mr. Francis McMurtrie (referred to in the January issue of "The Navy") it was necessary for the new Editor, Mr. Raymond V. B. Blackman, to take over at short notice and complete the edition for press in a shorter time than usual. While building activity has been limited, especially in the democracies, considerable revision and rearrangement was carried out in this edition, consequent on the purchases of surplus craft by small navies (at presumably bargain prices), and on reclassification of types. Over 500 new illustrations have been incorporated, and silhouette drawings are augmented and more clearly printed in many cases.

Our main interest and concern may reasonably lie with the material of the British Royal Navy, and here readers will find the two-page addendum "Strength and State of Fleet" a useful, if somewhat depressing, reference. Of the six fleet carriers, only one is in active commission, though four of the older type of light carriers are active. There remain only 26 cruisers, as against the 60 which were inadequate in 1939, and of these 14 are active. Of 111 destroyers

the active ships number 34, and 27 frigates are in full commission as against 140 in training and reserve categories.

With the scrapping of "Royal Sovereign", all of Britain's pre-war capital ships have disappeared, although the four King George V class ships are pre-war in design, and "Vanguard" cannot be regarded as post-war except in her date of completion. If our faith is to be placed in naval aviation, we may look with close interest at new carrier construction. We find that the fleet carrier "Eagle" is nearing completion, but that her sister "Ark Royal", laid down in 1943, has not been launched. Photographs and an elevation drawing reveal these ships as continuing the evolution from the 1937 "Ark Royal", with a rather longer island superstructure than in previous types. The "Hermes" class of four ships, now designated as Intermediate Fleet Aircraft Carriers, includes "Albion" and "Centaur" scheduled for completion late in 1951, but "Hermes" has now been 5½ years building and is still on the stocks. In these ships, developments from the "Majestic" class, speed has been increased to 30 knots and plane capacity to about 50, an incidental feature being the new stern form, perhaps the ugliest yet seen. No work is being done on the three "Majestic" class carriers not transferred to other navies.

Work on the light cruisers "Blake", "Defence" and "Tiger", which started a rather lengthy shipyard career as sisters to "Superb", but may now be modified, has not been resumed since 1946. The first destroyer of the "Daring" class is to be completed late

this year, while their equivalents of only 11 years ago, the fighting "Tribals", have vanished from the lists.

A sweeping reclassification groups all former sloops, escort destroyers and corvettes under the broad category of "frigates". For instance, such ships as the 50 "Hunt" class destroyers, and the powerful "Black Swan" sloops, are now "A.A. Frigates", while such as the "Loch" class frigates and "Castle" class corvettes become "A/S Frigates". Two former fleet destroyers of the "Rotherham" class will be rated as fast frigates after their current conversion and re-arming, during which superstructure will be reduced to a minimum to secure a low silhouette.

Two fast frigates of a new design, to be laid down in Royal dockyards, and three to be designed and built in Canada for the R.C.N., will represent the first real "answer" to the fast submarine, and the first vessels evolved by British navies since the war. It will be interesting to see if results of gas turbine trials in the frigate "Hotham" will influence this design.

A welcome development is the fitting of the "Cumberland" as a Trials Cruiser for the testing of new weapons including guided missiles, though the fact that she will not be ready until 1951 seems to indicate the absence of any high priority for the project.

Regarding the navy of the U.S.S.R., so much information, necessarily unofficial, has reached the publishers that they have decided to present with all reserve, such news as comes from sources believed reliable. Much of the data is of Swedish origin and centres on the battleships of the "Soviet-ski Soyuz" class, and a set of drawings show them as combining orthodox heavy armament with radio-controlled aerial torpedoes, launched from super-imposed positions. The probable submarine strength is put at 360, of which at least one-third are post-war. Though many factors, such as relative efficiency, availability of

bases, etc. enter into comparison, it may be noted that Germany started 1942 with about 90 operational submarines (increasing to some 200 craft late that year) and that this was the year when 6½ million gross tons of non-Axis merchant shipping were lost to submarine attack.

The "ships of the year" are the U.S.N. heavy cruisers of the "Des Moines" class, one of which appears, beautifully photographed, as frontispiece. They introduce the fully automatic 8 in. gun, fitted in triple turrets, and claimed to have a rate of fire four times that of previous marks. One notes that U.S. staff still consider it worthwhile to carry as many as four aircraft, in hangars aft, per heavy cruiser, in contrast to current British policy. Concentrations of A.A. guns at bow and stern are still in favour after several years of experience in varying conditions of service. United States development of fast anti-submarine craft seems to take as its starting point the largest existing U.S. destroyers, and calls to mind Churchill's suggestion of 1940—that steady increases in the size and value of the "hunters" place them rather in the class of the "hunted".

The R.A.N. has received an improved presentation this year, with an increased number of silhouettes, and several new photographs, including a new one of "Australia", which, with "Shropshire", will be the last of the "County" will be the last of the "County" group cruisers to survive as such. A steady increase may also be observed in space allocated to other Dominion navies.

"Fighting Ships" is, as ever, the "good book" for all students of naval affairs. It is invaluable to all those who seek to follow the progress of the Royal Navies, and of the numerous foreign fleets which are defying air-power enthusiasts by continuing to exist, and in many cases, to expand.

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# EX-NAVAL MEN'S Association of Australia

Petrol-le-Chet



His Majesty The King

## Federal Council

THE official opening of the Association's Ninth Triennial Federal Conference was performed by His Excellency the Governor-General, the Right Hon. W. J. McKell, P.C., at the Lady Gowrie Services Hut, Manuka, Canberra, on Saturday, 21st January. Also present at the ceremony were the Right Honorable the Prime Minister, Mr. R. G. Menzies, K. C. and representatives of the Navy, Army and Air Force. The Presidents of the A.C.T. Branches of the R.S.S. & A.I.L.A., Air Force Association and the Australian Legion of Ex-Servicemen & Women, Presidents and Secretaries of the Canberra Club and Services Club at Manuka. Messrs. R. Gordon, (Secretary of the Services Canteens Trust Fund) and J. H. Jamison, (Ex-Naval Men's Association's Trustee of the same fund) were also present at the Conference. Noted amongst the many members of the A.C.T. Section who attended were Captain R. C. Garsia, Messrs. Ivy, Mauger, Mason, Yates, Spellacy, Gelatly, Dean, Murray, Campbell, Weatherley and K. Smith.

The Federal Conference conferred the Association's highest honour of Life Membership on Messrs. P. F. Anderson, W. J. Pearce and H. R. Lockwood, for their valued services to their own States and the Association as a whole. Two of these members were present on the day of the award being approved, and both were congratulated, on behalf of the assembled Delegates, by Mr. H. Ivey, President of Victoria.

Officers who were re-elected to the Federal Executive were F. F. Anderson, (Federal President); H. S. Peebles, (Federal Vice-Pres-

sident); G. W. Scott, (Hon. Federal Secretary); and J. K. Stafford, (Hon. Federal Assistant Secretary). The positions of Hon. Federal Treasurer and Hon. Federal Organising Secretary are to be filled by Federal Council at a later date. Mr. G. W. Sewell and I. M. Brodie were re-elected as Federal Council Auditors, and Mr. R. Burge was elected as Hon. Legal Adviser to the Association.

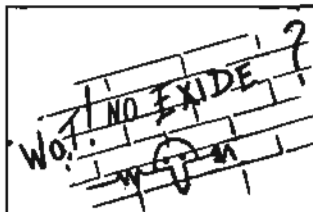
The Federal Council of the Association has now arranged to become an Incorporated body in the State of New South Wales; this action is in conformity with previous Conference decisions. Members of Melbourne Sub-Section recently transferred to Sydney Sub-Section were Messrs. A. C. Boyd and C. C. Peskett; K. K. Sharp has changed over to the North-Eastern Sub-Section and H. H. Nunn to the Fremantle Sub-Section. Mr. C. J. South has shifted from Latrobe Valley to Sandringham S.S. Captain E. C. Rhodes, a former member of Sydney S.S., has notified his change to Queens-

land Section and Mr. C. Burt from Sydney to Caterbury-Bankstown S.S. Mr. R. W. Maloney of the Southern Suburbs Sub-Section of South Australia has now become a member of Port Adelaide S.S.

The Association regrets to announce the passing of the following members:—Messrs. T. Scott-Wales, J.H.C. Hudson, A. Greening and G. H. Evans of South Australia, H. A. Mackenzie of Western Australia and H. Gunn of Victoria.

Messages of appreciation for services rendered by the Royal and Australian Naval personnel, dockyard employees, and members of the N.S.W. Fire Brigades to victims of the recent disaster to H.M.A.S. "Tarakan" were despatched to the authorities by the Federal Executive. The Association has since commended the Lord Mayor of Sydney for sponsoring an appeal for the victims' relatives and has also sent a donation to the fund to assist them.

G. W. S.



WHEN IT'S AN  
**Exide**  
YOU START



## Naval Appointments, Etc.

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

His Excellency the Governor-General in Council has approved of the following promotions being made, to date 31st December, 1949:—

To be Captain.—Commander Frederick Norton Cook, D.S.C.

To be Commander.—Lieutenant Commanders Jan Hunter McDonald, Clive Martin Hudson.

To be Captain (E.).—Commander (E.) Walter Joshua Murray Armistage.

To be Surgeon Captain.—Surgeon Commander Henry Woodall Gaulk.

To be Captain (S.).—Commander (S.) Charles Herbert Blacklock.—(Ex. Min. No. 1.—Approved 24th January, 1950).

JOS. FRANCIS,  
Minister for the Navy.

### NAVAL FORCES OF THE COMMONWEALTH

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

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

Appointments.—Lieutenant-Commander (E.) John Douglas Robins is appointed on loan from the Royal Navy, with seniority in rank of 1st October, 1947, dated 7th November, 1949. Neil McAlpine Baird, Patrick Raymond Joyce and Sean Desmond Brennan are appointed Surgeon Lieutenants (for short service), dated 1st September, 1949, 17th September, 1949, and 28th September, 1949, respectively.

Promotions.—Lieut. James Henry Woodford Craven, D.S.C., is promoted to the rank of Lieutenant-Commander, dated 1st November, 1949. Sub-Lieutenants John St. Barbe More and Alan Gill Cordell are promoted to the rank of Lieutenant, dated 16th November, 1949. Lieutenants (S.) John Douglas-Hiley and Robin Basil Angel are promoted to the rank of Lieutenant-Commander (S.) (Acting), dated 1st November, 1949.

Confirmation in Rank.—The Rev. Gordon Reginald George, Chaplain (on probation), is confirmed as Chaplain, with seniority of 18th November, 1947, dated 18th November, 1949. Commissioned Catering Officer (Acting) William Jesse Dow is confirmed in the rank of Commissioned Catering Officer, with seniority of 31st October, 1948, dated 31st October, 1949.

Loan to Royal Navy for Service and Training.—The loan of the following to the Royal Navy for service

and training is terminated:—Lieut. Alexander Duncan Black, dated 10th November, 1949; Lieutenant Stanley Rae Schofield, dated 14th September, 1949; Lieutenant James Hume, dated 9th October, 1949; Lieutenant Kenneth William Shands, dated 10th November, 1949; Lieutenant Kenneth John Charles Leland Bennett, dated 11th October, 1949; Lieutenant (Acting) John Frederick Todman, dated 12th October, 1949; Lieutenant (Acting) Gordon McPhee, dated 12th October, 1949; Lieutenant (Acting) Robert Evans Smith, dated 12th October, 1949; Commissioned Communication Officer (Acting) Arthur Edward Shipley, dated 19th September, 1949.

Transfer to Emergency List.—Bandmaster Lieutenant Frank William Cockshead is transferred to the Emergency List and re-appointed for temporary service, dated 18th April, 1949.

Transfer to Retired List.—Senior Commissioned Wardmaster George Walker is transferred to the Retired List, dated 23rd August, 1949.

Resignations.—The resignation of Trevor Alexander McLean of his appointment as Surgeon Lieutenant-Commander (Acting Surgeon Commander) is accepted, dated 28th October, 1949. The resignation of Leslie Lancelot Scott Dry of his appointment as Commissioned Electrical Officer (L.), is accepted dated 29th June, 1949. The resignation of John Stephen O'Hair of his appointment as Commissioned Writer Officer is accepted, dated 30th June, 1949.

Termination of Appointments.—The appointment of Lieutenant (S.) John Herbert Townsend is terminated on reversion to the Royal Navy, dated 28th November, 1949. The appointment of Ernest Julian Barry as Cadet Midshipman is terminated, dated 2nd November, 1949.

#### AUXILIARY SERVICES.

Extension of Service.—The services of Commander Jack Bolton Newman are extended for a period of two years from 14th May, 1949, under the provisions of Section 17 of the Naval Defence Act.

#### EMERGENCY LIST.

Appointment.—Thomas Bowen Ready is appointed Surgeon Lieutenant, with seniority in rank of 25th August, 1945, dated 11th March 1949.

Transfer to Retired List.—Lieutenant-Commander George Thomas Saunders, M.B.E., is transferred to the Retired List and re-appointed for temporary service, dated 18th November, 1949.

Resignation.—The resignation of Geoffrey Charles Premantle Brennan as Commander is accepted, dated 11th October, 1949.

RETIRED LIST.  
Appointments.—Neville McGuire is appointed Commander (E.) with seniority in rank of 31st December, 1947, dated 7th May, 1949.

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

Appointments.—Charles Ivan Flaherty is appointed Acting Sub-Lieutenant (on probation), dated 30th September, 1949.

ROYAL AUSTRALIAN NAVAL RESERVE.  
Promotions.—Surgeon Lieutenant John Alexander Le Page is promoted to the rank of Surgeon Lieutenant-Commander, dated 20th October, 1949.

Transfer to Retired List.—Lieutenant-Commander John Ralph Killick is transferred to the Retired List, dated 12th October, 1949.

### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Arthur Thomas Which is appointed Acting Lieutenant-Commander, with seniority in rank of 28th May, 1946, dated 4th July, 1949 (seniority as Lieutenant, 22nd November, 1941). Daniel McBeth Allison Romania is appointed Lieutenant, with seniority in rank of 14th January, 1949, dated 8th June, 1949. William Gordon Parquhar is appointed Lieutenant, with seniority in rank of 16th May, 1949, dated 28th September, 1949. Terence Owen Kelly is appointed Sub-Lieutenant, with seniority in rank of 31st August, 1947, dated 13th September, 1949. Colin Alfred Cameron Galbraith is appointed Surgeon Lieutenant, with seniority in rank of 16th November, 1946, dated 19th October, 1949. Kenneth Jackson Allison is appointed Sub-Lieutenant (S.), with seniority in rank of 16th May, 1948, dated 22nd September, 1949.

Promotions.—Surgeon Lieutenant Peter Ronald Brett is promoted to the rank of Surgeon Lieutenant-Commander, dated 5th October, 1949.

Termination of Appointments.—The appointment of Norman Francis Broughton as Lieutenant (Special Branch) is terminated, dated 3rd November, 1949.—(Ex. Min. No. 3.—Approved 24th January, 1950).

JOS. FRANCIS,  
Minister for the Navy.  
PERMANENT NAVAL FORCES OF THE COMMONWEALTH.  
(SEA-GOING FORCES).

Appointments.—Lieutenant-Commander (L) Will Barker is appointed on loan from the Royal Navy, with seniority in rank of 4th March, 1948, dated 1st October, 1949. Ronald Rex Calder is appointed Sub-Lieutenant (L) (on probation). Dated 17th March, 1949. Maxwell Allan George is appointed Instructor Sub-Lieutenant (on probation). Dated 3rd October, 1949. Roland George Chambers is appointed Surgeon Lieutenant (for short service). Dated 1st August, 1949.

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AND SEE

MADE IN AUSTRALIA

**—Lieutenant-Commander David Walter Kirk, O.B.B., and John Robert Lang, are promoted to the rank of Commander. Dated 30th June, 1949. Lieutenant Richard Lesson Martelli Shannon is promoted to the rank of Lieutenant-Commander. Dated 16th October, 1948. Sub-Lieutenant Peter Mervyn Rees is promoted to the rank of Lieutenant. Dated 1st November, 1949. Lieutenant (E) Douglas Victor Knight is promoted to the rank of Lieutenant-Commander (E). Dated 1st March, 1949. Commissioned Communication Officer (Air) Leslie Gordon John Howard is promoted to the rank of Senior Commissioned Communication Officer (Air). Dated 1st October, 1949.**

**Transfer to the Emergency List.**—Lieutenant-Commander Charles Rupert Reid is transferred to the Emergency List and re-appointed for temporary service. Dated 3rd September, 1949.

**Transfer to the Retired List.**—Chaplain the Reverend William Henry Henderson, O.B.E., is transferred to the Retired List and re-appointed for temporary service. Dated 28th October, 1949.

**Resignations.**—The resignation of William Richard Jackson of his appointment as Lieutenant is accepted. Dated 12th October, 1949. The resignation of Frank Clinton Tregurtha of his appointment as Senior Commissioned Electrical Officer (R) is accepted. Dated 23rd June, 1949.

### EMERGENCY LIST.

**Fixing Rates of Pay.**—Engineer Captain Clarence Walter Bridge, O.B.E., is granted a consolidated salary at the rate of Thirteen Hundred and Seven Pounds (£1,307) per annum plus Deferred Pay at the rate of One Hundred and Seventy Four Pounds (£174) per annum; salary to be inclusive of all allowances except travelling. Dated 6th October, 1949.

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

**Termination of Appointment.**—The appointment of Robert Spinks Turner as Temporary Engineer Lieutenant-Commander is terminated. Dated 5th September, 1949.

**ROYAL AUSTRALIAN NAVAL RESERVE.**  
**Termination of Appointment.**—The appointment of Robert Musgrave Green of his appointment as Surgeon Lieutenant is terminated. Dated 16th September, 1949.

**ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.**

**Appointments.**—Louis Bibra is appointed Lieutenant, with seniority in rank of 16th June, 1942. Dated 4th May, 1946. John McCammon is appointed Lieutenant, with seniority in rank of 4th February, 1949. Dated 29th August, 1949. Stanley Morgan is appointed Sub-Lieutenant, with seniority in rank of 8th September, 1947. Dated 12th February, 1946. James Cairns Barclay is appointed Commissioned Writer Officer, with seniority

in rank of 27th January, 1944. Dated 12th November, 1945.—(Ex. Min. No.4—Approved 24th January, 1950).

**JOS. FRANCIS,**  
Minister for the Navy.  
**NAVAL DEFENCE ACT AND NAVAL ESTABLISHMENTS REGULATIONS.**

**NAVAL ESTABLISHMENTS APPOINTMENT.**  
His Excellency the Governor-General in Council has approved of Hector Charles Kilpatrick being appointed Senior Draughtsman, Grade "B" with effect from 3rd November, 1949.—(Ex. Min. No.6—Approved 24th January, 1950).

**JOS. FRANCIS,**  
Minister for the Navy.  
**NAVAL FORCES OF THE COMMONWEALTH.**

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

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

**Appointments.**—Lieutenant-Commander John Francis Folger is appointed on loan from the Royal Navy, with seniority in rank of 23rd December, 1948, dated 1st October, 1949. Lieutenant John Charles Rushbrooke, D.S.C. is appointed on loan from the Royal Navy (Exchange Officer), with seniority in rank of 1st January, 1942, dated 3rd November, 1949. Lieutenant Peter Harold Mogridge, D.S.C. is appointed on loan from the Royal Navy, with seniority in rank of 14th February, 1945, dated 1st November, 1949. Lieutenant-Commander (L) Glyn Burton Seager-Thomas is appointed on loan from the Royal Navy, with seniority in rank of 14th October, 1947, dated 21st November, 1949. Commissioned Gunner (T.A.S.) Reginald Cornelius Skingsley is appointed on loan from the Royal Navy (Exchange Officer), with seniority in rank of 30th June, 1943, dated 7th November, 1949.

**Promotions.**—Lieutenant Thomas William Smith is promoted to the rank of Lieutenant-Commander, dated 20th November, 1949. Lieutenant Alwyn James Ford is promoted to the rank of Lieutenant-Commander, dated 29th November, 1949. Lieutenant (E) Anthony Charles Temple Morris is promoted to the rank of Lieutenant-Commander (E), dated 16th November, 1949.

**Confirmation in Rank.**—Acting Lieutenant Keith Elwood Clarkson, D.F.M., is confirmed in the rank of Lieutenant, with seniority of 27th February, 1945, dated 11th November, 1949.

**Fixing Rates of Pay.**—Inspector Lieutenant-Commander Haydn Guest is to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Inspector Commander, whilst acting in that rank, dated 9th November, 1949.

## 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 quietly: In St. John's Gospel, Chapter 14, Verse 6, Jesus said: "I am THE WAY, the truth, and the life: no man cometh unto the Father BUT BY ME."

Acts 4:12 reads: "There is none other NAME under Heaven given among men whereby we must be saved."

John's 1st Epistle, Chapter 3, 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, Merrickville.



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**Extension of Service.**—The services of Captain (Acting Rear-Admiral) George Dunbar Moore, C.B.E., are extended for a period of one year from 10th October, 1948, under section 17 of the Naval Defence Act. The services of Lieutenant-Commander (Acting Commander) William Harold Thurlby are extended for a period of one year from 4th January, 1950, under section 44C of the Naval Defence Act (1910-1949). The services of Lieutenant-Commander (Acting Commander) Alan Clive Mather are extended for a period of two years from 28th December, 1948, under section 17 of the Naval Defence Act. The services of Lieutenant-Commander (Acting Commander) Frederick Ross James are extended for a period of two years from 23rd July, 1948, under section 17 of the Naval Defence Act.

**Transfer to Emergency List.**—Captain (Acting Rear-Admiral) George Dunbar Moore, C.B.E., is transferred to the Emergency List and re-appointed for temporary service, dated 10th October, 1949. Lieutenant Harold Mardiman, M.B.E., and John Albert Harte, M.B.E., are transferred to the Emergency List and re-appointed for temporary service, dated 20th December, 1949, and 26th January, 1949, respectively. Chaplain, the Reverend John Bernard Roche is transferred to the Emergency List, dated 18th October, 1949. Lieutenant Commander (S) Charles Wilson is transferred to the Emergency List and re-appointed for temporary service, dated 20th December, 1949.

**Termination of Appointment.**—The appointment of Lieutenant-Commander Percival Eric Irvine Bailey is terminated on reversion to the Royal Navy, dated 8th October, 1949.

### CITIZEN NAVAL FORCES OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE  
(SEA-GOING).

**Termination of Appointment.**—The appointment of Godfrey George Most as Temporary Lieutenant-Commander is terminated, dated 12th October, 1949.

**ROYAL AUSTRALIAN NAVAL RESERVE.**  
**Appointment.**—Alan Robert Bird is appointed Commissioned Bandmaster (on probation), dated 15th August, 1949.

**Termination of Appointment.**—The appointment of Francis Callum Archibald as Surgeon Lieutenant is terminated, dated 21st August, 1949.

### ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

**Appointments.**—Henry Harrison is appointed Acting Lieutenant-Commander, with seniority in rank of 29th November, 1946, dated 1st November, 1948 (seniority as Lieutenant, 13th August, 1944). Maxwell Henry Shean, D.S.O. and Bar, is appointed Lieutenant, with seniority in rank of 31st July, 1946, dated 18th November, 1949. Leonard Frederick Wilton Vick-

ridge is appointed Lieutenant, with seniority in rank of 2nd September, 1946, dated 26th November, 1949. Kingsley Graham Bond is appointed Sub-Lieutenant, with seniority in rank of 14th October, 1947, dated 17th August, 1949. John Francis Rutter is appointed Acting Surgeon Lieutenant-Commander, with seniority in rank of 10th January, 1949, dated 26th October, 1949 (seniority as Surgeon Lieutenant 7th October, 1944).

**Termination of Appointment.**—The appointment of James Alphonse Carolan as Lieutenant (Special Branch) is terminated, dated 27th October, 1949.

### ROYAL AUSTRALIAN NAVAL NURSING SERVICE.

**Termination of Appointment.**—The

appointment of Kathleen Mignon Lawrence as Acting Matron is terminated, dated 26th July, 1948. The appointment of Elizabeth Rose Cobcroft as Acting Superintending Sister, is terminated, dated 29th July, 1948. The appointments of Nancy Slattery, Joyce Leatham and Catharina Hendricka Aarsen as Sisters are terminated, dated 15th July, 1948, 19th July, 1948, and 10th August, 1948, respectively. The appointments of Mary Rosa Mackenzie and Keitha Boyce Mary Heritage as Sisters, are terminated, dated 22nd July, 1948.—(Ex. Min. No.10—Approved 24th January, 1950).

JOS. FRANCIS,

Minister for the Navy.

## Answers to Nautical Quiz

- (1) (a) The Lizard is the southernmost point of England; (b) Bustard Head is on the Queensland coast, 100 miles or so north of Sandy Cape; (c) Schnapper Rock is off the New South Wales coast, near Manning River; (d) Shark Bay is on the West Australian coast, at Carnarvon; (e) Wolf Rock, again on the south of England, lies off Land's End about midway between the Scilly Isles and the Lizard; (f) the Turtle Group of islets is off the North Queensland coast, between Capes Melville and Flattery, north of Cooktown; (g) the Lioness is the Leeuwin, South West Australia.
- (2) Callao is the port of Lima.
- (3) (a) The gregale is a dry, cold north east wind, at Malta; (b) the harmattan is a hot dry wind from the Sahara which is met with round the Gulf of Guinea; (c) the khamisin is a hot wind from the Sahara which blows over Egypt; (d) the mistral is a cold, biting wind from the interior of France; (e) the pampero is a cold, south west wind which is experienced on the pampas of the Argentine; (f) the sirocco is a hot scorching wind from the Sahara which blows over southern Europe.
- (4) The Yellow River is the

Hwang-ho—which is also known as "The Sorrow of China" because of its disastrous floods, the lower course being several feet above the surrounding plains.

- (5) The five White Star ships on the Australian run in the first decade of this century were: "Persic", "Medic", "Runic", "Afric", and "Suevic".
- (6) The "continental shelf" is the fringe of shallow water around the continents, beyond which is the much steeper drop to the ocean floor.
- (7) Grand-Admiral Alfred von Tirpitz was Commander-in-Chief of the German Navy in 1914; Grand-Admiral Erich Raeder in 1939.
- (8) "Tumblehome" is the inwards curvature of the hull surface above the waterline. The opposite is "flare".
- (9) A "huer" is a watcher who, in Cornwall, was stationed on the cliffs to watch for the schools of pilchard and mackerel, and directed the seine boats below to the schools.
- (10) A Bill of Lading is the document given by the Master of a vessel acknowledging the receipt of certain goods on board, whereby he contracts to deliver such goods in good order and condition at the port of consignment.

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# LIFE IN A BARRACKS.

Continued from page 19

of two pounds of meat, two pounds of bread, and a single solitary gallon of beer."

Nobody took any notice of us. We just kept on moaning in case they did. It was the old sea custom of grouse and go. A merchant seaman in transit brought the house down one day. He was sitting next to Supply Assistant Len Cosgriff. After eyeing the food up and down for a few minutes he got up and walked away muttering, "Not Board of Trade at all. When do we get the black pan from the saloon?"

A favourite walk on a liberty run was along the wide esplanade bordering the sea. This is the famous Galle Face, with the internationally known hotel of the same name standing at its farther extremity. In the cool of the evening the expanse of green lawn was alive with people who had come down to enjoy the cool breezes. Small native boys peddled paper cones stuffed with peanuts. There were usually a few pieces of granite thrown in for good measure. Many a good molar was shattered by a healthy crunch on a sizeable piece of gravel.

The servicemen used the Galle Face as a pickup ground. The number of unattached females was strangely reminiscent of Young and Jackson's corner when the Navy made port on a Friday afternoon. It was there that I met the girl. She sat down on the park bench beside me. Those smoky blue eyes suited her. She was tall and slim. Her hair glistened gold in the sunlight.

"Hullo", she greeted.  
"Howdy". I had not spoken to a white woman for a long time. I felt strangely clumsy.  
"You aren't very talkative are you?"

"Dunno. I've often been told I talk too much for my own good." I kept staring.

"Finished looking me over?" she asked. "My name's Sandra."

A conversation started up after that. Before long we were like old

friends. We strolled along to the Galle Face Hotel. A dawdling taxi pulled up and we told the driver to take us to Mount Lavinia. While we were alighting she dropped her wallet. I picked it up and saw that it came from the Old Butcher Street works of Kadermohideen. Those leather folders had a special significance. I flipped it open and saw the special duty pass I had been looking for. It meant she was a member of a hush-hush unit. I thought the authorities were fools to use women in this area. They were not smart enough to outwit us men. I handed it back to her open and grinned. All at once I went purple.

"You're not so clever", she said. "I think this belongs to you." She threw my wallet across to me. I shoved it deep down into my pocket and buttoned the flap over it. Now she knew as much about me as I had learned about her.

We sat down on the warm sand. A few fishing vessels were drawn up on the beach. A reed pipe wailed a lament. The silver moon wove the palms into a circular pattern of black lace. A hundred yards out the reef murmured a song of love through the scented air.

## NAUTICAL QUESTION BOX.

Continued from page 29

"Etruria" and "Umbria" were by this time going down the scale of popularity and engaged more in the cheaper type of travel.

The year 1908 found the two ships engaged in a fare war with other lines and it was possible to travel across the Atlantic in their 2nd class accommodation for £7. Their time was drawing to a close, for the "Lusitania" and the first "Mauretania" were running a fast service and the older ships were losing their places. In 1909 "Etruria" and "Umbria" were declared obsolete and sent to the ship-breakers. As originally built, these ships carried yards and sails on their fore-and-main-masts, but these were soon stripped, and later still, they were fitted with very large funnels which made them very fine looking vessels.

## OBITUARY—ADMIRAL SIR RICHARD WEBB.

Continued from page 20

Constantinople after the armistice; in both posts his tact, knowledge, and robust common sense were of great value. Later he was head of the Royal Naval College at Greenwich.

He maintained touch with his profession after his retirement, and lectured at the Royal United Service Institution and at several educational centres. He was a member of the Navy Records Society and the Society for Nautical Research. But his chief occupation after retirement, which was a task wholly after his own heart, was the conduct and editing of the "Naval Review", a quarterly magazine which, with official approval but entirely free from official control, is privately printed and circulates within the Navy as a medium for free discussion of professional subjects and problems.

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The Navy



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