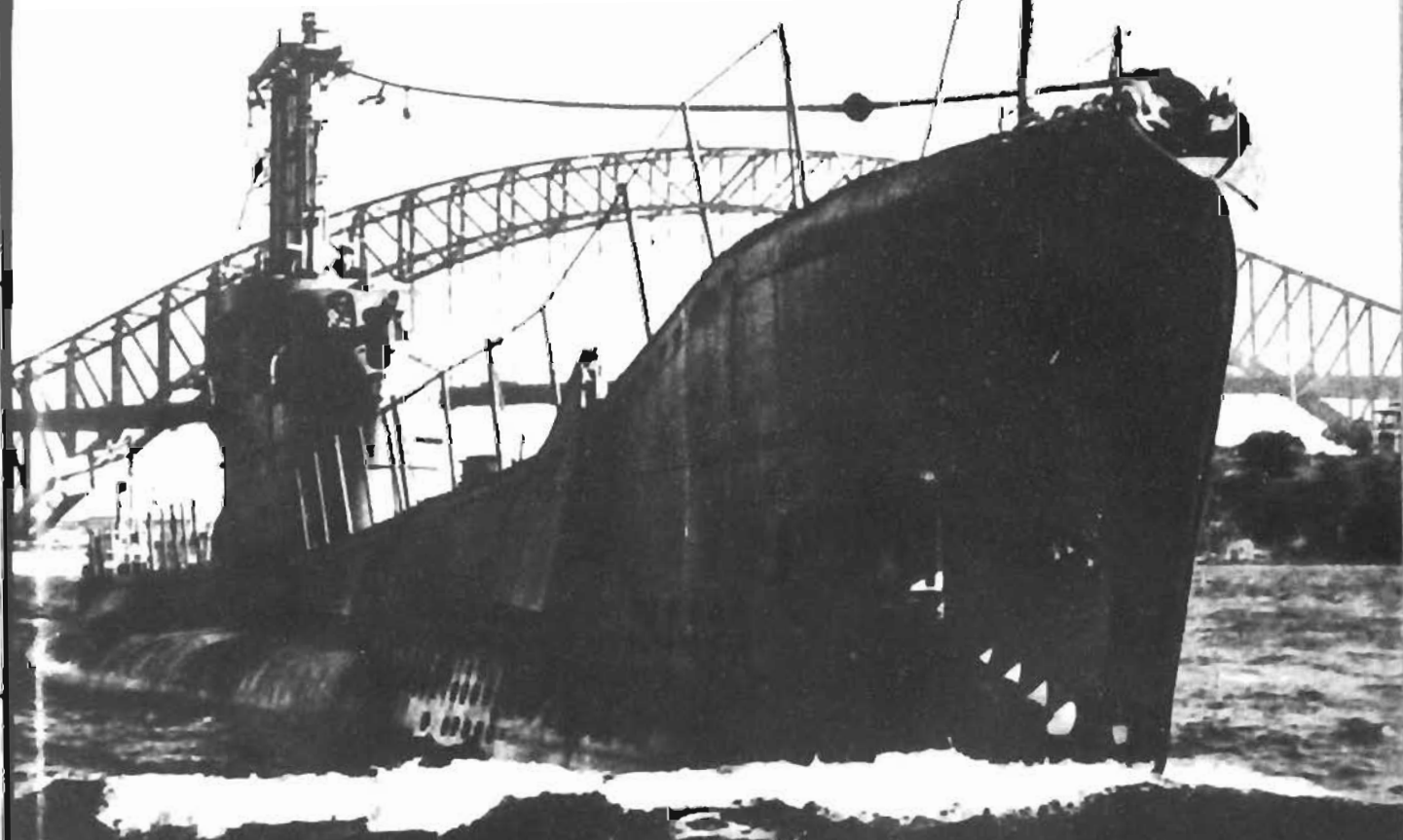


72

THE NAVY



Ever since its earliest days, the Navy has been building up customs and traditions that are observed as faithfully by the Royal Australian Navy as by the British Navy. The R.A.N. today is also a highly technical and scientific service. If you're an adventurous young man, this modern navy offers you splendid opportunities for an interesting, exciting career, with travel, security and excellent rates of pay.



TRADITION & PROGRESS on the high seas

APPLICATIONS
ARE INVITED FOR:

Seaman, Communications, Stoker-mechanic, Sick Berth Attendant, Cook, Steward, Electrical, Clerical, Dental Assistant, Airman (non-flying), Musician and Musician-Bugler.

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

TRADE BRANCHES:

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

Trade experience is required, and entry is subject to passing a trade test. AGE FOR ENTRY: Over 18 and under 24 (under 24 in special cases). Aircraft Artificer, over 19 and under 22.

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

NAVAL AVIATION BRANCH.—Naval Airman (Air Crew) Entries by selection. AGE FOR ENTRY: Between 17 years 8 months, and 23 years 8 months.

Must hold intermediate Certificate or its equivalent. After 9 months' service ratings are high-graded for training as Observer or Pilot.

Join the Royal Australian Navy

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

R.A.N.

THE RECRUITING OFFICER, H.M.A.S. "RUSH CUTTER," BEACH ROAD, EDGECLIFFE, SYDNEY.
Tel. FB.1211.

Please send me full information, including illustrated booklet, regarding service in the R.A.N. I have indicated above the Branch which interests me.

NAME.....

ADDRESS..... AGE.....

RANV 11.83.30

THE NAVY

Australia's Maritime

Journal

Published Monthly

Editor:

G. H. GILL

Associate Editor:

Captain

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

Managing Editor:

BARRY E. KERN.

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

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

Published by The Navy League, Royal Exchange Building, 84a Pitt Street, Sydney, N.S.W. Telephone: BU 5808.

Subscription Rates:

12 issues post free in the British Empire, 12/6; foreign, 18/.

Wholesale Distributors:

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

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

CONTENTS

Vol. 12

APRIL, 1960.

No. 4.

EDITORIAL

	Page
Letters to the Editors	5
Editorial	10

ARTICLES

"Strathmore" Back on the Run	By "Supercargo" 12
Dirty, but Happy Days	17
Anniversaries of the Month	19
The Navy's Protestant Memorial Chapel	21
Thomas Fletcher Waghorn—1800-1850	22
"The Shortest Passage ever known"	By Margaret Boyd 33
Britain's Navy is Robust	42

2 QAP

PERSONALITIES

Captain (S) James-Boness, Foley, C.B.E., R.A.N.	14
--	----

OVERSEAS NEWS

Maritime News of the World	29
News of the World's Navies	31

SPECIAL FEATURES

Nautical Question Box	28
Seas, Ships and Sailors	By Norton 16

NAVAL OCCASIONS

What the Navy is Doing at Sea and Ashore	24
--	----

BOOK REVIEWS

"The Trade Winds"	34
"Sea Slang of the Twentieth Century"	34
"Stand To"	35

GENERAL

The Navy for Next Month	3
Nautical Quiz	32
Naval Appointments	38

ASSOCIATIONS, CLUBS

The Navy League	4
Ex-Naval Men's Association of Australia	36

April, 1960

AUSTRAL BRONZE CO. PTY. LIMITED

Established 1914.

Head Office and Works:

O'RIORDAN STREET, ALEXANDRIA, SYDNEY.

Manufacturers of:

Copper Rods and Bars; Busbars for Electrical Work; Manganese Bronze Rods; Bars and Ingots; Extruded Brass, Architectural Bronze, Muntz's Metal and Copper in Round, Square, Hexagon and Special Sections; Copper Plats and Rolled Copper Anodes, Aluminium Bronze Rods and Bars, Copper, Brass, Gilding Metal, Phosphate Bronze and Nickel Silver in Sheets and Strip.

Muntz Metal and Naval Brass Condenser Plats.
Sheets and Sheathing.

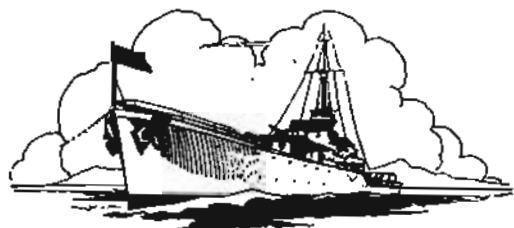
Manufacturers of (under License):

Stone's Manganese Bronzes for Marine Craft Propellers.

Branch Office:

101-103 KING STREET, MELBOURNE.

THE UNITED SHIP SERVICES PTY. LTD.



**ALL CLASSES OF SHIP REPAIRS AND FITTINGS
UNDERTAKEN**

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

Telephones: MX 5231 (6 lines).

THE NAVY FOR NEXT MONTH

MATERIAL in view and in hand for the forthcoming **VI** issue of "The Navy" promises that the May number of the magazine will be up to standard, and that there will be in its pages much to interest a wide variety of tastes among our readers. Among the articles already on our list, we may mention the following:

SOME MEMORIES OF 1913

Today we are witnessing, here in Australia, an influx of new arrivals such as we have not known since that period of four years prior to the outbreak of war in 1914. Emigration then was at full flood, most of the newcomers arriving from the British Isles, and every week ships of the well-known British overseas lines arrived with their cargoes of enthusiasm and hope. In an article in our May issue, our contributor "I.B.", reaches back again into the past, and brings us some stories of the immigrant ships of those days which we feel sure will be of interest.

THE R.A.N. COLLEGE

Arrangements have been made for your Editor to spend a day at the Naval College, Flinders Naval Depot, within the next week or so, and the fruits of his visit, in picture and story, will appear in "The Navy" next month, describing something of a day in the life of a Cadet Midshipman.

STROLLING FROM ENGLAND TO AUSTRALIA

In the course of his perambulations up and down a ship's bridge, an officer of one of the overseas liners engaged in the England-Australia trade must, during the course of a few years of voyaging, stroll the distance separating the two countries. In our forthcoming issue, one who has—in the aggregate—done the journey on Shank's Mare, tells something of the incidents of his perambulations.

GENERAL

All the usual features! What the Navy is Doing, Maritime News of the World, News of the World's Navies, The latest from the Navy League and the Ex-Service Men's Association, Fiction.

ORDER YOUR MAY ISSUE OF "THE NAVY" NOW.

N.V. "LUNARON" - 1930

**MELBOURNE
STEAMSHIP
CO. LTD.**

HEAD OFFICE:
31 King St., Melbourne.

BRANCHES OR AGENCIES
AT ALL PORTS.

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

SHIP REPAIRERS, ETC.

Works

Williamstown, Victoria.

1930-31

Capstan

is a grand
cigarette for
all occasions.



That's why it's always

**TIME FOR A
CAPSTAN**



THE EMPIRE'S FAVOURITE CIGARETTES

2 can go into 1



Agar Pyrex is guaranteed against breakage in oven use.

Take the camera — to the one dish — at the same time!

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

YOU'LL FIND COOKING EASIER WITH A COMPLETE

AGE PYREX RANGE

MARKETED BY CROWN CRYSTAL GLASS PTY. LTD.

CHAS. E. BLANKS PTY. LTD.

15 CASTLEREAGH STREET, SYDNEY

Specialising in Theatre Advertising and Production of Advertising, Documentary and Featurette Films.

Our Disc Recording Studio caters for reproduction of Vocal, Instrumental and Personal messages.

Special reduction to Students.

Ring for information—BW 8540, BW 8767.

The Navy League

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

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

Affiliated Leagues:
The Navy League of Canada.
The Navy League of South Africa

**THE COUNCIL OF THE
NAVY LEAGUE IN
AUSTRALIA.**

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

NEW SOUTH WALES.

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

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

VICTORIA.

(Incorporating Navy League Sea
Cadet Corps)

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

SOUTH AUSTRALIA

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

LETTERS TO THE EDITORS

FAMOUS MASTER MARINERS

In this column in the Decem-
ber, 1949, issue of "The Navy," we
published a letter from Mr. R.
Kellan, of 8 McKenzie Street,
Leichhardt, N.S.W., in which he
asked for information regarding
famous Merchant Service Masters
of the North Atlantic, which we
said we would endeavour to ob-
tain for him. To do so we wrote
to the Cunard Steam-Ship Com-
pany, Liverpool, England, who
in a courteous air-mail reply have
forwarded the following infor-
mation:

Sir Arthur H. Rostrom. Born
1869. Joined the Cunard Line
1895, and had first command in
1907. Served in command of
many vessels, including "Beren-
garia," "Mauretania," "Lusitania,"
"Carmania," "Caronia," and
"Saxonia." Was appointed Com-
modore in 1928. Retired May,
1931, and died 4th. November,
1940.

Herbert James Haddock. Born
1861. Joined the White Star Line
in 1888, and had first command in
1893. Served in command of
"Olympic," "Oceanic," "Cedric,"
"Adriatic," "Britannic," "Ger-
manic," and other vessels. Served
in the Royal Navy, 1914-1916.
Resigned from the White Star
Line, 1916.

Sir Bertram F. Hayes, K.C.
M.G., D.S.O., R.D. Born 1864.
Joined the White Star Line in
1889, and had his first command
ten years later. Served in com-
mand of "Majestic," "Olympic,"
"Adriatic," "Celtic," "Laurentic,"
"Britannic," and others. Appoint-
ed Commodore in 1921. Retired
from the White Star Line in
1924.

Sir Edgar T. Britten. Born
1874. Joined the Cunard Line in
1901, and had his first command
in 1913. Served in command of
"Queen Mary" (maiden voyage).

"Aquitania," "Berengaria,"
"Mauretania," "Franconia," "La-
conia," and others. Was appoint-
ed Commodore in 1935. Died
28th. October, 1936.

John Charles Townley. Born
1880. Joined the Cunard Line in
1904 and had his first command
in 1915. Served in command of
"Queen Elizabeth" (maiden voy-
age), "Queen Mary," "Aquitania,"
"Mauretania" (new), "Maur-
etania" (old), and many other
vessels. Retired in 1943, and
lives in retirement at Newton
Abbott, Devonshire.

William T. Turner. Born 1856.
Joined the Cunard Line in 1877.
Had first command in 1903, and
subsequently commanded "Maur-
etania," "Lusitania," "Aquitania,"
"Caronia," "Carpathia," "Iver-
nia," "Umbria," and many other
vessels. Retired in 1919, and died
23rd. June, 1933.

"The Navy" would here like
to express its appreciation of the
courtesy of the Cunard Steam-
Ship Company Limited, Liver-
pool, in so willingly acceding to
our request on behalf of our read-
er for this information, and for
the promptitude of their reply.

"HARRIET LANE"

Sir,

As an old merchant service
sailor I presume to correct item
two of your Nautical Quiz in
your issue of December, 1949.
"Harriet Lane" was the name ap-
plied to the contents of the tin
of what we would now call "Bully
Beef," and it was so named as
it was reputed that a lady of
that name who worked in the
canning factory by mischance
fell into the cauldron of meat,
and was in due course dinned
with the rest of the contents."

Yours, etc.,
W. G. Croasale,
Ravenscourt Crescent,
Mount Eliza, Vic.

Thank you for your letter, and

BIRT & COMPANY

(PTY.) LIMITED

4 Bridge Street,
Sydney, N.S.W.

P.O. Box 544, G.P.O.

Telephone: BO 529

(15 lines)

Also at

64 EAGLE STREET,
BRISBANE.

Musgrave Cold Stores:
STANLEY STREET,
SOUTH BRISBANE

SHIPPING

and

GENERAL AGENTS.

CARGO AND PASSENGER
SERVICES TO UNITED
KINGDOM, CONTINENT,
AMERICA AND THE
EAST.

FULL PARTICULARS
FURNISHED ON
APPLICATION.

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

are a weekly affair.

—Well and Widely Known—

THE TICKET 5/-.

Postage for ticket and result, 5d.

"To Win You Must Be In."

You can write from any ship or any port.

The Address . . .

GEO. ADAMS (TATTERSALL) HOBART



LETTERS TO THE EDITORS

for the correction. In this case our source was a recently-published book on Naval slang, in which the references are: "Fanny Adams. General nautical name for stew. The gruesome story behind the term is that about 1862 a certain Fanny Adams was foully murdered, cut up and boiled in a copper. Cf. Harriet Lane, a merchant navy version of Fanny Adams. The two reputedly suffered the same fate." Without doubt you are correct in saying that "Harriet Lane" is bully beef. It is noted that in "We Joined The Navy" (by Petty Officer Writer Robert Burgess and Leading Writer Roland Blackburn, R.N.) it is stated that: "Corned beef is 'Fanny Adams'."

Ed., "The Navy."

HOSPITAL SHIP "ASTURIAS"

Sir,

I read with interest the remarks about the hospital ship "Asturias" (Nautical Question Box, "The Navy", issue of February, 1950, page 29) and note you say the crew managed to beach her. I was signalman aboard H.M. (T) "Maristo," patrolling off Start Point, Devon, when the torpedo that hit "Asturias" crossed our bows. I signalled her until her lights went out, a while later. May I suggest that these are the facts gathered from the signals from "Asturias," and from the survivors we picked up. She was hit right aft, on the port side, the port screw and the rudder being disabled. The dispensary was also hit, and fumes filled the engine room so that they were unable to stop the starboard engine. The ship turned in a circle and ran ashore, broadside to the cliff face, just west of Start Point. The main reason of the loss of

life was that the Captain gave orders for the boats to be lowered to the rail, but some were shipped with unfortunate results. We picked up a number of survivors, and those left on board the "Asturias" walked ashore. An interesting point: We had our two boats out looking for survivors, and during the night I signalled to a passing ship to come to our help, but when our boats returned they said I had been signalling to the submarine, which had answered word for word. I wonder if J.W.G. (Port Germein) was on board the "Asturias" when she was hit.

Yours, etc.,
Lieut. H. R. Currington,
R.N.V.R. (Rtd.),
125 Cabarita Road,
Concord, N.S.W.

Thank you for your letter, and for the amplifying information it contained. It will, we are sure, be of considerable interest to Captain Dunn, to J.W.G. (Port Germein), and to our readers generally. If J.W.G. (Port Germein) were in "Asturias," he might care to communicate with Lieutenant Currington.

S.S. "NONSUCH"

Sir,

In the January issue of "The Navy" appeared another of Mr. Reuben Ranzo's interesting articles, "An Essay in Streamlining." In the introduction he mentioned "that when an apprentice many years ago, yarns in the fore-castle used to be current regarding a mythical ship called 'Nonsuch'." As to whether or no she ever existed he is still in the dark. I can assure him that the "Nonsuch" really did exist. At the time when I saw her I happened to be Third Engineer of the "Duneric". We arrived in Delagoa Bay and berthed astern of her. It was either 1909 or 1910. And, if I remember rightly she was a turret built vessel of approximately five to six thousand

FOSTER'S LAGER

BREWED BY **Carlton & United Breweries Ltd.**



For the Best Soft Drinks

Always say . . .

MARCHANT'S

PLEASE!

Office & Factory: 34 YORK ST., RICHMOND, VICTORIA
Phone: JA 3151.



A Place to Remember...

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

**The
MLC**

**The MUTUAL LIFE and CITIZENS'
Assurance Co. Ltd.**

Head Office:
 Corner of Castlereagh Street and Martin Place, SYDNEY
 Branch Offices in:—
 Melbourne, Brisbane, Adelaide, Perth, Hobart, Wellington, N.Z.



LETTERS TO THE EDITORS

and tons, and was owned by a member of the House of Commons. That is the story we were told. The crew's accommodation, etc., was as stated in the article by Mr. Ranzo, and compared to modern standards. The only difference was that "Nonsuch" anticipated present-day standards by some forty years. The ship had been in service some time before I saw her, and the new advance in crew's quarters was appreciated and respected on board. I saw no signs of damage, or lack of appreciation, such as names carved in bunk boards, etc. As a matter of fact it would appear to be a suitable excuse at all times, and a way out of making improvements, to say "They are not used to it, and it will take years before they arrive at the stage when they can appreciate better accommodation," and so forth. In conclusion, I would like to take the opportunity of expressing my appreciation of your very fine magazine, and may it long continue.

Yours, etc.,
 R. M. Leonard,
 14 Jackson Street,
 Toorak, Vic.

Thank you for your letter, and for the most interesting information it contains. Thank you also for the kindly remarks regarding "The Navy," and your good wishes for its future.

Ed., "The Navy."

OLD TIMER

Sir,

Keep the good work going, especially with some of the old ships. I enjoyed "Watcher! Old Timer", and it brought back memories. I noticed the photograph error with regard to "Powerful," as I was in her for a short period. I also saw another of my old ships mentioned in

your last issue—the "Edgar". I came out to Sydney in her with the last relief crew for the Wallaby Station in 1911. On that occasion we towed a submarine out to Singapore. Cheerio! And all the best to yourselves and any other "Old Timers".

Yours, etc.,
 H. Ford,
 Lightkeeper,
 Lighthouse,
 Cape Schanck, Vic.

Thank you for your letter and good wishes, which are hereby passed on to all "Old Timer" readers.

Ed., "The Navy."

UNION STEAMSHIP CO.

Sir,

I must convey my thanks to "The Navy" for a splendid magazine, and for the information it contains. Many useful tidbits of the sea I have learned from it. Now I would like, through the medium of your pages, to put forward the following enquiries: (1) I came across the information that the Union Steamship Company's ferry steamer "Maori" was stranded in 1907. This occurred during her trials at Dumbarton, and I would be grateful if you could enlighten me upon this. (2) The Union Company's passenger ship "Moeraki" was transferred to French ownership in the early thirties. Could you tell me what was her ultimate fate? (3) What was the final history of the "Tofua," "Makura," and "Ulimaroa"; to whom were they sold, and are they still running? (4) Is the "Mahena" still able to be seen on the reef at Queensland? If anyone could let me have a photograph of her since she was grounded I would be very grateful. Am I able to obtain from any source photographs of the "Mararoa", "Maori", and "Roto-mahana"?

This probably is quite a request, and I hope it will not inconvenience you, but if you could

help me obtain the information I would be grateful.

Yours, etc.,

J. Douglas Wilkinson,
 422/3 Transit Camp,
 Trentham,
 Wellington,
 New Zealand.

Thank you for your letter. You will find the replies to your questions in Captain Dunn's "Nautical Question Box", on page 28 of this issue of "The Navy". Captain Dunn suggests that you may be able to obtain the photographs you seek from Mr. A. C. Green, of Brunswick, Victoria, who has a large collection of ship photographs, and is a commercial photographer. If any other reader knows where Mr. Wilkinson could obtain the photographs, he might be kind enough to communicate with the Editor.

Ed., "The Navy".

ALEX H. MACKIE

ENGINEER

9-11-3 THERRY ST.,
 MELBOURNE, VICTORIA

METAL STAMPINGS
 OF ALL DESCRIPTIONS
 for the
 MOTOR AND AIRPLANE
 INDUSTRIES.

For all enquiries please
 Phone FJ 3629.

Meet Forge

Capacity Available All
 Types Automatic

Welding
 • FIRST CLASS HAND
 WELDING
 • SEMI-AUTOMATIC
 WELDING
 • FULL, AUTOMATIC
 WELDING
 • PLASMA BUTT
 WELDING
 • FORGE WELDING

Capacity also available for all metal trades, such as fitting and welding, boiler-making work, general jobbing large work, electrical fitting, plumbing and sheet-metal work. We specialize in field work, for which is employed trained technicians for every trade, including commercial engineering, and the erection of heavy machinery. Subsequent installation and repair work carried out. For quotations and personal representation, write, phone, or call.

FLUE FORGE

9 LORIMER STREET
 ST. MELBOURNE VIC 322

COCKATOO DOCKS & ENGINEERING CO. PTY. LTD.

Contractors to...
 H.M. AUSTRALIAN NAVY.
 Ship-builders,
 Marine
 and
 General Engineers.
 Inquiries invited.

COCKATOO ISLAND
 SYDNEY

Phone: WB 1941
 (10 lines)

CONSTRUCTION, AND DESTRUCTION

THE news 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, is a tribute to the shipbuilding capacity of the world, and especially to that of Britain, which has been well in the lead among shipbuilding nations in the years since the end of the war.

At the same time, the news causes one to reflect—taking into account the out-turn of ships from the building yards during the post-war period, and the fact that it has taken over four years to rebuild the fleets—upon the enormous ravages of modern war on the seas. In few, if any, aspects of its capacity to waste and destroy, does modern war reflect so clearly and so devastatingly as on sea-borne trade: which is in itself an illustration of the extent to which the peoples of the world depend upon sea-borne trade.

During the war of 1939-45, British losses from

enemy action amounted to 11,317,000 gross tons, those of the United States of America totalled 3,344,000 gross tons: and of the shipping of all other nations outside enemy control, 6,503,000 gross tons went to the bottom. The British loss alone was well in excess of half of the total merchant tonnage under the Red Ensign in 1939. And to the gross loss of 21,164,000 tons suffered by Britain, America, and the other nations outside enemy control, must be added the Axis merchant tonnage lost. Then again, the figures listed above are those of ships' tonnages—and do not include the millions of tons of cargoes that those ships carried: cargoes of all descriptions, from foodstuffs to gold bullion, wool, machinery, steel, coal, oil, timber, silks, satins—and many thousands of human lives.

The effects were not limited, either in time or in space, to the actual ships and their contents, and the period in which they were lost. Millions of people today are the victims of the effects of malnutrition as a result of the deprivations they suffered and still suffer, in part at least due to the shipping losses and shortages. The effects are felt in other directions also: in housing, in lack of materials for industry, in various ways in which the post-war dislocation of world trade was effected by the dislocation of the world's carrying services. The whole matter offers a striking illustration

of the importance to the peoples and nations of the world of the carrying vessel, and the significant part it plays—indeed, in any war of world-wide scope, the decisive part it plays—in time of armed conflict.

THE MERCHANTMAN AT WAR

In any maritime war, the carrying vessel is the main target. To ensure, or to prevent, its safe passage across the oceans and seas from port to port with its cargoes and passengers, is ultimately the sole object of the naval forces of the opposing powers. No wars have shown this more clearly, if only by reason of the magnitude of the scale of attack on the carrying ship, and the losses suffered by it, than the two great maritime wars of this century.

After the first of those wars, in a magazine article of 1923, Rear Admiral Fullam, U.S.N., foretold the passing of sea power with the inability to defend the carrying vessel. "The wings of Sea Power," he wrote, "have been clipped. New naval weapons have vastly strengthened the defence and greatly weakened the offence in overseas warfare. Great armadas and armics cannot again cross the seas. Force cannot, as in the past, be carried over the oceans. . . . Inter-continental warfare will be well-nigh impossible in future."

The future proved him wrong. The carrying vessel, despite the enormous losses it suffered, remained the world's most important and most effective vehicle, and the decisive factor in the war. And despite the newer and more destructive naval weapons which have come into commission since Admiral Fullam wrote in 1923, there is no more indication today that the carrying vessel has lost its importance, either in peace or in war.

A WAR LEGACY

One legacy of the war is the hastening of the improvement of conditions in merchant ships which has been brought about by the wholesale rebuilding of the merchant fleets necessitated by the wholesale destruction. Without doubt the improvements would have come in any case, but without all the new tonnage it is likely that they would have been delayed.

In a "Letter to the Editor" in this issue of "The Navy," a correspondent writes of the "Nonsuch," the legendary merchant ship which an enlightened shipowner built with crew accom-

modation which, as this correspondent who saw her says, "anticipated present-day standards by some forty years." The story current in the Merchant Service at the time was that the fortunate crew did not appreciate their amenities; but, writing from his experience, our correspondent denies this, and comments that "as a matter of fact it would appear to be a suitable excuse at all times, and a way out of making improvements, to say 'They are not used to it, and it will take years before they arrive at the stage when they can appreciate better accommodation', and so forth."

That, among some of those responsible for the welfare of seamen in their employ—and among some of the Masters and officers of the old pound and pint school—this outlook did exist, is undeniable. But, at any rate among those masters and officers of the new ships now visiting Australia in which the double-berth crew accommodation, the hot showers, the messrooms and recreation rooms, and the other refinements of living are appearing, the "what was good enough for me when I was a boy at sea" attitude does not exist. Instead there is a pride in the amenities with which their crews are provided, and the reaction "it was long overdue." And that, also, is undeniable.

This improvement in the merchant ship, and in the lot of the merchant seaman, is good to see. Both have been far too valuable to the British people in the past, are far too valuable to them now, for them to be anything but the best that can be obtained. And the best ships get the best men every time.

CONTRIBUTIONS.

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



R.M.S. "Strathnaver" as she is today, leaving Sydney, 17th February, 1950.

P. & O.'S. "STRATHNAVER" BACK ON THE RUN

MODERNISED, AND STREAMLINED BY THE ELIMINATION OF TWO OF HER THREE FUNNELS, SHE IS BACK IN PASSENGER SERVICE AFTER A NOTABLE WAR RECORD.

by "Supercargo"

THE last P. & O. Liner to resume, in the Australian service following on post-war reconditioning, "Strathnaver" arrived in Sydney on February 10th with a large number of passengers and more than 2,000 tons of cargo. Although delayed by rain and shortage of labour, the liner was able to sail again on February 17th with a full cargo. Passenger space also was fully occupied.

In common with her sister ship—"Strathaird"—the liner's appearance has been improved by the removal of two of her three funnels, and the increase in height of the remaining centre funnel. This change brings the profile of the ship into line with the other four first class liners of the fleet. The original white hull and buff funnel colours have been restored. "Strathnaver" is the oldest of the "Strath" ships, she was built in 1931 by Vickers Armstrong, who have built most of the company's ships. She and her sister ship were

then the largest and fastest units of the P. & O. fleet.

The "Strathnaver" was last in Sydney in August 1948. On that occasion she was making her last trouping voyage before being refitted, her passengers comprising Polish ex-servicemen and other European migrants.

The appearance of the ship on that occasion was in striking contrast to her present spick and span condition. She had the grim and bare interior of a typical trooper. Luxurious cabins had been enlarged to provide dormitories. The expensive panelling of public rooms was boarded up. And the ship in general showed every sign of her nine years war service.

When she left after a stay of a few days on that occasion, tug crews were on strike, and she was delayed for a few hours, as, due to high winds, it was considered too risky to take her out without tugs. Early the following morning Captain Murchison, Sydney Har-

bormaster, took the liner out of her berth stern first, and swung her with the aid of lines until her bows were pointing in the desired direction. He then took her to the Heads, thus making Port history.

The ship is now the handsomely appointed mail liner of pre-war years. During the refit a certain amount of passenger accommodation was transferred to the crew's quarters, permitting the latter to be enlarged and modernised at the expense of a slight reduction in passenger capacity. She now carries 587 first class and 458 tourist class passengers, together with a crew of 529. The panelling in many of her public rooms has been bleached and repolished, giving the rooms a brighter and more capacious appearance. First class public rooms are situated on "B" deck and comprise, Lounge, Smoking Room, Verandah Lounge, and Library/Writing Room.

The Main Lounge is a handsome apartment, decorated and furnish-

R.M.S. "Strathnaver" as she was before the war. (Photograph by courtesy of Messrs. MacDonald Hamilton & Co.)

ed in the style of the late Georgian period. The deep ivory tone of the ceiling offsets the rich brown of the panelling. Carpets are deep piled Wilton-Royal, bearing the original Aubusson design and colouring. The fireplace is flanked by niches housing bronze standard lamps which throw their light upwards, illuminating in relief the carved rising sun design of the tops of the recesses. Window drapes are executed in richly coloured brocades. The whole atmosphere of the room is one of quiet comfort.

Aft of this room is the First class Smoking Room. This apartment is essentially masculine in its furnishing and decoration, which are in the style of the late Stuart period. The ceiling is richly ornamented, and in order to emphasise its beauty the original central lighting fixtures have been discarded in favour of indirect lighting. The light sources are concealed in the top of the panelling and flood the ceiling with a soft golden glow. Panelling is of weathered oak. Furnishings consist mainly of Eastern style rugs, on which are arranged tapestry covered armchairs and Charles II style decorated oak and cane-backed chairs. Deep settees and easy chairs are fitted with loose covers of linen, bearing a richly coloured Classical Italia design. Colour prints of Chiefs of Scottish Clans adorn the walls.

Flanking this room on the starboard side of the deck is the Library Writing Room, panelled in washed pine. The four large writing tables are of figured walnut construction, chairs are Queen Anne style. Window drapes and loose covers are executed in colourful, patterned cretonne. Aft of these rooms is situated the glass-enclosed Dance Floor with its band-stand. Aft again are the two corridor lounges giving access to the Verandah Lounge/Cafe. This apartment is executed in the gay and colourful style of a Spanish sun parlor, windows are fitted with wrought iron grilles and feature curtains of colourful Argonese design. The chairs are reproductions of those used by King Phillip of Spain at El Escorial. The lighting fixtures, of wrought iron and blown glass, combine the rugged craftsmanship of the old Andalusian metal workers, and the more delicate beauty of Venetian glassware.

A pleasant warm weather rendezvous is provided by the enclosed swimming pool at the after end of "C" deck, immediately beneath the children's playroom and nursery. The pool occupies a separate deck-house, the sides of which are enclosed by folding glass screens after the style of the dance floor on "B" deck. The pool is flanked on both sides by a tiled terrace on which is arranged wicker tables and

chairs. Dressing and shower cubicles occupy the forward end of the house, which is panelled in limed oak, making a perfect foil for the light green tiles of pool and terrace and the cream painted ceiling. Lighting is by means of frosted glass panels in the ceiling, behind which are the light sources.

On the starboard side of "D" deck, immediately below the break of the poop, is the open air swimming pool for Tourist Class passengers.

The beautifully appointed Dining Saloons are on "F" deck, the First Class room forward of and the Tourist Class aft of the Gallery. The First Class Saloon is panelled in light coloured veneer which is contrasted by the natural mahogany of the blue leather-upholstered dining chairs. Tables and dumb waiters are of bleached mahogany.

The Tourist Class Saloon is simpler in decoration and furnishing, but nevertheless it is a handsome, dignified apartment. Right aft on the same deck is the Tourist Class Smoking Room, panelled in weathered oak, a splash of colour being provided by the brilliant red cushions of the two carved settees of oak. Settees and easy chairs are covered in linen with a printed floral design, these loose covers match the curtains. One deck above this is the Tourist Class

Continued on page 46

Captain (S) James Bernard Foley, C.B.E., R.A.N.

IN the thirty-five years that he has been in the Royal Australian Navy, Captain (S) James Bernard Foley, C.B.E., R.A.N., the present Director of the Supply and Secretariat Branch and Administrative Assistant to the Second Naval Member, has seen considerable developments in the branch of the Service which he now directs.

Some indication of those developments is given in the (S) which now follows the rank of officers of that branch. It stands for "Supply and Secretariat," and replaces the prefix "Paymaster" which originally distinguished those commissioned to carry out the administrative side of ship organization; that prefix in itself perhaps suggesting the narrower limits within which such administration fell when the branch was younger.

In later years, and especially since the conclusion of the war of 1914-18, the branch has spread and grown into a hough, carrying much more weight than originally it did. The responsibilities of its officers have increased accordingly, and today their training calls for a high degree of specialization: administrative, secretarial, legal, accounting, and diplomatic.

The branch provides the complete secretariat afloat and in Naval Establishments ashore, including the secretaries on the personal staffs of Flag Officers, and the Captains' secretaries. In many of the responsibilities of a Flag Officer, his secretary is his right hand, called upon to counsel from his knowledge and experience in various circumstances that arise. As The King's Regulations and Admiralty Instructions put it: "The Admiral's Secretary, in addition to his duties as personal secretary to the Admiral, and as head of the Secretariat, is the adviser on legal, commercial, and diplomatic questions."

An (S) officer's training is therefore comprehensive and complete. Whether he goes through the Naval College, or enters later as a Special Entry, his early Naval schooling is similar to that of the junior executive officer, with the same basic foundation. As does the young executive officer, he proceeds overseas and joins the training cruiser "Devonshire"; and it is not until he is promoted Acting Sub-Lieutenant that he, too, specialises—not in Navigation, Gunnery, or Engineering, but in the work of his chosen branch.

And today this specialization leads him on to the higher phases of the never-ending training of

the Navy, selected members of the branch, as in the case of the Executive Branch, now taking the Imperial Defence College Course, and Staff and War Courses.

With the enlarged activities and responsibilities of the branch, greater opportunities—not only for boys who enter the Navy at the age of thirteen through the Naval College, but also for those youths who enter when four years older as Special Entries—exist within it. As an example of this, the latest Naval Estimates allow for a Rear-Admiral (S) in the Australian Navy, which is a rank that has not hitherto existed here.

That the subject of this article has had considerable experience in the various activities of the branch and especially in its higher secretarial duties his Naval record shows.

James Bernard Foley was born at Ballarat, Vic., on the 24th. June, 1896: the son of the late M. J. Foley, of Limerick, Ireland. When the R.A.N. was established, he was over age for entry into the Naval College, but, applying for Special Entry, was accepted soon after the outbreak of the 1914-18 War, and entered the Navy as a Paymaster Midshipman at the old Naval Depot at Williamstown on the 1st. March, 1915.

After a short spell at the Depot he was sent overseas and joined H.M.A.S. "Australia," then Flagship of the 2nd. Battle Cruiser Squadron with the Grand Fleet. He was for over two years in her before being appointed to the cruiser "Psyche" in the Bay of Bengal, remaining in her until the end of the war. Returning to Australia there followed a period of close on three years on the Staff of the R.A.N. College, Jervis Bay, after which he was appointed to the sloop "Marguerite," carrying out general utility services with the Squadron.

From the "Marguerite" he was appointed to the Admiral's office in the Flagship—Rear-Admiral John Saumarez Dumasque, C.B., C.V.O.—was Flag Officer Commanding the Squadron then—and he remained there, except for a period on the staff of the Vice-Admiral Commanding the Special Service Squadron in "Hood," and on the staff of the Commander-in-Chief, Portsmouth, until his appointment as Secretary to Admiral Sir G. Francis Hyde, K.C.B., C.V.O., C.B.E., then Captain Hyde and Second Naval Member, and later, until his



CAPTAIN (S) J. B. FOLEY, C.B.E., R.A.N.,
Director of Supply and Secretariat Branch, and Administrative Assistant to the Second Naval Member.

death in 1937, First Naval Member and Chief of the Naval Staff.

This appointment started Captain Foley on his thirteen years at Navy Office as Secretary to successive First Naval Members—Admiral Hyde, Admiral Sir Ragnar Colvin, K.B.E., C.B., and Admiral Sir Guy Royle, K.C.B., C.M.G.—throughout the pre-war decade and the war years until 1944. In that year he went to London as Naval Liaison Officer at Australia House, remaining there until 1948 when, after taking the Senior Officers' War Course at the Royal Naval College, Greenwich, he returned to Australia to his present appointment.

As Secretary to the First Naval Member, he accompanied Admiral Hyde to the Naval Treaty Conferences in London in 1930 and 1935, and the Singapore Conference in 1933; and he was one of Admiral Colvin's Staff at the Pacific Defence Conference in Wellington just prior to the outbreak of the recent war. He was awarded the O.B.E. in 1936, and the C.B.E. in 1941.

In 1921 Captain Foley married Jean, daughter of the late Charles Croaker; and is the father of one daughter who has herself now married into the Navy, being the wife of Lieutenant Anthony Frederick Sallman, R.A.N.



DIRTY BUT HAPPY DAYS

IF CONSCIENTIOUS WORK, WITHOUT SUPERVISION OR WAITING FOR ORDERS, COUNTS AS DISCIPLINE, THEN THERE IS GOOD DISCIPLINE IN BRITAIN'S COASTAL COLLIERIES, AS THE WRITER SHOWS IN THIS ARTICLE.

by Captain H. V. Warner

(The author acknowledges the courtesy of the Australian Broadcasting Commission in allowing this article to be based on a broadcast he made recently from their Adelaide Station.)

MANY years ago I was staying in the North Shields' Home waiting to sail in the Cape Horn "Bardowie", when a row over a girl earned me a blow in the solar plexus that sent me to bed, where I lay until she had sailed. It was probably a bit of good luck. Some of the old whalers told me that I was well out of her as she was a man-killer. That proved true, as she got six weeks of Cape Stiff's worst weather, lost half a dozen men, and drifted across to Capetown dismayed.

One of the old whalers, known as Cockney Bill, promised to get me a job where I should be better off than in the "Bardowie".

Walking down by the Bull Ring dock, we met a dignified man who greeted Bill. "Hullo Bill. Would you care to come back to us? I want an A.B. and an Ordinary Seaman."

"I'll be glad to come Sir, and Harold here would make a good O.S."

"All right Bill. Get your stores and go aboard as soon as you can, both of you. She's in Howdon Dock and will be going under the tip this afternoon."

We saluted him and returned to buy stores. I asked Bill what stores we had to get.

"She's a weekly boat and we have to grub ourselves. First we must get some kippers."

We headed for the Fish Quay where Bill pulled up under a window, the ledge of which was about six feet from the ground.

Taking sixpence from his pocket he reached up and tapped on the window ledge. Presently a newspaper parcel appeared, which Bill took. It contained ten pairs of kippers. He told me to follow suit

and I, too, got a parcel of kippers. I don't know how it was organised, but afterwards I bought many kippers at the same place.

Then we visited a small grocer, where we bought groceries and bread, which the grocer was to deliver. Soon we had paid our board at the Home, and with our bags on our shoulders marched off to Howdon Dock. On the way I ascertained from Bill that the ship was the "Free Lance", a tramping collier.

When I saw her I nearly had a fit. She was a rakish-looking old tub with rust and coal-dust everywhere. Bill hailed her, and soon a clumsy boat was sculled over to pick us up. The lad in the boat looked happy to see Bill, and favoured me with a grin, saying, "You coming in her?"

"Yes", I replied. "How is she?"

"She's all right. Better than deep water ships. You the O.S.?"

"Yes. I'm it. Suppose you're the other? My name's Warner."

He shoved off and proceeded to scull us off to the ship, saying, "This is the worst part of her. This boat's heavy, and we get plenty of exercise sculling her about; but it's good fun."

The "Free Lance" had no derricks fitted. They were lashed to the bulwark stanchions. She was very bare looking. Not a bit of rope that was not essential. No hauling lines, wires only. There were not even signal halyards to the trucks. The bulwarks had been painted a dirty dark stone colour, but long ago. The masts and hatch coamings were the same, but all grimy with coal dust.

We carried our gear to the fo'c'stle, where Bill was welcomed as an old friend. He introduced

me, and then looked at the two empty bunks. Turning to me he said, "We're in luck mate. There's donkey's breakfasts in both of 'em."

"But they're filthy, Bill," I replied.

"New ones would be the same in a couple of weeks. In this hooker we 'andles 1,600 tons of black diamonds twice a week. We lives in coal dust and we eats plenty, too, don't 'urt yer."

Having unpacked our gear we dressed in dungarees with our trousers tucked into the tops of our sea-boots. Then Bill took me to see the Mate.

He was pleased to see Bill, and gave me a nod; then said, "You'll be loading watch, both of you, and Otto. Get the hatches off and keep an eye on the 'Lizzie Westoll'. When she hauls out we'll take her place. Show this youngster what to do, Otto will be in the boat and I'll be about."

Otto, a Russian, joined us in getting the hatches off. They made the hatches fly, so well did they work.

Then Bill took me to the fo'c'stle-head and explained how I was to send ropes away for warping alongside. There was no steam on the fo'c'stle, so all had to be done from No. 2 winch. I suggested to Bill that the mate would tell me what to do.

Bill looked scornful. "An' spouse 'e ain't 'ere? No kid. When you're loadin' watch, you're the mate and the cook and the captain bold. You knows what to do an' you does it, mate or no mate. So just listen to what I'm a tellin' yer."

Soon we saw the 'Lizzie Westoll' hauling out to the buoys ahead of

us. Otto made for the boat and I for the fo'c'sle.

How I got through the next half-hour I don't know. I gave Otto wires, and with one on the winch to heave, I had another on the opposite barrel to slack away. Soon the ship was alongside and the Mate's voice was heard for the first time.

"Vast heaving, Warner. Take a slack turn with that breast and heave away on your head-rope. Ease away on your backspring."

Another ten minutes and we were ready to load. I was in a sweat, as much from anxiety as from work. I, a boy of sixteen, had handled four wire ropes simultaneously and without assistance, and no officer to supervise except two orders given casually from amidships. When Bill came forward he said, "You did all right kid. Now you've got the idea. Now, when we shifts her to another hatch, you won't 'ave the mate on deck at all; the boom trimmer will tell yer what 'e wants and tell yer when to make fast. Now let's get some grub."

"You seem to be a handy sort of youngster, Warner. You made quite a good shape. The great thing is not to get excited and not to heave too quickly. Just let her come gently so you have her always ready to check and make fast."

For the next twenty hours we shifted ship to the orders of the boom trimmer, slept and ate when we could. The trimmers called us when they wanted the ship shifted. As there was no more boat-work, Otto and I worked together. He taught me how to arrange my ropes and work them, and as we were mixing coals of different grades, we got many shifts. When a hold was full we put on the hatches and battened it down ready for sea.

The last wagon of coal was barely in when the shute was pulled up and Bill said, "Now we'll haul her out to the buoys."

Otto went to the boat, telling me to cast off my head rope. I ran from wire to wire like a scald-

ed cat. Giving a heave occasionally to keep the ship moving I then ran and hauled in a wire which Otto had cast off. Somehow we got to the buoys and secured her there. Then to finish battening down.

Twenty-one hours after joining, we steamed down the dock and were off to sea. I was at the wheel, assisted by the steward. The "Free Lance" had no steam steering gear so the steward used to help when the order was "Hard Over". Once clear of the pier-heads, the captain shouted down the hatch, "That'll do you, steward. Put her on her course, sonny."

"What is the course Sir?" I asked. He looked down at me.

"Oh! It's the new boy. E.S.E. is the course when we're bound to Hamburg."

I had not known till then that we were bound to Hamburg. Already the ship was bowing to a head sea. She would not need washing down, the sea was making a thorough job of it. Soon I was relieved from the wheel. Five minutes later I was in my bunk, sound asleep. I was called at five minutes to twelve.

"Why didn't you call me at seven bells? I'm hungry."

"That's all right, lad. You and Bill can cook your dinner now, and when you've eaten it you relieve Otto to get his."

Before we crossed the Dogger Bank we were steaming through blinding snowstorms. On the Dogger we passed trawlers, who said rude things to us through their megaphones. I was on deck at four next morning to find myself booked for two hours in the chains with the hand lead, searching for Heligoland. I was rather surprised to find that she had a leadline. Bill said that the skipper's wife had tried to pinch it to use as a clothes-line, but the mate had refused it and given her the signal halyards from the mainmast instead.

For two hours I hove that lead in blinding snow. I had orders to give the biggest yell I could raise if I got less than four fathoms. That happened a few times. Before going on deck Bill had shown me

how to keep my feet warm. Over my socks I put my sea-boot stockings and then plunged them into a bucket of sea-water till they were soaked before pulling on my sea-boots. It was an old trick of the Arctic whaler-men, and certainly ensured warm feet. I used it many times in later years.

I had wondered how the coal would be got out in Hamburg, but I soon saw. The Germans brought spars which served as masts and derricks to get the coal out with remarkable speed.

On the way across I had made kipper my main dish. With seas sweeping across the deck every few seconds, carrying plates was impracticable, so taking a pair of kippers by their tails, and my hook pot in the same hand, I was left with a free hand to steady myself. The kippers were flung on top of the stove to cook while I made my tea, then swept into my sou'-wester for the passage back to the fo'c'sle. In better weather, my dinner generally consisted of a milk pudding, either rice or macaroni; I ate what I could of it and either saved the balance for another meal or sold it to the chief engineer for sixpence, more than the whole had cost me.

After leaving Hamburg, the deck was examined by the mate to see if any holes had been made in it by the spars used in unloading. Such holes had to be patched by scraping round them and putting on a thick dollop of asphalt made of boiling tar and coal dust. I think there was more asphalt than steel. The deck was quite three quarters of an inch thick with it.

Our captain left for deep water after a few months and, the mate taking command, we got an energetic young mate who was going to make a yacht of her. He started us chipping the fore deck. We had done about two square yards and made several holes through before he came to inspect. The chipping hammers then returned to their place of rest.

Sometimes we went to London, sometimes to Havre, but we liked Hamburg best. We could go to

Continued on page 46

ANNIVERSARIES OF THE MONTH

APRIL IS RICH IN NAVAL ANNIVERSARIES, AND CONTAINS TWO OF GREAT IMPORTANCE TO AUSTRALIA—FALLING ON THE 19th AND 25th OF THE MONTH.

By John Clark

APRIL is a month which is rich in Naval anniversaries. And two of them—one with a major military association—is of great importance to Australia. They are the anniversaries of the dates on which Australia was born as a continent, and—on the bloody field of battle—born as a nation. But let us get down to dates and details.

It was on the 19th. April, 1587, that Drake, after holding a Council of War on board the "Elizabeth Bonaventure"—at which he shocked William Burrough by announcing his intention to attack Cadiz—led his squadron of some thirty ships against the Spanish stronghold.

It was four o'clock in the afternoon when he led his force into Cadiz harbour. He sailed again at two o'clock on the morning of the 21st., after having "sing'd the King of Spain's beard" to the extent of twenty-four ships and three-quarters of a million pounds according to Spanish accounts, "and," says A. E. W. Mason in his "Life of Francis Drake", "the Spanish accounts underestimated Spanish losses with the enthusiasm of Dr. Goebbels."

Among the ships destroyed was the great galleon of Santa Cruz, high Admiral of Spain. And, as one of Drake's men wrote, "by the assistance of the Almighty and the invincible courage and industry of our General, this strange and happy enterprise was achieved in one day and two nights."

Seventy years later, on the 20th. April, 1637, English and Spanish were at it again when Blake attacked and took the main treasure fleet in port at Santa Cruz, Tenerife. The Spaniards were expecting to be attacked and had made full

preparations. Captain Stayner led the English van, and after a fierce fight managed to take the galleons; but it was impossible to take them away, and they had to be destroyed, the victors being saved from the fire of the forts ashore by a lucky change of wind which carried them clear.

April 29th, 1758, was the date of Admiral Sir George Pocock's action with D'Ache off Cuddalore, one of the series in that and the following year which fatally damaged French power in the East Indies.

At daylight on the 20th. April, 1770, (the 19th. according to Cook's private journal) when the "Endeavour" had been running before a southerly gale "with heavy squalls attended with showers of rain, and a great sea from the same quarter", Lieut. Zachary Hicks, from the ship's poop sighted land, "sloping hills covered in part with trees and bushes, but interspersed with large tracts of sand". Cook named the land "Point Hicks"—it has since been renamed Cape Everard, which is a very great pity—and thus the first English name was put to a point of the hitherto unknown eastern coast of Australia. And on 29th. April the "Endeavour" entered Botany Bay.

Ten years later, on 17th. April, 1780, Rodney fought his first battle against De Guichen at Martinique, in the West Indies. Rodney broke the French line, and the action was sharp but indecisive, the French, though suffering many casualties, getting away still mobile.

Martinique was again the scene of battle the following year, when Sir Samuel Hood fought a long-range action with De Grasse, but could not prevent the French from

getting into Port Royal, their objective. Hood wrote to Rodney: "Never was more Powder and shot thrown away in one day . . . but it was with Monsieur De Grasse the option of distance lay, and he preferred that of Long Shot."

Another year on the West Indies Station, and on 12th. April, 1782, Rodney heavily defeated De Grasse at the Battle of the Saints. Five prizes fell to the British, including the "Ville de Paris", flagship of De Grasse, a ship mounting 110 guns and considered the finest warship in the world. But none of the five reached England, three of them foundering in one gale. On the same day and date in the East Indies, was fought one of the five fiercely contested actions between Hughes and Suffren. In this, the hardest fight between two hard fighters—as Mahan called it, Suffren concentrated on the centre of the British line, the flagship and her next ahead losing fifty-three per cent. of the entire loss of the squadron of eleven ships. After the action, both squadrons anchored, and lay for a week two miles apart, refitting!

On the 2nd. April, 1801, occurred the famous "blind eye" episode at Copenhagen. The Danish fleet, with many ships unrigged but all ready for action, was moored in front of the Copenhagen batteries, and made a hard nut to crack. Nelson however, handled it severely, many Danish ships being forced to strike by the superior British gunnery, and Nelson took the opportunity to address a letter to the Prince of Denmark proposing an armistice, which was confirmed, Denmark agreeing to take no further part in the actions of the Armed Neutrality.

The 11th. April, 1809, was the date of the commencement of Cochrane's attempts against Admiral Allemand in Aix Roads, he striving to destroy the French with fireships. Four French vessels were destroyed in the first attack, but the rest of the operations, which lasted a week, had little effect. Failure was due to the British Commander-in-Chief, Admiral Gambier, not supporting Cochrane, and the matter caused considerable stir in Britain; Napoleon summed the matter up by saying that Cochrane would have carried the French ships out had he been supported, that his own Admiral was a fool, but the British Commander-in-Chief was every bit as bad.

And so on to the second of Australia's great April anniversaries—that of the 15th. of the month in 1915, and the landing on Gallipoli. Dr. Bean describes the actual event: "The first (boat) had just grated on the shingle a few yards off the beach and the first men were climbing out in three or four feet of water and wading ashore, when there came signs of life from the land. A yellow flame, evidently of a beacon, flared on a height not far from the south; on the skyline, towering 300 feet above the beach, a figure moved. A shot from there plunged into the water, near the boats, followed by a group of four or five shots—the flashes seen along the skyline above. Then there broke out a constant fire along the crest, the flashes sparkling like a necklace, while from other heights on the flanks, seen and unseen, other rifles and a machine gun, or perhaps two, joined in." The day of destiny had dawned.

The night of April 22nd-23rd. (St. George's Day) 1918, was that of the attempt to block Zeebrugge, a naval contingent under Vice-Admiral Sir Roger Keyes entering the harbour under fire with blockships. The old cruiser "Vindictive", and the ferry boats "Iris" and "Daffodil" landed parties on the mole, who blew up

the viaduct. Volunteers from the "Australia" were among those present.

Mention of "Australia" reminds us that we are running past ourselves. It was in April two years earlier, in 1916, while the battle cruisers were out on a sweep, that "Australia" collided with "New Zealand" in a dense fog. And as a result of the damage she suffered, Australia missed Jutland.

It was in April of the year 1919 that "Sydney" and "Melbourne", "Platypus" and the six "J" Class Submarines, and the six destroyers, "Swan", "Yarra", "Parramatta", "Huron", "Torrens" and "Warrego" returned to Australia after the 1914-18 War.

And so on to the latest war.

April saw the first and second battles of Narvik, on the 10th. and 13th. of the month respectively, in 1940. The first battle resulted in the first naval V.C. of the war, awarded posthumously to Captain Warburton Lee, who gallantly led his destroyers into the Fjord. In the second battle, "Warspite" went in with destroyers, and the German naval forces there were destroyed.

April 1941 saw ships of the R.A.N. busily employed in the Middle East. "Parramatta" was in the Red Sea; on the 9th. she towed the cruiser "Capetown" from Massawa to Port Sudan. In the Mediterranean, "Stuart" was one of a force bombarding Sollum on the 13th., and she, with "Voyager", "Vendetta", "Vampire", "Waterhen", and "Perth" were all engaged in the evacuation from Greece later in the month.

April 1942 was the month of the Japanese carrier raid in the Bay of Bengal, H.M. Ships "Hermes", "Dorsetshire" and "Cornwall" were all lost, as was the Australian destroyer "Vampire", nine of her people, including her commanding officer, Commander W. T. Moran, R.A.N., losing their lives.

In April 1943, H.M.A.S. "Pirie", defending a convoy in Oro Bay, suffered a direct hit from a bomb, some officers and ratings being killed. That was on the 11th.; on the 14th. there was a major air attack on Milne Bay, H.M.A. Ships "Wagga", "Kapunda" and "Whyalla" taking part in the defence, and "Kapunda" towing one damaged merchant ship to the mainland.

In April of the following year, on the 19th., carrier planes of the Eastern Fleet, supported by surface ship bombardments, attacked Sabang, N.E.I. H.M.A. Ships "Napier", "Nepal", "Quiberon", and "Quickmatch" took part. On the 24th. the Allies occupied Madang, two days after U.S. troops had landed at Tanamcrah Bay, Humboldt Bay, and in the Aitape area. H.M.A. Ships "Australia", "Shropshire", "Arundel", "Warramunga", "Westralia", "Manoora", and "Kanimbla" took part, and ships of the Australian Survey Group carried out preliminary surveys.

And, with this article, we complete the calendar, and this series of "Anniversaries of the Month", which first appeared in "The Navy" of May, 1949.

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."



An Architect's drawing of the proposed Protestant Memorial Chapel at Flinders Naval Depot, the foundation stone of which was laid by the Governor-General.

The Navy's Protestant Memorial Chapel

The Foundation Stone Has Been Laid Of What Promises To Be A Graceful And Noble Building, Fitting Memorial And Handsome Addition To Flinders Naval Depot.

IN the bright sunlight of a perfect early Autumn afternoon, amid the colourful flower gardens and cool green lawns of Flinders Naval Depot, the Governor-General, Mr. McKell, laid the foundation stone of the Protestant Memorial Chapel on Saturday, 4th. March.

It was a day which has long been anticipated, and one which will be remembered for many years to come. For the ideal of such a Memorial, to commemorate officers and men of the Protestant denominations who lost their lives as members of the Royal Australian Navy in the First and Second World Wars, has animated the thoughts of the many, both within and outside the Service, who have worked for its realisation over a long period.

The date, for the laying of the foundation stone was well-chosen. The 4th. of March is the anniversary of the gallant end of the sloop H.M.A.S. "Yarra" on the early morning of the 4th. March, 1942. On that day, some miles south of Java, "Yarra", escorting a small convoy, encountered a powerful Jap-

anese force of three heavy cruisers and two destroyers. The odds were hopeless, but "Yarra" immediately placed herself between the enemy and her charges, and endeavoured to protect them by putting down a smoke screen and engaging the Japanese. Her efforts were of no avail—save to add to the noble traditions of the Service she represented—for she and the whole convoy were destroyed, and of her Ship's Company only thirteen ratings survived, rescued after great sufferings from a raft by a Dutch submarine. "Yarra's" captain—Lieutenant Commander R. W. Rankin, R.A.N.—and all her officers, went down with the ship.

Her gallant end, and that of those of her people who died with her, was symbolic of what this Memorial Chapel stands for as a memorial to the officers and men of the R.A.N. who went in similar circumstances.

The Chapel is being built from public donations, which include a bequest of £10,000 under the will of the late Mrs. Alice Maude Keilora Treacy in memory of her husband, the late Paymaster Cap-

tain Alfred Martin Treacy, R.A.N. Of very handsome modern Gothic design, the Chapel is being constructed in accordance with plans prepared by Mr. Louis R. Williams, F.R.A.I.A., who has specialised in ecclesiastical architecture, and is architect for the new Bathurst Cathedral, New South Wales, and is also responsible for numerous lovely churches built in Perth, Adelaide, Brisbane, Townsville, and the Melbourne metropolitan area in recent years.

Quarry-faced autumn-tinted stone will be the principal material used, and the roof is to consist of mellowed tiles. Dominating feature of the building will be its square tower, which, sixty-nine feet in height, will be surmounted by a flagpole whose truck will lift another twenty feet. Belfry louvers will let into the upper part of the four sides of the tower which, below them, will be slit by three narrow windows, while there will be two wider windows of stained glass in the front of the tower lower down.

At the base of the tower, within the Chapel, will be a Rock of Remembrance on which will be placed a Book of Remembrance containing the names of all R.A.N. personnel who lost their lives in the two world wars.

The main doorway in the ecclesiastical West end of the Chapel will be dominated by an arch, in the deep recess of which a traceried window will be built. The doorway will lead into a spacious porch, on the right of which will be the area in which the Rock of Remembrance will stand. On the left will be the Baptistry. The walls on both sides of the porch will contain pierced grilles, through which glimpses of the Rock of Remembrance and the Baptistry will be obtained.

The Chapel will accommodate four hundred and eighty worshippers who, entering the porch, will step from there immediately into the nave, which will be seventy-six feet in length, with passageways in the centre and along both sides. The floor will be constructed of

polished hardwood, and the pews of limed hardwood.

Overhead, the nave will be spanned by heavy wooden curved trusses, surmounted by an open timbered roof. The stone buttresses of the nave will be inside, instead of outside the building, thus giving more interior space and an effect of added support for the big roof trusses.

On the right of the nave, near the Sanctuary, there will be a small Chapel which will be used for some services. Memorial windows from the present temporary wooden Chapel adjoining the recreation hall, will be transferred to the new small Chapel, together with memorial tablets, which will be placed on the walls. Opposite the small chapel, on the other side of the nave, there will be a meeting room, which will also be used as an auxiliary choir room. Above this, an orchestral gallery will be erected to accommodate the Naval Depot Band, which will take part in all regular services.

The Sanctuary, the dominant feature of which will be the Altar of richly carved wood, has been designed on spacious lines. High up on the Eastern wall at the back of the Altar, there will be a rose window of richly stained glass. Pierced arched openings in the walls on both sides of the big Sanctuary archway will lead into octagonal bays in which, respectively, the pulpit and lectern will stand. The pulpit and the lectern will be constructed of carved wood or stone.

Contracting lines which have been incorporated into both the Western and Eastern ends of the building will provide a sense of augmented height to the whole structure. This, together with the colour of the wood and other furnishings and the light entering through the stained glass and memorial windows, will impart an appropriate atmosphere of peace, reverence and dignity, to the Chapel.

Thomas Fletcher Waghorn—1800-1850

He Pioneered The "Overland Route" From England To The East, And Was The Conceiver Of The Idea Of The Present Suez Canal.

ON January 7th, 1950, the hundredth anniversary of the death of Thomas Fletcher Waghorn, the pioneer of communication through the Red Sea, was celebrated at Suez, when the British Consul placed a wreath on Waghorn's statue in the presence of representatives of the British, Egyptian, and French communities. The fact that, in a recent broadcast "Quiz" session here in Australia, none of those questioned was able to say who Waghorn was, or what he did, prompts "The Navy" to publish these few facts concerning his career and achievements.

Thomas Fletcher Waghorn was born at Rochester, Kent, on the 20th. June, 1800. He entered the Royal Navy in 1812, and seven years later entered the Bengal Pilot Service, serving in the Burmese War of 1824, being then in command of the East India Company's *Matchless* and a division of gunboats. He was in five engagements in this war, and was badly wounded.

After the war he returned to the Bengal Pilot service, in which, when the steamer *Enterprise* arrived at Calcutta on 7th. December, 1825, he piloted that ship up the Hooghly. From her captain, Captain Johnston, he learned all about the voyage of the *Enterprise* out to India round the Cape, and also of a previous journey to India made by Johnston overland across Egypt, and down the Red Sea. This fired the imagination of Waghorn, and made him a devoted disciple of the gospel of (a) steam navigation, and (b) the "Overland Route".

In 1829, learning that the East India Company was to run a steamer service between Bombay and Suez, beginning it with a trial voyage of the *Enterprise*, Waghorn obtained from the Company

a special permit to act as courier to carry despatches from England to India by the Overland Route, and an order to the captain of the *Enterprise* to embark him at Suez and carry him to Bombay. His intention was to demonstrate beyond question the speed with which mails could be carried on his plan.

But bad luck dogged him on this first experimental run. He left London on 28th. October, 1829, having been advised that the *Enterprise* was due to Suez on 8th. December. He did not reach Bombay until 20th. March, 1830, having taken four months and twenty-one days from England.

Much went wrong on his passage. From England to Egypt he travelled across Switzerland and down to Trieste, and across the Mediterranean to Alexandria by a Spanish ship: up the Nile to Cairo, and across the desert to Suez, reaching there on the day the *Enterprise* was due. But she did not turn up! After waiting two days, he set off down the Red Sea in an open boat. He called at Cosseir, some two hundred and fifty miles from Suez, but there was no news there of the ship. He continued on in his open boat down and across the Red Sea to Jeddah, where he had to wait a month waiting for a dhow to take him across the open sea to India. But off Jeddah—a few hours after his sailing from that port—he was picked up by the East India Company's sailing brig *Thesus* and taken on to Bombay. (*Enterprise* had, in the meantime, broken down, and was laid up for repairs to her engine.)

However, discouraging this experience might have been to others, Waghorn was not daunted. His faith in the Overland Route was merely strengthened. He estimated that, had a steamer been waiting for him at Suez, he could have

been in Bombay in fifty-five days from London. So he returned to England and set about building up his own system of transport for passengers and mail across Europe and Egypt.

On the 8th. January, 1835, he addressed a circular to merchants having business with India, saying that he was leaving Falmouth for Alexandria on 5th. February on a journey to India. "On this occasion," he wrote, "I shall take charge of any letters given me, at Five Shillings each—I shall return to England in November, and in all probability I shall travel this route early in February, so that once a year you can count on rapid communication with India." In 1839 he broke all existing records by carrying mail from Bombay to London, by way of the Red Sea and the Overland Route, in thirty-one days, and by 1842, when he was promoted Lieutenant in the Royal Navy—although he was no longer in the Navy—for his services in pioneering the Route, his system was in regular operation; and he had a travel agency business, arranging transport and accommodation in Egypt for "Overland Route" travellers, and their sea connections to get them between England and India in the shortest possible time.

Letters sent by the route were addressed "Care of Mr. Waghorn—Marseilles", or Alexandria, or elsewhere. The procedure was to take the letter to Waghorn's agent fully addressed and, having paid the due charge on it, have it stamped "Care of Mr. Waghorn", and leave it to be forwarded by his speedier route. The apparent ability of Mr. Waghorn to be anywhere at any time to receive letters to his care, created for him almost a legendary fame. William Makepeace Thackeray saw him once in Cairo and wrote of him: "Lieut. Waghorn is bouncing in and out of the courtyard full of business. He only left Bombay yesterday morning, was seen in the Red Sea on Tuesday, is engaged

to dinner this afternoon in Regent's Park, and (as it is about two minutes since I saw him in the courtyard) I make no doubt he is by this time at Alexandria, or at Malta say, or perhaps both."

Though the Overland Route was shorter, it was far more arduous than the sea route round the Cape. Coming from India, travellers taking it disembarked at Cosseir or Suez, and travelled across the desert by donkey and camel to Cairo. The stage down the Nile from Cairo was, in the early stages of the establishment of the route, by native sailing craft; later by a small steamer, the *Jack o' Lantern*, which was of six horse power only. This stage of the journey was to Afreh, a point on the left bank of the river, where a transfer was made to the Mahmoudieh Canal, which ran to Alexandria. Over this Canal passengers proceeded in a native "Track Boat" towed by horses, a trumpeter or horn-blower posted in the bows giving continual warning to the other craft on the canal to keep out of the way. As the horses had to be halted, and the towline lifted over the masts of each sailing craft met on passage, the journey through the canal—forty-eight miles—took anything from twelve hours upwards.

In 1839 the British Government and the East India Company started mails of their own, and took from Waghorn the conveyance of letters. He continued with his Overland Route for passengers, in which effort he came into opposition with the P. and O. Company, who, at the continued insistence of their passengers, themselves instituted an Overland Route.

Waghorn, worn out by worries and long-continued physical exertions, broke down while endeavouring to improve one of his European routes in 1849, dying on 7th. of January the following year. He was buried in the churchyard of the little Kentish village of Snodland.

His claim to fame extends beyond his pioneering of the Over-

land Route. At a banquet in Paris celebrating the completion of the Suez Canal in 1869, Baron de Lesseps gave to Waghorn the credit of being one of the first to propose the building of the Canal. "He it was," he said, "who first conceived the idea; it was his indomitable courage and great perseverance, which led him to prove its practicability... but he was in advance of his age, and the very plans that were scoffed at when first mooted were those which, in my position as the engineer of the works, have enabled me to carry them through."

The statue on which the British Consul placed the wreath on the hundredth anniversary of Waghorn's death, is outside the offices of the Suez Canal Company at Suez. It is a bronze bust of Waghorn, and on its base is a relief depicting the incident of his embarkation in an open boat on his determined and desperate effort to make the record-breaking mail trip in 1829. There he looks over the scene of his inspiration, his disappointments, and his triumph, and sees, in the endless procession of ships passing along the "Overland Route" of the Suez Canal, his greatest triumph of all.

(For much of the material in this article, we are indebted to the chapters on Mr. Waghorn in Mr. Boyd Cable's "A Hundred Year History of the P. & O".)

Keep a Good
Lookout

FOR THE NEXT ISSUE OF

The Navy

WHAT THE NAVY IS DOING

SINCE last these notes were written, a number of changes in appointment among senior officers of the R.A.N. has been announced. These include a change in the command of the flagship—Captain D. H. Harries, R.A.N., succeeding Captain R. R. Dowling, D.S.O., R.A.N., in H.M.A.S. Sydney—and of H.M.A.S. Penguin, where Captain F. N. Cook, D.S.C., R.A.N., will succeed Captain Harries.

Captain J. M. Armstrong, D.S.O., R.A.N., who has vacated the position of Director of Ordnance and Underwater Weapons at Navy Office, Melbourne, is going to the United Kingdom as Inter-Service Technical Officer on the staff of the Australian Defence Representative in London, with the appointment of Commodore. The Navy Office position thus vacated will be filled by Captain Dowling.

During the period since our last publication, a start has been made on the building of the Protestant Memorial Chapel at Flinders Naval Depot, the foundation stone having been laid on Saturday, 4th. March, 1950, by His Excellency the Governor-General, Mr. McKell.

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, returns to Aus-

tralian waters this month after the Autumn cruise and exercises with the New Zealand Squadron in New Zealand waters. Reaching Jervis Bay on the 4th., Sydney remains in Sydney from 6th. April to the end of May, and will be

available for leave and urgent defects until the 31st. of that month. It is anticipated that she will leave 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.) returns to Sydney this month after participating in the exercises with the Fleet and the New Zealand Squadron during February and March, she having joined the Flagship in New Zealand waters after having towed a destroyer from Sydney to Melbourne. During the month 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.) has been with the Fleet in New Zealand waters, and has now returned to Australia.

H.M.A.S. Bataan (Commander W. B. Marks, R.A.N.) returned to Sydney in company with the Flagship this month. From the 10th. April until 26th. May, Bataan will be at availability for leave and urgent defects, and will sail from Sydney about 7th. June to relieve H.M.A.S. Shoalhaven on duty with the Allied Naval Forces in Japanese waters.

1st. Frigate Flotilla:

H.M.A.S. Shoalhaven (Commander I. H. McDonald, R.A.N.) is in Japanese waters with the Allied Naval Forces, where she relieved Culgoa at Kure in February. She remains there until her relief by Bataan in June.

H.M.A.S. Culgoa (Lieut.-Commander V. G. Jerram, R.A.N.) is in Sydney, where she remains at availability for leave and refit until 5th. May. She 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 (Lieut.-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.S. Telemachus (Lieutenant O. Lascelles, D.S.C., R.N.) has been with the Fleet, exercising with the New Zealand Squadron in New Zealand waters.

H.M.S. Thorough (Lieut.-Commander J. N. Devlin, D.S.C., R.N.) 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 F. D. Shaw, R.A.N.) is operating under the control of the Naval Board. Having made a voyage to Heard Island in the Southern Ocean, with relief parties and replenishment stores and equipment for the scientific members of the Australian Antarctic Research Expedition stationed there, she is now on a voyage to Macquarie Island, south of Tasmania, on similar duty.

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. Larrobe (Lieutenant R. J. Scrivenor, R.A.N.)

Survey Ships:

H.M.A. Ships Warrego and Borcoo 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

Papua-New Guinea Division, R.A.N.

To comprise fifty ratings, and to serve as an encouragement to natives to take an active part in the defence of their country, as well as to ensure a constant supply of competent native seamen for service in island establishments and small craft attached to them, a Papuan-New Guinea division, recruited from natives of the island territories, is being formed by the Royal Australian Navy. H.M.A.S. "Tarangau", the advanced naval base at Manus Island, will be headquarters for the division, which will be under the command of Lieut. D. Nicholls, R.A.N., assisted by Chief Petty Officer S. C. Bettens and Petty Officer E. L. Graham, all three of whom are undergoing a course at the Australian School of Pacific Administration in Sydney,

to equip them with background knowledge of the seafaring tribes of Papua and New Guinea. As the Minister for the Navy, Mr. Francis, pointed out when announcing the establishment of this division, the indigenous peoples of Papua-New Guinea have a long-standing reputation as seafarers, which their knowledge and ability to negotiate hazardous coastal and river waterways, as demonstrated during the Pacific War, has supported, amply justifying their inclusion in the new formation.

Three-Year Enrolment.

Recruiting for the Papua-New Guinea Division will be conducted through the Department of District Services and Native Affairs, and recruits, who must not be less than eighteen years of age, will be enrolled for an initial period of three years, with the right to re-engage for periods of two or three years. On enrolment they will undergo probationary training for six months, at the end of which



Mr. A. R. Netherkiss, who recently retired from the position of Secretary, Department of the Navy, receiving from Mr. T. J. Hawkins, the new Secretary, a decanter presented—together with a set of crystal glasses and bowl—by the Civil Staff of the Department. In the centre is the Second Naval Member, Commodore H. A. Showers, C.B.E., R.A.N.



His Excellency the Governor of Victoria, Sir Dallas Brooks, talking to Cadet Midshipmen (L. to R.) R.A. Osborn of Newcastle, N.S.W., M. E. J. Bottomley of Meroona, N.S.W., H. P. Burger of Neutral Bay, N.S.W., and O. H. Thomson of Maitland, N.S.W., when on his recent visit to Flinders Naval Depot.

they will be advanced to the rating of ordinary seamen. Training, which will be at "Tarangau", will include speaking, reading, and writing in English; hygiene and cleanliness; the significance and use of naval terms and drill; the care of arms; handling of boats; steering and engine orders; compass reading; the tying of knots and splices, and other aspects of seamanship. Ratings will wear a special uniform which will include white or blue flannels, with square neck, and white or blue lava-lavas bearing the R.A.N. insignia. Working rig will normally be bare torso with blue shorts. After they have been rated Able Seaman—normally eighteen months from the date of enlistment—ratings will be permitted to marry. They will then live with their families in huts situated apart from the native barracks housing the single men; but, like the barracks, inside the limits of the naval establishment in which they serve.

Reservists With Fleet.

Arrangements were made by the Navy for eight officers and fifty ratings of the Royal Australian Naval Reserve to undergo forty-four days' extended training with the ships of the Australian Fleet during its recent cruise in New Zealand waters. They were accommodated in H.M.A. Ships "Murchison", "Warramunga" and "Bataan". Ten members of the Reserve also made the Heard Island Voyage in H.M.A.S. "Labuan", and ten Reserve ratings are in the ship on her present voyage to Macquarie Island.

Protestant Memorial Chapel.

His Excellency the Governor-General, Mr. McKell, laid the foundation stone of the Protestant Memorial Chapel at Flinders Naval Depot on the afternoon of Saturday, 4th. March. The ceremony was attended by the Minister for the Navy (Mr. Francis), members of the Naval Board, officers and ratings of the Royal Australian Navy, and denominational leaders. The Depot grounds, known throughout Australia for their lovely lawns and gardens, were

looking at their best with colourful displays of dahlias, zinnias, salvia, and other brilliant blooms.

State Governors Visit Depot. Three days before the visit of Mr. McKell, His Excellency the Governor of Victoria, Sir Dallas Brooks, K.C.B., C.M.G., D.S.O., visited the Depot, and inspected the various training schools and the Naval College. In the afternoon of his visit—which was on 1st. March—the Governor took the salute at a march past. A week or so previously, on 21st. February, His Excellency the Governor of South Australia, Sir Willoughby Norrie, K.C.M.G., C.B., D.S.O., M.C., had also visited the Depot and was shown over its various activities.

"Sydney" for U.K.

The purpose of the visit of H.M.A.S. "Sydney" to the United Kingdom in June next is to embark fifty-nine new aircraft, sixteen new spare aero engines, 200 deadweight tons of air stores, 250 members of the 21st. Carrier Air Group—nearly all of whom are Australians who have been undergoing training in Britain—and a number of ex-Royal Navy ratings who, it is hoped, will have joined the R.A.N. by the time "Sydney" leaves Britain on her return voyage. She is expected to be back in Australia in November of this year.

Considerable Financial Saving

Discussing the reason for sending "Sydney" to Britain on such a task, the Minister for the Navy said that it would result in a considerable saving in money, apart altogether from the experience that would be gained in training. The cost of freightage the aircraft and stores, and of arranging passages for the members of the 21st. Carrier Air Group, through ordinary commercial channels, would be enormous. The estimated cost of freightage the aircraft and spare engines, alone, was £320,000. On the other hand, the principal item of expense in using the "Sydney" would be the cost of fuel. This would be a total of about £40,000 for the return voyage to

the United Kingdom. A considerable portion of this fuel would have been used in training cruises even if the ship remained in Australia during the period for which she would be absent. It was, the Minister pointed out, the normal practice in the Royal Navy to use aircraft carriers for transporting aircraft and personnel from one part of the world to another. It has been demonstrated that this was by far the most economical, as well as the most efficient, method to adopt.

Short Service Commissions

The Royal Australian Navy has decided to give a number of short service commissions of four years' duration to selected young men who have trained as pilots or observers. This training will last about two years, and will be undertaken as ratings. Those who then show themselves to be of the standard required for an officer will be selected for commissions, and it is hoped that a large proportion of the trainees will prove to be of this standard. These young men will be part of a new Naval Airman Aircrew Branch which will be recruited from civilians and from ratings already serving in the Royal Australian Navy. In the meantime no further entries will be accepted for the existing rating pilot branch. After qualifying, Pilots and Observers will serve in the aircraft carriers "Sydney" or "Melbourne", or in one of the R.A.N. air stations in New South Wales.

Conditions of Entry

Civilians who wish to join the new branch must be aged between seventeen years and eight months, and twenty-two years and eight months, at the time of their application, and must hold educational certificates equivalent to the Victorian intermediate certificate. It will be necessary for them to have obtained passes in at least four subjects, including English and Mathematics. They will be required to engage in the R.A.N. for six years, comprising two years' training as ratings and four years' service as officers, if select-

ed; and, at the end of that period, to join the Royal Australian Naval Reserve for five years. On completion of four years' service as an officer, a pilot or observer could, subject to the requirements of the Navy, extend his service for a further period of three years on a short service basis, or be transferred to the Permanent List.

The requirements and conditions for ratings already serving who transfer to the new branch are the same as those applying for entry from civil life. Their possession of the higher educational training certificate issued by the R.A.N. will be regarded as equivalent to possession of the Victorian Intermediate Certificate. If serving ratings are accepted for the new branch, the engagement under which they were serving will be replaced by the engagement required for the new branch. After nine months' service as naval airmen (aircrew), ratings will be light graded for training as Pilots or Observers. Ratings who qualify after approximately two years' training from the date of entry and are selected for commissions, will be promoted Sub-Lieutenant, and two years later will be promoted to the rank of Lieutenant.

Those not recommended or selected for commissions will continue to serve as rating pilots or observers under the rules of advancement for the present rating pilot branch. Ratings who enter from civilian life and fail to qualify as pilots or observers, will be granted free discharges from the R.A.N. if they so desire, or the option of transferring to another rating branch. Other ratings will have the option of reverting to the rating they held when they volunteered for the new branch, or to another naval airman trade.

Naval Officers' Club—South Australia

The Naval Officers Club of South Australia held its Ordinary General Meeting on Wednesday, the 22nd. March, details of which will be published in our next issue. And on the 19th. of next month

the Club is holding a Sherry Party.

PERSONAL

Commander A. J. Travis, R.A.N., has been appointed Commanding Officer of H.M.A.S. "Torrens", and Resident Naval Officer, Port Adelaide. He relieves Commander S. T. M. Gower, R.A.N., who has been appointed to H.M.A.S. "Hobart", in command.

Commander V. E. Kennedy, R.A.N., has been appointed Commanding Officer of H.M.A.S. "Tarangau", the Australian Naval Base at Manus. He thus succeeds Commander J. H. Dowson, R.A.N., who has been appointed Commanding Officer of H.M.A.S. "Leeuwin", Fremantle, Western Australia, the appointment previously held by Commander Kennedy.

On the occasion of his retirement from the position of Secretary, Department of the Navy, in February, Mr. A. R. Nankervis was the recipient of many deserved tributes, and of expressions of goodwill and good wishes from his various colleagues and professional associates. In speaking of the fine record established by Mr. Nankervis, the Minister for the Navy said: "On behalf of the Government and myself I desire to express appreciation of the distinguished public service rendered by Mr. Nankervis for more than fifty years which included two great world wars." In the week preceding his vacating office, Mr. Nankervis was entertained by the Senior Officers of all the Commonwealth Departments, and was the guest of honour at a Naval Board luncheon, and at a luncheon tendered to him by the Directors at Navy Office. He was also the recipient of a presentation—consisting of a decanter, a set of crystal glasses, and a set of bowls—as a token of esteem from the civil staff of the Department.

Captain John Malet Armstrong, D.S.O., R.A.N., who has been appointed Inter-Service Technical Officer on the staff of the Aus-

tralian Defence Representative in London, with the appointment of Commodore, joined the R.A.N. College as a Cadet Midshipman in 1914, and saw service in the First World War in the battle cruiser "Australia". In the recent war he commanded H.M.A. Ships "Australia", "Manoora", "Westralia", and the escort carriers H.M. Ships "Ruler" and "Vindex". Captain Armstrong was awarded the D.S.O. in April, 1945, "for gallantry, skill and devotion to duty whilst serving in H.M.A.S. "Australia" in the successful assault operations in Lingayen Gulf." He was also awarded the United States Navy Cross for his gallantry in the same action, and was Mentioned in Despatches in June, 1941.

Captain Roy Russell Dowling, D.S.O., R.A.N., who has been appointed from command of H.M.A.S. "Sydney" to the position of Director of Ordnance and Underwater Weapons at Navy Office, Melbourne, entered the Royal Australian Naval College in 1915, and has the distinction of being the first R.A.N. officer to command the Australian Navy's first aircraft carrier, Captain Dowling was awarded the D.S.O. in November, 1945, "for outstanding courage, skill, and initiative in operations which covered the bombardments of "Tarakan", "Wewak", "Labuan" and "Balikpapan", and the attack on "Aitape" and "Wewak".

Captain David Hugh Harries, R.A.N., who succeeds Captain Dowling as Commanding Officer of "Sydney", entered the R.A.N. College in 1917. In the early part of the war of 1939-45 he commanded H.M.S. "Seagull" with the First Minesweeping Flotilla, sweeping on the Scottish coast. He was later appointed to Plans Division, Admiralty, and in March, 1941, went to the United States as Australian Naval Attaché, Washington. On the commissioning of H.M.A.S. "Shropshire" in 1943, he was appointed her Executive Officer, and in her took part in a number of assault operations against the Japanese in the South West Pacific.

Continued on page 11

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.

J. Douglas Wilkinson (Trenton, N.J.), submits a number of questions of steamers in the New Zealand trade.

The ferry steamer "Maori" was of 3,399 tons gross, built in 1907, by W. Denny and Bros., Dumbarton, her dimensions being 350.5 feet long by 47.2 feet beam by 24.7 feet deep, being propelled by triple screw direct drive turbines. Her service was between Lytleton and Wellington. On 18th. September, 1907, the steamer "Kintyre", which had been well known in the Clyde River tourist service for almost forty years, was making some special runs carrying sheep. The "Maori" was making her trial runs over the measured mile when the "Kintyre" rounded the east point of Wemyss Bay. The sea was calm and the atmosphere quite clear, when through some misunderstanding, the "Maori" rammed the "Kintyre" abaft the engine room, tearing a huge hole in her side. She sank rapidly, one life, that of the Chief Engineer, being lost. I have no record of the "Maori" being beached, the reference being that she returned under her own steam to her builders' yard, where her damaged bows were repaired.

The "Moeraki," 4,392 tons gross, was built in 1902 by W. Denny and Bros., Dumbarton, for the Union S.S. Co. of New Zealand, her dimensions being 368.7 feet long by 47.2 feet beam by 31.2 feet deep, propelling being twin screw reciprocating engines. With her sister ship "Manuka", she was in the Australia-New Zealand service for many years. She was laid up about August,

1931, when the depression had affected the passenger trade badly. In February, 1933, she was sold to Japanese shipbreakers and on her last passage to Japan, took a cargo of some 2,000 tons of flour. She was broken up about August, 1933. I can find no trace of her ever being owned by the French.

The "Tofua" was a twin screw steamer of 4,345 tons gross, was also built by Denny for the same owners in 1908, dimensions being 350.3 feet long by 48.2 feet beam by 20.5 feet deep. After many years service, she was laid up about 1930, and on 9th. February, 1934, she was reported sold to the Japanese for £4,200. She was broken up in June, 1934.

The "Makura" was a twin screw steamer of 8,071 tons gross, built by Alexander Stephen and Sons Ltd., Glasgow, in 1908, for the trans-Pacific service of the Union S.S. Co., her dimensions being 450.0 feet long by 57.7 feet beam by 32.1 feet deep. She was used as a troopship by New Zealand in the 1914-18 War, and resumed her service across the Pacific. The difficult times of the early thirties led to her withdrawal from trans-Tasman service in which she was then running, and in February, 1937, she was sold to Chinese. She loaded a cargo of wheat from Geelong to Shanghai, and was finally broken up about July, 1937.

The "Ulmaroa" was a twin screw steamer of 5,777 tons gross, built in 1908 by Goulay Bros., Ltd., Dundee, for Huddart, Parker Ltd., Melbourne, her dimensions being 400.3 feet long by 52.2 feet beam by 23.2 feet deep.

Captain W. J. Wyllie took command of her in 1908, and remained in her for almost thirty years, including her service as a New Zealand troopship. For many years, she was in the New Zealand-Australia trade, and about August, 1934, was sold to Japanese shipbreakers, being finally broken up in November, 1934.

The "Mahemo" was a triple screw direct drive turbine steamer of 5,323 tons gross, built in 1905 by W. Denny and Bros., Dumbarton, for the Union S.S. Co., dimensions being 400.4 feet long by 50.2 feet beam by 30.8 feet deep. In 1915, she was converted to twin screw geared turbines and served as a New Zealand hospital ship for the remainder of the War. She was sold to Japanese shipbreakers in May, 1935, and left Sydney in tow of the steamer "Oonah", which had also been sold to shipbreakers. Breaking away from the "Oonah", she was wrecked on Great Sandy Island, Queensland, on 10th. July, 1935. All efforts to refloat her failed. Her hull can still be seen there, though of course, it is now badly broken up. Her decks are all gone and her back is broken.

Mr. Wilkinson asks for photos of the "Mahemo" after her stranding, also of the "Mararoa", "Maori", and "Rotomahana". Can any reader oblige him?



'The Navy'
is Your Guide
to Naval Affairs

AUSTRALIAN-ITALY
TRADE.

The first of three ships being built for the Italian-Australian trade by the Lloyd Triestino company is being launched this month. The ships will be of 14,000 tons, and will each carry 800 passengers. Italy, said the company's traffic manager, Mr. G. Gerolami, who arrived in Australia in the "Ugolino Vivaldi" in March, is very interested in the tourist trade.

WORLD SHIPBUILDING.

At the end of December last, the total world tonnage of shipping under construction was 4,394,768 tons, of which Britain was building forty-five per cent., or 1,994,191 tons, according to Lloyd's Register of Shipping Returns. Shipbuilding in other principal maritime countries was listed as: United States, 512,787 tons; France, 422,046 tons; the Netherlands, 301,560 tons; Sweden, 297,325 tons; Italy, 214,410 tons; Denmark, 132,129 tons; and Japan, 120,416 tons. No figures were given for Germany, Russia or China.

DREDGING SIX MILES
DEEP.

Due to leave Copenhagen in September or October of this year, a Danish scientific expedition plans to spend two years dredging for specimens all over the world up to depths of 30,000 feet where such exist. The main

WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

trawling equipment will consist of a twenty-two ton steel wire rope, built to stand enormous strains, and fitted with nets, trawls, grabs and other instruments. When paid out to its full extent the wire will take some three days to wind in again. The expedition hopes to collect much new information regarding conditions in the great depths of the oceans, and to obtain data which may be useful to the science of chemistry, and to the world's fishing fleets.

U.S. NEEDS PASSENGER
SHIPS.

According to the chairman of the United States Maritime Commission, Major General Philip B. Fleming, in a statement he made recently, the United States at present has only forty-seven passenger-type vessels in operation, compared to 162 just before the war. Claiming that a potential weakness lay in the threat of "block obsolescence" which may overtake America's warbuilt fleet in the not too distant future, General Fleming said that the serious shortage of passenger-type vessels was the first weakness of the American Merchant Marine.

NEW YORK'S DREDGING
BILL.

When asking Congress to approve a \$250,000 dollar budget allotment for the maintenance and improvement of the channels serving the port of New York in

January, the Port of New York Authority told the sub-committee on civil functions of the House Appropriations Committee that steamship operators and ship masters had complained of inadequate depths in the New York-New Jersey, Newark Bay, Ambrose and Hudson River channels. Mr. Byrne, the Port Authority spokesman, told the sub-committee that the promotion of waterborne commerce requires that adequate channels be available for the safe handling of the thousands of ocean-going ships using the port, and added that in 1947, 11,000 ships loaded and discharged 78,000,000 tons of cargo there—including one quarter of the country's foreign commerce—which brought a revenue of 192,000,000 dollars to the United States.

CANADIAN VESSELS FOR
BRITAIN.

As part of a Canadian Government plan by which some of the Canadian deep-sea merchant fleet—beset by dwindling business—is to be kept in operation through transfer to British registry, the United Kingdom Government has agreed to let 123 Canadian-owned ships operate under its flag, with their profits going to Canada in dollars. Besides an original sixty-five vessels which Britain accepted for transfer of registry under a plan for keeping Canada's merchant marine afloat, Britain has lately

A. J. C.

**JAMS & PRESERVED
FRUITS**

**A.J.C. TOMATO
SAUCE**

**Australasian Jam
Co. Pty. Ltd,**

**1 GARDEN STREET,
SOUTH YARRA,
MELBOURNE,
VICTORIA.**

**BRYANT
&
MAY'S**

SAFETY MATCHES.

- New Improved Blue Head!
- Improved, Steady-burn-ing Wood!
- Longer-wearing Strik-ing Surfaces!
- Uniform High Quality.

1st FOR VALUE.

agreed to take on an additional fifty-eight ships. These latest additions to the plan have been on loan to the United Kingdom since the war, and were to have been returned to Canada this year. They will remain under British registry, to be operated by agents in Britain for the Canadian companies.

AMERICAN SHIPYARDS.

American shipyards established a peacetime record for launchings in the United States in 1949, according to Mr. J. Lewis Luckenbach, chairman of the board of managers of the American Bureau of Shipping. During the year, Mr. Luckenbach said, private yards also achieved a new record, from a deadweight tonnage standpoint, in the number of ships completed. In that period thirty-three tankers of 863,292 deadweight tons were delivered. Three of them were 30,000-ton ships, the largest of their type in existence; the others included twenty-six oil carriers in the 26,500 to 28,300 deadweight tons class, and four smaller tankers ranging from 2,530 to 18,100 tons.

UNION TO SHAREHOLDERS

A novel attempt to secure a working agreement with a shipping company covering that company's seagoing unlicensed personnel was made recently in America by the Seafarers' International Union, A.F.L. The attempt came as a climax to what the union's secretary, Mr. Paul Hall, described as "three years of bitter contest in the union's fight to organize the Cities Service fleet, during which the company's—an oil company—marine division had engaged in "legal stalls" in its endeavour to "deny seamen aboard its vessels their legally guaranteed right to join a union of their choice for collective bargaining purposes." Having exhausted all channels short of a strike, and believing that the company's shareholders were not aware of the situation, the union decided to appeal direct to the

shareholders by newspaper advertisements addressed to them.

SURVEY OF MARINE LOSSES.

During the two decades between 1920 and 1939, wrecks, fires and collisions accounted for eighty per cent. of all total losses to merchant ships, according to a survey carried out by an American insurance broker, using Lloyd's Register as the principal source of data. American losses were less than those of the other two leading maritime nations—Great Britain and Norway—and less than the world average in contrast to tonnage owned in each instance. In fire losses, however, those of American ships were higher than those of Britain, Norway or the rest of the world in percentage to other causes of total loss. It was during the period of the survey that American safety at sea laws were changed to require use of fire resistance materials throughout a ship; and the survey claims that American ships are now the safest in the world so far as fire hazards are concerned.

NEW YORK PORT REHABILITATION.

First move in the port of New York's ten-year, \$8,000,000 dollar rehabilitation scheme, will be the construction of a new pier at Pier 57, Fifteenth Street and North River. The old pier at the site, which was part of the terminal of the Grace Line, was burned down more than two years ago. The new pier, work on which is expected to begin immediately, will cost between \$1,000,000 and 6,000,000 dollars. Eighteen months to two years will be required to complete it. A feature of the new pier will be facilities below surface and on the roof of the structure that could be used either for the storage of cars for export or for parking. The substructure at the shore-front end will be able to accommodate 175 cars, with access from ramps at street level.

News of the World's Navies

NAVAL SOUVENIRS.

An electric table lamp made from the oak of the "Implacable," which was recently sunk off the Isle of Wight, and a signed photograph of King Edward VII. as Prince of Wales, taken in 1877, have been presented to the Southampton Master Mariners' Club. The lamp was given by Admiral of the Fleet Sir Algernon Willis, G.C.B., K.B.E., D.S.O., Commander-in-Chief, Portsmouth. Its shade is made of a section of the chart of the Channel depicting the exact spot where "Implacable" was sunk. The photograph, which shows the King standing by a gun in the old battleship "Thunderer," came into the possession of Captain H. D. Smith, R.N., of Weymouth, who has presented it to the Club.

SONIC PROPELLER PLANE.

A propeller-driven aircraft that can fly at the speed of sound is being developed by the air arm of the U.S. Navy, according to a report in the "New York Times." The advantage of such an aircraft over the turbo-jet aircraft would be lower fuel consumption at slow speeds over long distances, and faster take-off and low "power-on" stall speeds, all of which are desirable for carrier-borne aircraft.

PROPELLER THE PROBLEM.

Speaking on the subject of the U.S. Navy's proposed sonic propeller plane, the assistant chief of research, Bureau of Aeronautics—Rear Admiral C. M. Bolster—said that the chief problem in developing a turbo-propeller aircraft that could fly at the speed of sound (660 miles an hour above 30,000 feet) is the propeller. Six-bladed propellers with dual rotation are now being worked on by the U.S. Navy, which is also considering propellers with eight blades. A propeller capable of fifty-five per cent. efficiency would push a plane through the air at the speed of sound.

R.M. RESERVES AFLOAT.

A Sergeant and nine Marines of the Royal Marine Forces Volunteer Reserve are serving in ships of the Home Fleet during the Spring cruise, their employers having granted them leave of absence to enable them to gain experience afloat. The men, who are from Glasgow and Bristol Centres, formed respectively in November, 1948, and May, 1949, have service in the R.M.F.V.R. of between three months and a year. Seven of them have had no previous Service experience.

SQUARE PRESSURE COOKER FOR SUBS.

The familiar shore cooking utensil, the pressure cooker, is round in shape, but the U.S. Navy is endeavouring to develop a square pressure cooker to fit in the limited space available in submarines. In certain underwater operating circumstances a submarine must depend on batteries for power. An ordinary range requires more electric energy than can be spared, but the pressure cooker, if it can be fitted into the available space, will make it possible for submarine crews to have hot meals even when submerged.

OTHER VICTUALLING PROJECTS.

Other victualling projects under examination in the U.S. Navy are a radar stove, utilizing a magnetron tube to cook meats and vegetables in a fraction of the time and with a sixth the energy needed in an ordinary stove; plastic dishes and trays, which are lighter, less breakable, easier to handle, cheaper to produce, and making less clatter when in use; and the painting of mess spaces in pastel colours designed to stimulate the appetite.

W.R.N.S. AIRCRAFT MECHANICS.

In view of the satisfactory reports which have been received on the work and capacity of W.R.N.S. Aircraft Mechanics, the Admiralty has announced that in future they will receive the same training and, so far as physical limitations permit, undertake the same duties in Naval Air Stations as men in the Mechanic (A) and (E) categories of the Naval Airman Branch. Outstanding Wren Air Mechanics will have the opportunity of being selected for duty as Pilot's Mate, which is a rating who takes over the responsibility for most of the minor servicing of an individual aircraft. Whereas the Air Mechanics are trained to do specific jobs on large numbers of aircraft, the Pilot's Mate does a number of jobs on a single aircraft and remains with it while the aircraft is on the station. Their duties will not normally entail flying.

ESCAPE CAPSULE.

A device being worked on by the U.S. Navy's Bureau of Aeronautics is an "escape capsule." This is a streamlined unit, in which the pilot operates, and which is pressurized and heated. It can be detached from the parent airframe in an emergency and descend by its own parachute. If the capsule should land on water it is capable of staying afloat for some time. It is equipped with a full survival kit.

SCHNORKEL INVENTOR.

The successful fight of a retired Dutch naval officer for recognition of the fact that he invented the schnorkel submarine breathing tube, discloses that the device was not a German invention, as has been generally thought. The Dutch officer—Mr. R. J. J. Wichers—invented the schnorkel tube before the war,

and some Dutch submarines equipped with it escaped to Britain after the invasion of Holland, but the Admiralty was not interested in the invention. The Germans found blueprints of the schnorkel when they invaded Holland, improved the design, and fitted it to U Boats. Mr. Wichers has been seeking recognition of his invention for seventeen years. Now a Dutch Royal decree has granted him the rank of Commander, and he may receive about £500 sterling.

ATTEMPT TO RECOVER "NIAGARA" GOLD.

It is probable that an attempt will be made in August or September of this year to recover the remaining £200,000 worth of gold which still lies in the wreck of the "Niagara" deep down in Hauraki Gulf, off the north coast of New Zealand. Mr. William Johnstone, who is at present serving in H.M.A.S. "Australia" with the rank of Commissioned Shipwright, with his brother recovered ninety-four per cent.—£2,379,000—of the total consignment from the ship's bullion room during the war, and they hold an option on the remaining gold from the Bank of England, to which the bullion belongs. A Sydney syndicate is interested in the attempt to recover the remainder, and will provide the capital should the plans proceed.

HEARD ISLAND MAIL.

The French Antarctic expedition ship, "Commandant Charcot," carried special letter mail to the Australian scientists of the Australian Antarctic Research Expedition, who are carrying out observations on Heard Island, when she proceeded from Tasmania to the Antarctic recently.

DIVING FOR TREASURE.

Divers of the Royal Navy last month proceeded to the Isle of Mull, off the West coast of Scotland, to search for the remains of the Spanish galleon "Duque Florencia", which is believed to have sunk there some four hun-

dred years ago, with 30,000,000 golden ducats on board. This is the first official hunt for the oft-sought treasure. As an official said, recovery of the Spanish ducats now would make a very useful contribution to Britain's gold reserves. Incidentally, the Admiralty regards the operation as good training.

SURVIVAL AT SEA.

The "survival at sea" experiments carried out by the Royal Navy in the Arctic to assess the

ability of men to survive in very cold conditions at sea, were a complete success. A new type of life raft was tested, varying in some respects from former designs in that it is oval in plan, and the tent is pneumatically stressed. Carrying out tests of this nature is a job for youth. Of the nine men who volunteered for the experiment, the eldest was a Petty Officer aged thirty; the majority of the volunteers were men of twenty or twenty-one years of age.

NAUTICAL QUIZ

- (1) Three Australian coastal liners were Armed Merchant Cruisers in the 1939-45 war. Do you know their names?
- (2) The P. & O. Liner "Strathnaver," recently in Australia, has made a post-war appearance with one funnel instead of her original three. Do you know two overseas liners familiar in Australia some years past, which progressed to two funnels each in place of their original single funnels?
- (3) The master of the first merchant ship sunk in the 1939-45 war was Captain James Cook. What was the name of his ship?
- (4) Do you know what wind "Force 6" in the Beaufort Scale represents, its speed and its effects on sea and land?
- (5) What are the shape, colour, and lights of wreck buoys in the British Buoyage System?
- (6) Do you know to what event the following portion of a verse refers?

"Oh, dewy was the morning,
Upon the first of May,
And Dewey was the admiral . . ."
- (7) Do you know who founded the first Sailors' Home, and when?
- (8) What is careening?
- (9) The reason why a boat can sail against the wind, according to Peter Heaton in his book "Yachting," was not fully understood until the advent of the aeroplane. Why?
- (10) How was the presence of German mines in Australasian waters during the 1939-45 war first discovered?

Answers on page 41

"The Shortest Passage Ever Known"

From The Diary Of A Passenger From London To Adelaide In The Barque "Fairlie", One Hundred And Ten Years Ago.

By MARGARET BOYD.

SO, boastfully, does James Bowley describe the barque "Fairlie's" ninety-day voyage from London to South Australia early in the nineteenth century. In these days of swift motor vessels and flying-boats, a journey of ninety days would seem like that of the Flying Dutchman who was doomed to keep sailing. But in 1840 when Mr. Bowley set out for the great unknown continent, it was the usual thing for a ship to be months at sea, and a matter of luck when, or if, she arrived at her port.

The voyage though long was by no means uneventful as Mr. Bowley recorded in his diary which he left, together with his massive silver watch complete with key and silk ribbon, to his grandson of the same name, who today keeps a general store at Tarcowie about two-hundred miles north of Adelaide.

The diary reads more like a ship's log, and on first glancing through it, I assumed that the writer was a seaman. But he was not, only a contractor with the Britisher's taste for pioneering and adventure. His entries are crisp, and to the point, but unfortunately they do not tell so much that the reader of today would like to know about the brave company who set out in a barque of 570 tons to cross thousands of miles of sea.

It was April 3rd., 1840, when he went aboard the "Fairlie" in command of Captain Garratt, and it was the 7th. of July of the same year when the vessel reached South Australia. On the whole, James Bowley enjoyed the voyage. On leaving London, two steamers, the "Samson", and "London", towed the barque to Gravesend.

We are not told how many were on board, for the diarist limits his entries chiefly to information of a strictly nautical nature. We learn what each day's weather was, and how the ship was rigged. For example: "Steady breeze with all sail set", or "Latitude 35. Took in all the studding sails. Strong breeze".

Life was far from dull aboard the "Fairlie", for a few days out from home there was trouble with the single men who refused to clean the married couples' berths, and another entry tells how all the immigrants were ill. As he frequently refers to the "immigrants", one concludes that Mr. Bowley was a fully paid—for passenger.

They ran into rain, dull days, and storm, as well as fair weather. On one occasion fire caused panic, but both were soon under control. A whiff of romance hangs about such entries as: "Spoke the barque 'Don Pedro's' from the East Indies", or "Passed 'Arab' from Van Dieman's Land". During the voyage they passed many ships of different nationalities. When possible, letters were taken in a small boat to the homeward bound vessel. The Crossing-the-line ceremony was enjoyed by everyone aboard. This ended with a fight which continued till the first mate tactfully suggested a glass of grog all round.

There was also a guinea prize offered to anyone who could run round the deck forty-three times in ten minutes. A steersman was temporarily blinded by lightning, and the captain celebrated his birthday by inviting all to drink his health. On one occasion porpoises were caught, and cooked, adding a welcome change to the rations. A man became seriously

ill, and a practical joker who cut down the hammocks, brought punishment on his friends, for the ship's doctor stopped all grog for a time.

During this voyage, many children died, mostly from measles. The entries simply read: "Child died during the night; light breeze". Twenty-five children died during those ninety days. One bald statement runs: "An infant of twelve hours died. Threw it overboard".

So, in a few brief sentences entered daily in a small note-book, did James Bowley calmly report some of the trials and happenings experienced by those who ventured out to Australia in 1840. It is no wonder, then, that on the last page of his diary he adds that there was great joy among the passengers when Kangaroo Island was at last sighted.

WHAT THE NAVY IS DOING AT SEA AND ASHORE

Continued from page 27

He left "Shropshire" in May, 1944, to become Deputy Chief of the Naval Staff at Navy Office, Melbourne; and was later appointed Commanding Officer first of "Australia", and then of "Hobart". In 1948 he attended the Imperial Defence College Course in the United Kingdom, returning to Australia last year to the appointment he has just relinquished.

Captain Frederick Norton Cook, D.S.C., R.A.N., who succeeds Captain Harries as Commanding Officer, H.M.A.S. "Penguin", joined the R.A.N. College in 1919. In 1939 he was on exchange duty with the R.N., and was in H.M.S. "Royal Oak", flagship of the 2nd Battle Squadron, when she was torpedoed in Scapa Flow by the German submarine "U47" (Lieutenant Prien) on 14th. October of that year. He next served in H.M.S. "Curlew" throughout the campaign in Norway, and survived the sinking of that ship in 1940. In 1942 he took part in the commando paratroop raid on the radio location station at Bruneval, France. For his "daring, skill and seamanship" in this operation, he was awarded the D.S.C.

BOOK REVIEWS

By S.H.S.

"THE TRADE WINDS," A Study of British Overseas Trade during the French Wars, 1793-1815, edited by C. Northcote Parkinson. George Allen and Unwin Ltd., London.

THIS is an excellent book; most valuable to the student, most interesting to the general reader; well-written, well-illustrated, and authentic. It is the work of seven writers, each a specialist in his or her subject. And what they have to tell is of importance to the Britisher, depending as he does on the "trade winds" of the oceans upon which he still relies for the safe passage of his barque of State, but of which he still knows too little.

As Admiral Sir William James says in the closing paragraph of his introduction to this book: "An elementary knowledge of the sea and its history would be far more profitable than much that is taught in our schools and universities. Nor is it so difficult to acquire. Whoever doubts it should turn over the pages of this book. He will find his attention arrested by much that will surprise him. Facts are there but the element of romance is never far away. Today, thanks to some of our recent authors, a knowledge of history is no longer very difficult to acquire. But unless it is richly flavoured with the salt from the sea and the pungent odour of tar and hemp it will be incomplete, the splendid story will be only half-told and so only half-understood."

The italics are those of this reviewer. That sentence holds the nub of Admiral James's message. No knowledge of history is of any much value to the Britisher unless it is so richly flavoured; for he, above all others, should learn continually, and refresh himself regularly, at the marge of the oceans whereon his existence has depended and his destiny lies.

Until recent years, the Historian neglected the sea in its influence

upon history, a fact which led Mahan to write his great work. As he himself says in his Preface to "The Influence of Sea Power upon History", "Historians, generally, have been unfamiliar with the conditions of the sea, having as to it neither special interest nor special knowledge; and the profound determining influence of maritime strength upon great issues has consequently been overlooked."

Of late, however, there has been greater interest in the sea. There are more writers on the subject in its various aspects. And this book is a welcome addition to the works they are producing.

It is comprehensive in its scope in the period with which it deals, a fact which the chapter headings illustrate. Of the seven writers, C. Ernest Payle—recently lecturer at the College of Imperial Defence—deals with Shipowning and Marine

"SEA SLANG OF THE TWENTIETH CENTURY," by Wilfred Granville, with an Introduction and Etymologies by Eric Partridge. Winchester Publications Ltd., London. BOOK REVIEW

Mr. Wilfred Granville has put a great deal of research and labour into the compilation of this book, and has done an excellent job. Actually, he goes far beyond slang; giving us tidbits such as "The blackbird song: This seems to be known only to the men of the Devonport Division, and the first verse goes something like: 'Where be this blackbird be? Us know where he be, He be in this wurzle tree And us be after 'e.'"

It is sung to the tune of the marching song of the Devon Regiment and is immensely popular with the ratings in Guiz.

Insurance, and The Employment of British Shipping: The Seaports are the subject for three of the authors, C. Northcote Parkinson—late Fellow of Emmanuel College, Cambridge—tells of London, A. C. Wardle of Liverpool, and Professor C. M. MacInnes, Professor of Imperial History, University of Bristol, tells of that West Country port; Basil Lubbock writes on Ships of the Period and Developments in Rig, and of Seamen; Health and Sickness is the subject of Professor J. A. Nixon, Emeritus Professor of Medicine in the University of Bristol; C. Northcote Parkinson writes of the East India Trade; and Lucky Frances Horsfall, Lecturer in History at the University of Glasgow, of the West Indian; the American Trade is dealt with by Professor H. Heaton, Professor of Economic History, University of Minnesota, U.S.A.; A. C. Wardle tells the stories of the Newfoundland Trade and the Post Office Packets; and Professor C. M. MacInnes of the Slave Trade.

The book is, you see, comprehensive; and the status and qualifications of its authors speak for its authenticity. It is a book that makes engrossing reading, and one that this reviewer can heartily recommend to readers of "The Navy".

And those among us who did not previously know what "Guz" is, learn by turning the pages to the G's, that it is short for "Guzzle. Devonport Barracks. So called because in peace-time there was an abundance of food and the lads were able to 'guzzle' as much as they liked."

He gives us colloquialisms, trade and technical terms, the language of the whaler, the fisherman, the yachtsman, and, especially, the Navy man.

In the case of the "Merchant Navy" he is not as happy as in that of the Navy in which he served. For example, unless the Mer-

chant Service has changed very much since it became the Merchant Navy—if it has so become—one would not expect to hear the Mate referred to as "the Bloke", or to find that a square-rig ticket is a Master Mariner's certificate for sail only.

"STAND-TO," Journal of the Australian Capital Territory Branch, R.S.S. and A.I.L.A.; Associate Editors: A. W. Bazley and A. J. Sweeting.

The best of luck to this latest new arrival in the ranks of monthly periodicals. It has made a very good start with its first issue, and is out to do a good job, and on present evidence it promises well. The objects of the magazine are stated as: watching the interests of ex-servicemen and women; dealing impartially with questions of national importance such as defence and immigration; and—here it can perform a most valuable service—publishing original material covering the experiences of those who served in the two World Wars, of 1914-18 and 1939-45, NOT including articles based on hearsay evidence or in which fiction is deliberately mixed with fact.

In a message to the Magazine on its first appearance, Dr. C. E. W. Bean, Australian Official Historian of the War of 1914-18, speaks of the important function it can perform. Citing the case of "Reveille", of which he says: "Several well-known British historians and military writers treated its articles as authoritative, and it was cited

But in a collection as extensive and as comprehensive as Mr. Granville provides, there are certain to be one or two things that someone like this reviewer could have a grouse about. It is a jolly good, useful book, anyway; and one worthy of a place on your shelves.

by more than one historian in preface or footnotes as the source of reliable facts", and commenting on what that journal did in promoting international good feeling by its fairness and sense of proportion, he asks "What may not be achieved in 'Stand-To' by the same liberal outlook and enterprising energy?"

That is the right outlook, and the newcomer starts off well. The first issue contains articles: "Why Hitler Failed to Invade England", by Chester Wilmet; "Heroines of the War—Secret Agent in Occupied Territory"; "Huntin' and Shootin'—But No Fishin'", a story of experiences in "Hunt" Class destroyers in the war, by E. K. Sholl, R.A.N.V.R.; and "Building the Thailand Railway", by Private J. J. Fell, A.I.F.

This is a good venture which should receive wide support—the annual subscription is only six shillings and sixpence, which should be sent to The Business Manager, "Stand-To", P.O. Box 182, Canberra City, A.C.T.

AARONS EXCHANGE HOTEL

1 GRESHAM STREET
SYDNEY

★
Only the Best Brands
Stocked.
Dining Room
Unsurpassed.

AARONS
EXCHANGE
HOTEL

A. BAGLEY & SON

211-213 BEAMISH ST.,
CAMPSIE.

N.S.W.


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

REPAIRS? YES!

Best of leather and
workmanship
guaranteed.

PHONE: LF 3183.

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



ANCHOR BRAND

EX-NAVAL MEN'S Association of Australia

Petron-la-Chief



His Majesty The King

Federal Council

President's Report.

You will read in the Federal Secretary's Report a statement on the general affairs of the Association since the Perth Conference. At that Conference you honoured me with the high position of Federal Vice-President and I was happy to serve under the re-elected Federal President, the late Mr. A. J. Martin. Unfortunately Mr. Martin was a sick man at the Perth meeting, his illness culminating in his admission to hospital within a year, and ultimately his death on 16th March, 1949. I acted for Mr. Martin during his illness and took over his duties as Operating Trustee of the Charitable Purposes Fund, and on his death the Federal Council elected me for the balance of his term.

The position of Vice-President was taken by our Hon. Assistant Federal Secretary, Mr. H. S. Peebles. Mr. Peeble's position of Assist. Secretary was taken over by Mr. J. B. Warner and later, on his resigning, by Mr. J. K. Stafford. During my absence overseas from April to July, 1949, Mr. Peebles took over my duties and did so in a very excellent manner.

The new idea of a Federal Council was inaugurated as laid down at the Perth Conference and we were able to have representatives of the State Councils at some of the meetings. N.S.W. Councillor-Pring, was a regular attender. No provision was made at the last Conference for the annual election of Federal Councillors and this should be decided at this Conference.

Unfortunately the Association has lost many old and tried members since the last Conference. The following Delegates at Perth, Mr.

A. J. Martin—Federal President, Mr. G. B. Darling—N.S.W. State President, and Mr. A. J. Trimming—ex-State Secretary of West. Aust. All had been members for many years, had taken keen interest in the Association and continued same until their deaths.

The formation of Sub-Sections has been successfully carried out in Western Australia, Victoria, South Australia and New South Wales, and it is hoped that by increasing the number of Sub-Sections and gaining more officers that the members will be retained. Young men must be encouraged to take office and be helped by the older members. Unfinancial members must be followed up when you consider that last year we lost 1,811 members. It shows how necessary it is to keep up contact with the new members. I know that other ex-Servicemen's Associations are having the same trouble to retain members, but we have a continuing membership and should endeavour to stop this leakage. Meetings must be made more interesting, less talk—have this done in Committee, get Club Rooms as soon as you can and help members in material things such as homes; some forms of co-operation may help, swap shops, mutual aid, working bees; all these build up a team spirit and should retain interest.

I must place on record my appreciation of the assistance rendered during my term of office by the Hon. Federal Secretary, Mr. Gordon Scott and the other members of the Federal Council. Mr. F. W. Birt who has been Federal Treasurer for many years is not seeking office and to him I extend the thanks of all members for a

very unselfish and efficient job of work.

It is very pleasing to us all to have a representative from Tasmania at our Conference and I hope we can come to a satisfactory arrangement to enable the Tasmanian Association to be listed with the Federal Council. This is the first Conference at which all States and A.C.T. will be represented. It is therefore fitting that this Conference should be held in the National Capital. I welcome all Delegates, particularly those from the distant States, and trust that the decisions of Conference will be for the betterment of the Association.

F. F. Anderson,
Federal President.

Federal Secretary's Report.

This is the fourth opportunity that I have had the honour and privilege of submitting a report to the Triennial Federal Conference; on the first occasion it was the Federal Treasurer's Report. This is the third occasion as your Honorary Federal Secretary.

After the Perth Conference, which was held in January, 1947, the new Federal Executive Officers and some of the Federal Councilors, elected by the various States, have met in meeting on no less than 36 meeting nights. At some of these meetings the Council has been honoured by the presence of interstate visitors, amongst whom were Messrs. L. J. Ivey and J. Dean of A.C.T., J. P. Power of West. Australia, W. H. Sullivan and C. Hall of Victoria and E. Johnson of South Australia. Other officers and members of the Association throughout Australia have contacted Federal Officers whilst they have been visiting Sydney at

periods when Council has not been in session.

Since the last Conference the Federal Council has been very active and has implemented all decisions which required certain actions to be taken. Where necessary, State Councils have had copies of important correspondence and all copies of Federal Council meeting Minutes promulgated to them.

During the period since Conference assembled last, the Association expanded and reached the record number of 30 Sub-Sections, but owing no doubt to a lack of sufficient interest by some members in their own particular districts, the above number has now fallen to the present figure of 23 Sub-Sections which includes the A.C.T. and Queensland Sections. The remaining States are functioning under the jurisdiction of their State Councils. Victoria has eight Sub-Sections, N.S.W.—five, South Australia—three, Western Australia—five. Federal Council anticipates the early inauguration of an additional Section at Port Moresby, Papua, N.G. You will have observed by your Conference Agenda that ex-Naval personnel in the State of Tasmania, through their organisation, desire to become affiliated with our Association; this subject will, we trust, be given every thought, with the ultimate view of welding the ex-Navalmen of Australia together. Four members of our Association now hold seats in the new Federal Parliament. Quite a number of members have secured important posts in Government Departments, both overseas and here in Australia.

At the close of 1946 we had 5,400 financial members recorded, since then we have joined up 1,226 applicants to June, 1948, and a further 1,417 to June, 1949. From this total of 8,043 we have lost 2,520 members through their becoming unfinancial; many of these members, we trust, will take steps to pay off arrears of subscriptions, 93 members have died during the past three years to 30th June, 1949. The number of financial members of the various Sub-

Sections and Sections at the same date totalled 5,426. Since the inception of the Association in November, 1920, there has been 17,640 members' names recorded on the books of the Sections and Sub-Sections. It is now anticipated that our membership strength will still increase with the influx of ex-Royal Naval personnel who are now migrating to Australia. The Federal and State Councils, together with the Sub-Sections do extend sincere and a warm welcome to our former ship-mates, and to our kith and kin from overseas who have already reached our shores. There is ample room in this Association for all ex-Navalmen of the British Empire.

Federal Officers have visited State Councils and Sub-Sections when the opportunity has arisen; these visits are usually made during business trips and on each occasion they have been warmly welcomed to meetings and social evenings.

It is with regret that I have to announce the projected retirement

of Mr. F. W. Birt from the office of Hon. Federal Treasurer. Mr. Birt has held office at various times in N.S.W., and during the past eight years served on the Federal Council.

Before concluding, I would like to take this opportunity of thanking the Hon. State Secretaries who have so ably co-operated with me in the past. To the incoming Federal Executive and Council I offer my support and loyalty. I would stress that the fullest co-operation amongst the State and Federal Secretaries should be fully maintained.

G. W. Scott,
Hon. Federal Secretary.
F. F. Anderson.

**Keep a Good
Lookout
FOR THE NEXT ISSUE OF
The Navy**

MAYFAIR DISTRIBUTORS PTY. LTD.

Distributors of the

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

Office:

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



Abattoirs:

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

INDUSTRIAL STEELS LTD.

LIDCOMBE, N.S.W.

CONTRACTORS TO:
ROYAL NAVY

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



ANCHORS

10 lbs. in weight
up to 10 tons
ALL TYPES

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

APPROVED BY
LLOYD'S

Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

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

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

Appointments.—Patrick Raymond Joyce is appointed Surgeon Lieutenant (for short service), dated 17th September, 1949. William Gladstone Macadam and William Henry South, Acting Temporary Senior Commissioned Gunners, are appointed Commissioned Gunners, dated 1st July, 1949. James William Reed, Alfred Ernest Major Carter, Bernard Dennis McCarthy, D.S.M., and Bar, and Peter Napoleon Turgeon, Temporary Commissioned Boatswains (provisional), are appointed Commissioned Boatswains, dated 1st July, 1949. Edward Millwood and Allen Rupert Saltmarsh, Acting Temporary Senior Commissioned Boatswains (P.W.), are appointed Commissioned Boatswains (P.W.), dated 1st July, 1949. Edwin White, Acting Temporary Senior Commissioned Communication Officer, is appointed Commissioned Communication Officer, dated 1st July, 1949. Foster McKenzie, Temporary Commissioned Communication Officer (Provisional), is appointed Commissioned Communication Officer, dated 1st July, 1949. Alfred George Cook and Keith Tydeman, Temporary Commissioned Shipwrights (Provisional), are appointed Commissioned Shipwrights, dated 1st July, 1949. George Richard Daniel, Temporary Commissioned Engineer (Provisional), is appointed Commissioned Engineer, dated 1st July, 1949. Alec Russell Ryan, Temporary Commissioned Engineer, is appointed Commissioned Engineer, dated 1st July, 1949. George Leaver, Temporary

Commissioned Electrical Officer (L) (Provisional), is appointed Commissioned Electrical Officer (L), dated 1st July, 1949. Claude James Woodley, Acting Temporary Senior Commissioned Stores Officer, is appointed Commissioned Stores Officer, dated 1st July, 1949. Edgar Maitland Vollmer, George Stuart Coote and Leslie Arthur Hitchin, Temporary Commissioned Stores Officers (Provisional), are appointed Commissioned Stores Officers, dated 1st July, 1949.

Fixing Rates of Pay.—Commissioned Gunners William Gladstone Macadam and William Henry South are paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Senior Commissioned Gunner, whilst acting in that rank, dated 1st July, 1949. Commissioned Boatswains (P.W.) Edward Millwood and Allen Rupert Saltmarsh are paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Senior Commissioned Boatswain (P.W.), whilst acting in that rank, dated 1st July, 1949. Commissioned Communication Officer Edwin White is paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Senior Commissioned Communication Officer, whilst acting in that rank, dated 1st July, 1949. Commissioned Stores Officer Claude James Woodley is paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Senior Commissioned Stores Officer, whilst acting in that rank, dated 1st July, 1949.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH. ROYAL AUSTRALIAN NAVAL RESERVE.

Honorary Aide-de-Camp.—Lieutenant Commander Richard Llewellyn Stevenson is permitted to accept the appointment of Honorary Aide-de-Camp to His Excellency the Governor of

Queensland for a period of three years, dated 4th January, 1950. —(Ex. Min. No. 22—Approved 1st March, 1950.)

JOS. FRANCIS.

Minister for the Navy.

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

Appointments.—Lieutenant-Commander Nigel George Hallett, D.S.C. and Bar, is appointed on loan from the Royal Navy for the period 24th September, 1949, to 12th October, 1949, inclusive. Peter Maurice William Noel, Lieutenant (E), Royal Navy, is appointed Lieutenant (E), with seniority in rank of 1st April, 1945, dated 11th November, 1949. Temporary Commissioned Shipwright (Provisional) William Johnstone is appointed Commissioned Shipwright, dated 1st July, 1949.

Promotions.—Commander Henry John Fullerton Lane, O.B.E., is promoted to the rank of Captain, dated 31st December, 1949. Lieutenant-Commander Paul Cronyn Whitfield, D.S.C., is promoted to the rank of Commander, dated 31st December, 1949. Lieutenants Christopher Sidney Goldsmith and Alexander Duncan Black are promoted to the rank of Lieutenant-Commander, dated 28th December, 1949, and 1st January, 1950, respectively. Instructor Lieutenant-Commander Henry George Tidy is promoted to the rank of Instructor Commander, dated 31st December, 1949. Senior Commissioned Gunner William Albert Perren and Commissioned Gunner Douglas Alfred Marshall are promoted to the rank of Acting Lieutenant, dated 4th January, 1950.

Confirmation in Rank.—Acting Lieutenant-Commander (S) Arthur Russell Strang is confirmed in the rank of Lieutenant-Commander (S), with seniority of 6th May, 1947, dated 26th September, 1949.

Loan to Royal Navy for Service and Training.—The following are loaned to the Royal Navy, for service and training:—Lieut-

HARDY'S

Speedily Relieves

INDIGESTION. ACID AND SOUR STOMACH
AFTER-EATING DISCOMFORT

THAT "MORNING-AFTER" FEELING



HARDY'S

INDIGESTION AND ULCERATED STOMACH
REMEDY

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

MAKE A POINT OF
CALLING IN TO THE

FIRST & LAST HOTEL

(LATE CUTTY MARK)

SINGULAR QUAY

CONVENIENT, CENTRALLY SITUATED

tenant Norman Harold Stephen White, Lieutenant John Hugh Vaughan Wheeler, Lieutenant Neil Allan Boase, Cadet Midshipman Harold John Parker Adams, Cadet Midshipman Peter James Arnold, Cadet Midshipman George Francis Ball, Cadet Midshipman Thomas Alfred Daddwell, Cadet Midshipman David John Dalton, Cadet Midshipman Philip Adrian Hawke, Cadet Midshipman Robert John Simmonds, and Cadet Midshipman John Smith, dated 31st December, 1949; Lieutenant (L) Richard Rex Wells Humbky, Lieutenant (L) Raymond Douglas Green, Lieutenant (L) Leonard Ralph Blackett, Senior Commissioned Gunner William Albert Perren, Commissioned Gunner Douglas Alfred Marshall, Senior Commissioned Electrical Officer (L) Jack Percy Moore, and Commissioned Electrical Officer (R) Ernest James Morrison, dated 22nd December, 1949; Leonard Arthur Stonebridge, Chief Ordnance Artificer, official number 25243 and

Ronald David Hazzard, Ordnance Artificer 2nd Class, official number 26053, dated 2nd December, 1949; Edward William Tapp, Electrical Artificer 3rd Class, official number 40647, dated 5th September, 1949.

Transfer to Emergency List.—Lieutenant Commander (Acting Commander) Neven Robinson Read is transferred to the Emergency List and re-appointed for temporary service, dated 10th December, 1948. Commissioned Shipwright William Johnstone is transferred to the Emergency List and re-appointed for temporary service, dated 8th January, 1950.

Resignation.—The resignation of Allan Squires of his appointment as Instructor Lieutenant is accepted, dated 9th December, 1949.

EMERGENCY LIST.

Transfer to Retired List.—Chaplain, the Reverend Ivor Llewellyn Skelton is transferred to the Retired List, dated 12th January, 1950.

CITIZEN NAVAL FORCES OF THE COMMONWEALTH.
ROYAL AUSTRALIAN NAVAL RESERVE.
Appointments.—The Reverend Charles Keir is appointed Chaplain, dated 16th December, 1949. Robert Edward Leslie is appointed Commissioned Bandmaster (on probation), dated 21st November, 1949.

Transfer to Retired List.—Lieutenant-Commanders Joseph Henry Patrick Dixon, Robert Alexander Anderson and Harold Macbeth Gashler are transferred to the Retired List, dated 22nd December, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.
Fixing Rates of Pay.—Lieutenant (Special Branch) Frederick Ashton Rhoades is paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Lieutenant-Commander (Special Branch) whilst acting in that rank, dated 20th October, 1949—(Ex. Min. No. 14—Approved 15th February, 1950.)

JOS. FRANCIS,
Minister for the Navy.

Answers to Nautical Quiz

- The three Australian coastal liners which were Armed Merchant Cruisers were "Kanimbla", "Westralia", and "Manoora".
- The two overseas liners which developed two funnels where one stood before were the Aberdeen Line sisters "Marathon" and "Miltiades". Originally built with one funnel they were, after running for some eight or nine years, each lengthened by fifty feet, and had a second (dummy) funnel added.
- The Anchor Liner "Athenia", torpedoed in the North Atlantic by a German submarine—U30, commanded by Lieutenant Lemp—at 9 p.m. on 3rd. September, 1939.
- "Force 6" in the Beaufort Scale is a strong breeze, with a wind speed of 22-27 nautical miles an hour. Fishing smacks double reef mainsails. On land the large branches of trees are in motion; the wind whistles in telegraph wires; and it is difficult to handle an open umbrella.
- Wreck buoys in the British Buoyage System are conical in shape and green in colour. The light, if any, is green flashing, any number of times.
- The verse refers to the defeat of the Spanish Fleet under Montojo in Manila Bay by Admiral George Dewey on 1st May, 1898, during the Spanish-American War. The complete verse is:
"Oh, dewy was the morning,
Upon the first of May,
And Dewey was the admiral,
Down in Manila Bay.
And dewy were the Spaniards' eyes,
Them orbs of black and blue,
And dew we feel discouraged?
I dew not think we dew!"
- George Charles Smith—1782-1861—founded the first Sailors' Home in London in 1829, inspired to do so by his youthful experiences at sea in the Merchant Service and as a pressed man in the Royal Navy.
- Carrening is the process of heaving a vessel over on her side, usually when beached, to clean the bottom of weeds and barnacles, and to effect underwater repairs.
- It was not until it was known that it is the vacuum on the upper surface of an aeroplane's wings, and not the wind's pressure underneath them, that lifts an aeroplane, that it was realised that the same argument applies to the sails of boats.
- The presence of mines in Australasian waters was disclosed—by her sinking through striking one—by the steamer "Niagara" in Hauraki Gulf, New Zealand, 19th. June, 1940.

THE POETRY OF MOTION

GREYHOUND RACING

conducted at

HAROLD PARK

Take Bahama, Birchgrove, Lilyfield, or Forest Lodge Tram.

10 RACES at 7.30 P.M.

ALL AMENITIES FOR THE PUBLIC.

NEXT MEETINGS

MONDAY, 3rd APRIL. THURSDAY, 13th APRIL.
WEDNESDAY, 19th APRIL. SATURDAY, 22nd APRIL.
SATURDAY, 29th APRIL.

LESLIE'S

Complete Home Furnishers

305 PITT STREET, SYDNEY

(next door to Esquire Theatre)

'Phone: M 3267.

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

CASH OR EASY TERMS CAN BE ARRANGED IF REQUIRED.

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

LESLIE'S

THOMAS ROBINSON & SON PTY. LTD.

FLOUR MILL AND
WOOD-WORKING
ENGINEERS.

160 SUSSEX ST.,
SYDNEY,
N.S.W.

THE CARLTON HOTEL

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

THE CARLTON HOTEL

ended, those in charge of the Navy's future peacetime planning found themselves faced with, as it were, a vacuum. No young trained "regulars" were forthcoming to make good the normal "wastage" in the Service. In other words, as the older "regulars" left the Navy on reaching retiring age, they created vacancies which could not be filled. Bridging this "gap" was of highest importance, for upon this all else ultimately depended.

Regular recruiting for the British Navy was resumed in 1946, and soon young Britons, with their traditional love of the sea, were

joining up in satisfactory numbers. The position is now improving, as young men trained since the war are becoming available, and it will go on improving as more and more come forward. That is why the beginning of 1950, and the next two or three years, are so important to the Navy, and indeed, to all countries which benefit from the Navy's services. The arrival of 1950 is an assurance that a crisis is being overcome, that soon the vital gap will be closed, that a difficult period of the British Navy's transition from wartime to peacetime basis is almost over.

Hold on to WAR SAVINGS CERTIFICATES

about to
mature

to Buy the
New 5 Year
Savings Certificate
Regularly Save
for Security



BRITAIN'S NAVY IS "REBORN"

In This Article The Author—Who Is Naval Correspondent For The London "Daily Telegraph"—Tells Of The Royal Navy's Post-War Problems And Sketches The Contemporary Picture.

By Nowell Hall.

(BY COURTESY OF THE BRITISH CENTRAL OFFICE OF INFORMATION).

WITH the dawning of 1950, the Royal Navy of Britain may be said to be emerging from a difficult post-war period of reconstruction. Recommissioned, "streamlined", and again highly efficient, if smaller in size than hitherto, it is now firmly established on a peacetime basis. All its ships are modern, and the Navy is once more capable of rapid all round expansion if and when necessary. It can look forward with confidence to discharging its heavy commitments in various parts of the world.

Overruling considerations for the Navy are of course the provision of trained manpower—not merely the provision of trained men but of large groups of trained men in the right proportions to make up "balanced" ships' companies; and adequate financial resources. These are two problems common to all fighting services, and are peculiar to no one nation.

The "re-birth" of the Royal Navy in the four-and-a-half years which have elapsed since the end of the Japanese war is a remarkable achievement when one considers the heavy war losses of ships and the grave shortage of trained men which inevitably arose at the end of hostilities. When the time came to adapt the Navy to peacetime requirements the picture was gloomy. There were people who, sadly underestimating the resilience and strength of the British national character, honestly believed that the British Navy could not recapture its former greatness.

They were mistaken, although they adduced in support of their argument some unpalatable facts.

Heavily fortified by "hostilities only" men—men who joined the Service only for the duration of the war—the Navy's manpower figures soared to an all time high of 790,000 just before the Normandy invasion in June 1944. Inevitably the figure slumped with the coming of peace. The process was accelerated by the decision to release over a period of eighteen months all the remaining "hostilities only" men who were naturally anxious to return as soon as possible to their jobs in civil life.

It was a drastic decision and one which, without careful planning, might have had awkward consequences. The "run-down" went smoothly. By early 1948 the Navy's peacetime target strength of 147,000 men was achieved—little more than twenty per cent. of the highest figure of mid 1944.

Then, too, the Navy's heavy losses of material had to be written off, and where necessary made good. Between 1939 and 1945, the British Navy lost 1,503 warships by enemy action or other causes. Five of these units were battleships and battle-cruisers, eight were aircraft carriers, 159 destroyers, and 76 submarines. It was a big price, but the Navy's task was herculean. It included protection, against the worst onslaughts the enemy could devise, of allied and neutral shipping using more than 80,000 miles of sea routes in Europe alone.

Thus it will be seen that the British Navy faced at the end of the war a colossal problem of planning and reconstruction for the years of peace.

This is the position less than five years later.

As already mentioned, there is a static peacetime strength of 147,000. There is a Reserve Fleet of nearly 400 warships, a large number of which are ready for service at short notice. The Navy's operational strength—ships actually at sea—is still limited, but grows steadily. Judged by prewar standards, before the advent of radar and such revolutionary equipment, fleets are small, but they have greater hitting power and are all "balanced" entities. On its overseas stations the Navy maintains fleets at Hong Kong (Far East); at Trincomalee (East Indies); Bermuda (West Indies); Simonstown, South Africa (South Atlantic); Malta (Mediterranean); and in Home waters (Home Fleet). These last two are the largest of the fleets.

Front line strength of all these forces will not be affected by any economy measures which may be necessary at home. This is the policy of both the British Government and the Admiralty.

In addition to peacetime planning, the Admiralty has been able since the war to transfer between 60 and 70 warships to Commonwealth and other Governments. Among these units, which have been either sold or lent to different navies, are four light fleet carriers, four cruisers, and about 30 destroyers and frigates.

Easily the most serious problem which has been facing the British Navy is that of trained manpower. This has been aggravated by the fact that all regular recruiting was suspended during the war in favour of the "hostilities only" scheme which made possible the organisation's rapid expansion to maximum.

The logical result of this arrangement was that when fighting

A Line of Destroyers passing H.M.S. "Hove" during Manoeuvres.



Pay By Cheque!

Men and women everywhere are realising how much this safe, convenient method is streamlining the payment of their accounts.

Just a few strokes of the pen make out the cheque. A few more strokes address the envelope. The postman does the rest. In modern business or in the home, a cheque account in the Commonwealth Bank is a necessity. An account is easy to open and simple to operate.

The manager or other experienced officer at any Branch of the Commonwealth Bank will be pleased to open one for you.

Commonwealth Bank of Australia.

The Bank You Own

C.G.B. 142

ADAMS' CAFES & SILVER GRILLS

484 GEORGE STREET and 259 PITT STREET
LUNCH FROM 12 NOON. DINNER FROM 5.30 P.M.

FINEST MENUS IN TOWN.

ADAMS' NEW FISH CAFE

484 GEORGE STREET (BASEMENT)
"FISH FOR THE CONNOISSEUR"
"PHONE: M 4601.

"STRATHNAVER" BACK ON THE RUN

Continued from page 13

Lounge, panelled in bleached mahogany. Most of the furnishings, which comprise Settees, easy chairs, open arm-chairs, and tub chairs, are executed in natural sycamore, harmonising with the soft green of loose covers and curtains. On "D" deck is the Tourist Verandah Lounge, this room being panelled in sycamore with contrasting bands of French walnut. A welcome amenity is the Bar, which forms portion of this room.

Also situated on "D" deck amidships are the First class Deluxe suites. These are panelled in light natural-toned veneers the outstanding woods being bird's-eye maple, figured sycamore, and walnut. Furnishings are on contemporary lines and veneered in quilted maple and walnut. Floor coverings consist of hand-made carpets in golden tones. Curtains, quilts and bedspreads are of mushroom-pink satin. Silk damasks in neutral, putty coloured grounds are used for the upholstered furniture.

The ship is now equipped with the most modern communication and electronic navigation aids. This equipment, which was designed and built by the Marconi International Marine Communication Co. Ltd., consists of 'World-span' main transmitter, 'Reliance' emergency transmitter, with their respective 'Mercury' and 'Electra' receivers, together with a TGY2 radio-telephony transmitter with its associated 'Yeoman' receiver. Electronic navigational aids include 'Lodestone' direction finder, 'Radiolocator' marine radar, and 'Visagraph' echometer. In addition, there is an "Oceanic" sound amplifying and reproducing set, which can be used for the distribution of radio programmes, recorded music, announcements or, in its emergency capacity, boat orders, to all parts of the ship.

In command of "Strathnaver" is Captain C. Mellonie, who formerly was in command of "Perim". "Strathnaver" was in Sydney at the outbreak of war in 1939, and

was a unit of the first troop convoy to leave Sydney in January 1940. Her white hull and buff funnels were hidden beneath the mantle of drab grey she was to wear for the next nine years, but she was otherwise unaltered though her name was exchanged for the official title "His Majesty's Transport U3".

She was a member of the famous 500-ship convoy which sailed for North Africa in November 1942. In that convoy were most of the P. & O. and Orient Line passenger ships. She discharged her troops at Algiers, despite unceasing aerial attacks, and then went on to Bougie, which was the graveyard of many fine ships including "Strathallan", "Awatea", "Narkunda" and "Cathay". There the attacks made on the ship were even more savage than they were at Algiers, and her gunners remained constantly at their posts, firing more than 3,500 shells at the attackers.

The ship returned safely from this operation, and for the remainder of the war she was employed as a trooper, after the war ended being employed in post-war troop moving and odd jobs.

She went to Harland & Wolff at Belfast in November 1948 for reconversion. During the nine years she was trooping, "Strathnaver" steamed 352,443 miles, and carried 128,792 service personnel.

Propelling machinery is twin screw turbo-electric developing 28,000 hp. service speed is 19½ knots. Gross tonnage 22,283.

Are You a
Subscriber to
The Navy?
Order Your
Copy Now

April, 1950

The first line of defence for the family is undoubtedly a Life Assurance Policy, and the Policy contracts issued by The Colonial Mutual Life Assurance are designed to provide the strongest possible defence for the family

They may be obtained by payment of instalments, weekly, monthly, quarterly, half-yearly, or yearly. Write for particulars to . . .

The Colonial Mutual Life Assurance Society Limited

316 COLLINS STREET

MELBOURNE, C.I.

C. EBELING & SONS PTY. LTD.



SHIP REPAIRS, MARINE ENGINEERS, BOILERMAKERS AND WELDERS.

OWN FOUNDRY AND LABORATORY.

Works: 70-80 STEPHEN ST., YARRAVILLE, VIC.

Phone: MW 2235.

CABLES & TELEGRAMS: "EBELING," MELBOURNE.

Reg. Office: 1 CASTLEMAINE ST., YARRAVILLE, W.13, VICTORIA, AUSTRALIA.



HALLIDAY BROS.

Engine Works:
30 ERSKINE STREET,
SYDNEY, N.S.W.
Phone: BX 1700.

MARINE & GENERAL ENGINEERING REPAIRS

The Navy

AUSTRALIAN JOCKEY CLUB

RANDWICK RACECOURSE

AUTUMN MEETING 1950

8th., 10th., 12th., and 15th. APRIL

PRINCIPAL EVENTS:

1st. Day—Saturday, 8th April.

THE DONCASTER HANDICAP

£5000 added.

One Mile.

THE A.J.C. SIRE'S PRODUCE STAKES.

£5000 added.

Seven Furlongs.

THE A.J.C. ST. LEGER.

£5000 added.

One Mile and Three-quarters.

2nd. Day—Monday, 10th. April.

THE SYDNEY CUP

£10,000 added and a Gold Cup valued at £500.

Two Miles.

3rd. Day—Wednesday, 12th. April.

THE ALL AGED STAKES.

£2500 added.

One Mile.

THE CHAMPAGNE STAKES.

£2500 added.

Six Furlongs.

4th. Day—Saturday, 15th. April.

THE ADRIAN KNOX STAKES.

£1000 added.

One Mile and a Quarter.

THE A.J.C. PLATE.

£2000 added.

Two Miles and a Quarter.

Office: 6 Bligh St., Sydney.

W. N. PARRY-OKEDEN, Secretary.

DIRTY BUT HAPPY DAYS

Continued from page 18
the Bier Palast and for the price of a beer, 14d, have two bands play alternately, dance with any girl who caught our eyes, or watch others. Then we sometimes went to a grill, picked our pork chop, sat with a half litre of beer while it cooked; and chop, sauer kraut, potatoes, and beer, cost 10d the lot. And beautifully cooked, too!

One of the snags of the "Free Lance" was that being a tramp, she was not always sure of a cargo. Every time we were near the Tyne the mate would go round all of us saying, "Usual twenty-four hours notice." The meaning was that in the event of no cargo being available on arrival, we should be put off pay until the ship was chartered. It seldom happened, but it did after we had collided with a barge in the Thames. There was a big hole in each side of our bow. We planked it up for the trip to the Tyne, where the damage was repaired. The plates around the hole had all to come out for replacement, so it took time. After a week I was so hard up that I was glad to take a job in another collier, the "Countess". I got five bob a week more, too. In the "Free Lance" I had only a pound.

The "Countess" was a smart, modern, well-kept little ship. She only carried 800 tons. There were only four hands in the fo'c'stle. I was in the Mate's watch. When it got foggy or rainy the steam would be turned on the steering gear so that we could steer on the bridge, otherwise we steered by hand from the wheelhouse below. At such times the mate, who was very shortsighted, would take the wheel and put the helmsman on lookout. I used to like that, and was proud to walk up and down keeping lookout and blowing the whistle. Only once did I have to ask the mate's help, and that was when he had got off his course and nearly ran the ship up on Lowestoft High Light.

The "Countess" being small, we went to many ports where only small vessels could go, and very friendly we found people at such

places. Then our second engineer got tanked up at two ports in succession, with the result that both our boilers had furnace crowns down and we were all paid off.

I went back to the "Free Lance", which had got a good charter for several trips to Havre. Sometimes we went to the Bristol Channel which was a nice change, except that the Welsh coal was definitely dirtier. At last she was chartered for Cadiz. This meant foreign articles, and the mate began to feel very important. Previously when loading one watch stayed aboard and did everything while the other watch went ashore on leave. He proposed to have all hands aboard, saying that we were now a foreign-going ship. Then he objected to us bathing naked on deck. This was absurd, as we seldom bathed at all, and now there were no women aboard as all the wives were in Shields. We did not smoke when working on deck, but painting over the side from a boat I lit a cigarette. The mate saw me and ordered me to throw it overboard. I refused, and was sacked.

Some seafarers have an idea that there is no discipline in a coaster. If by discipline they mean saluting and uniforms, they are right. If conscientious work without supervision or waiting for orders count for anything, I found that that was expected in the coasters, and the man who failed got the sack. I think that is strict discipline. Married men were keen to get and keep jobs in those ships, as they saw more of their homes and families. Officers could pick their men, and they saw that they got the best.

The ships lost no time. When they were loaded they had to be ready for sea, likewise when they were discharged. Drunks could not be tolerated, and I saw only two in six months and they were promptly sacked. We were efficient as any ship I have ever seen either as a seagoer or as pilot.

We had no uniformed officers or men, and generally we showed signs of the coal trade. But though dirty, we were happy.

W. V. W.

WAILES DOVE BITUMASTIC PRODUCTS

BITUMASTIC SOLUTION.

BITUROS SOLUTION.

BITUMASTIC HARD ENAMEL

FOR PROTECTION AGAINST CORROSION,
ROT DECAY.

I. WILDRIDGE & SINCLAIR PTY. LTD.

97 PITT STREET, SYDNEY

MELBOURNE

BRISBANE

AGENTS:

ADELAIDE . . . GIBBS BRIGHT & CO.

PERTH . . . FLOWER DAVIES & JOHNSON.

HOBART . . . R. L. MILLIGAN.

JOHNSON'S TYNE FOUNDRY PTY. LTD.



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

Cnr. LORIMER & TYNE STS.,
SOUTH MELBOURNE.

'Phone: MX 2189.

JAMES McKEOWN, SONS PTY. LTD.

MANUFACTURERS OF THE FAMOUS

Dally "M" Football Boots

AND

Don Bradman Cricket Boots



These are the biscuits for picnics, parties and luncheons . . . for suppers and holiday outings. Ask grocer FIRST for

JOYCE

Gold Medal BISCUITS

Specialised

Engineering

Service!

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

WESTCOTT HAZELL
ENGINEERING & STEEL LTD.



S. G. WHITE PTY. LTD. **MARINE & GENERAL ENGINEERS, BOILERMAKERS**

DIESEL WORK A SPECIALTY.

ALL WATERFRONT TRADES EMPLOYED.

WORKS: LOOKES AV., BALMAIN

'Phone: WB 2170.

Associates:

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

15 Nicholson Street, Woolloomooloo,
BOILERMAKERS, ENGINEERS, BLACKSMITHS.

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



DRESSING YOUR
ATTENTION TO

EMERY
CLEANING
AND
PRESSING



GRACE BROS.

VALET SERVICE

Your clothes will retain their original shape and neatness if you are careful in your choice of a Cleaning and Pressing service. Grace Bros. employ only fully qualified and experienced MEN TAILORS' PRESSERS and all garments are HAND-PRESSED.

Phone: M 6506. Orders Called for and Delivered.





H.M.S. "ANSON"



MEN OF STAMINA

MATTHEW FLINDERS

1774-1814



THIS GREAT English navigator, who first proved our Continent to be an island, is the man who gave Australia its name. Before then, Australia was called New Holland. . . . In 1803, by circumnavigating Australia, Flinders completed the great task of coast exploration. The story of Flinders is the story of amazing dangers and escapes and of great stamina. His honest, simple and heroic character, his skill, resourcefulness, thoroughness, and his indomitable courage make Flinders one of the greatest figures in the history of British seamanship.

Ask for

Stamina

Self-Supporting TROUSERS

IDEAL FOR EVERY WEAR — EVERYWHERE

51
No

THE NAVY



INTER-SERVICE SPORTS

"KEMBLA"

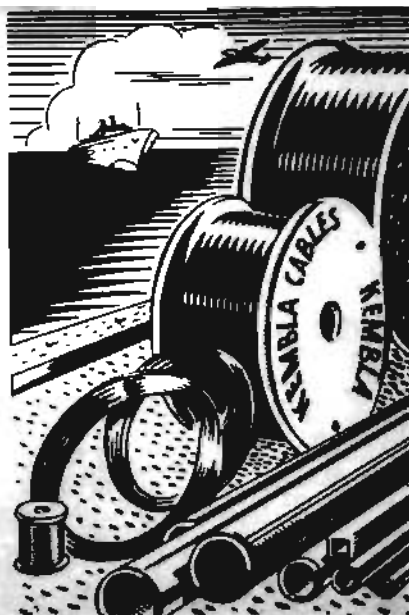
COPPER, BRASS AND
OTHER NON-FERROUS
WIRE CABLES & TUBES

METAL MANUFACTURES LTD.

PORT KEMBLA. N.S.W.

SELLING AGENTS
(with Distributors in all States)

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



THE NAVY

Australia's Maritime
Journal

Published Monthly

Editor:
G. H. GILL.

Associate Editor:

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

Managing Editor:
BARRY E. KEEN.

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

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

Published by The Navy League, Royal Exchange Building, 84 Pitt Street, Sydney, N.S.W. Telephone: BU 8808.

Subscription Rate:
12 issues post free in the British Empire,
12/6; foreign, 14/-.
—

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

Literary communications, photographs and letters for insertion (which should be short) should be addressed to G. H. Gill, 264 Beaconsfield Parade, Middle Park, Melbourne, Vic. The Editor does not hold himself responsible for manuscripts, though every effort will be made to return those found unsuitable with which a stamped and addressed envelope is enclosed. The opinions expressed in signed articles are those of the writers and not necessarily those of the Navy League.

May, 1980.

CONTENTS

Vol. 13

May, 1980.

No. 8.

EDITORIAL

Letters to the Editors	5
Editorial	10

ARTICLES

Some Memories of 1913	by I.B.	12
The Royal Australian Naval College		16
Italian "Surrealism" on Australian Run		19
The Minister for the Navy		20
Army Wins Inter-Service Sports		22
Strolling from England to Australia	by John Clark	36

PERSONALITIES

Captain Wilfrid Hastings Harrington, D.S.O., R.A.N.	24
---	----

OVERSEAS NEWS.

News of World's Navies	24
Maritime News of the World	28

SPECIAL FEATURES

Nautical Question Box	30
-----------------------	----

NAVAL OCCASIONS

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

FICTION

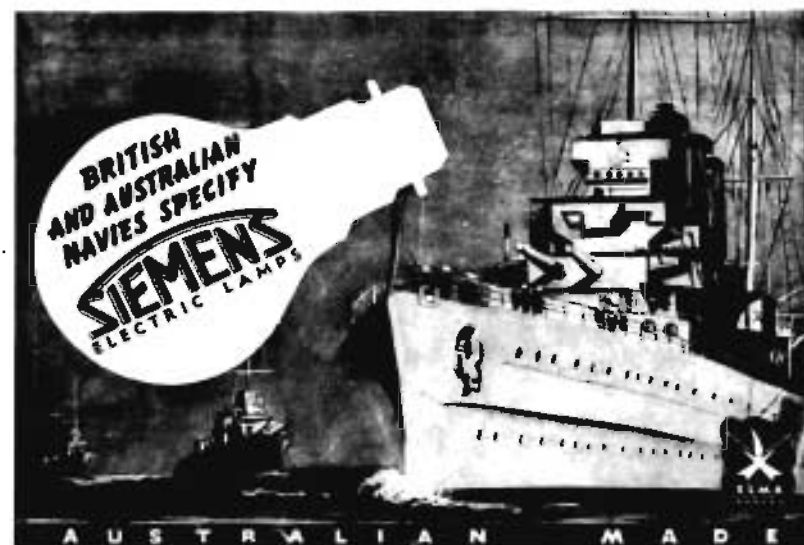
Two and a Penny Prayer	by Harmon Gill	40
------------------------	----------------	----

GENERAL

The Navy for Next Month	3
Obituary	22
Nautical Quiz	29
Naval Appointments	46

ASSOCIATIONS, CLUBS.

The Navy League	11
Ex-Naval Men's Association of Australia	38



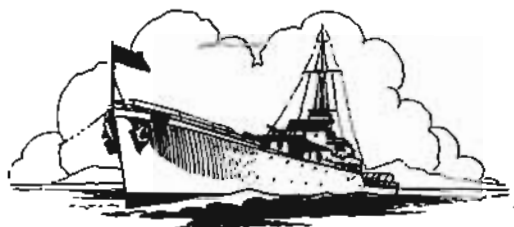
A U S T R A L I A N M A D E



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 UNITED SHIP SERVICES PTY. LTD.



ALL CLASSES OF SHIP REPAIRS AND FITTINGS UNDERTAKEN

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

Telephones: MX 5231 (6 lines).

THE NAVY FOR NEXT MONTH

WITH next month's issue of "The Navy" the magazine completes its third year in its present form, and we hope to have an issue maintaining the standard we set out to achieve when we made our "face-lifted" appearance in 1947. Among the articles in preparation for the June issue are:

FOUL ANCHORS.

The anchor is the symbol of hope. "That," says Brewer, in his 'Dictionary of Phrase and Fable,' "was my last sheet anchor—i.e., my best hope, my last refuge. The sheet anchor is the largest anchor of a ship, which, in stress of weather, is the sailor's chief dependence. The word 'sheet' is a corruption of the word 'shote' (thrown out), meaning the anchor 'thrown out' in foul weather." Sometimes not only the weather is foul: the anchor may become so also. In an article in the June issue of "The Navy," Captain Brett Hilder, whose contributions have appeared before in our pages, tells of foul anchors, causes and consequences.

FINE MOTOR TRAMP.

Not only among the regular traders to Australia are fine modern vessels appearing. In the June issue of "The Navy" will be a description of "Carronpark," an outstanding example of an up-to-date tramp vessel now in these waters.

WORLD'S SEA-FOOD SUPPLY

The Scripps Institution of Oceanography—a branch of the University of California—is conducting a survey of 670,000 square miles of the Pacific Ocean off the coast of California, and in our June issue the story of the project is told in a series of special photographs.

"IN FOG, MIST, FALLING SNOW . . ."

Today radar has largely dispelled the terror of fog and poor visibility for the seaman. In an article in our next month's issue Reuben Ranzo tells something of the days when fog was fog, with no magic radar eye to pierce it.

GENERAL

All the usual features—News of the World's Navies, Maritime News, What the Navy is Doing, Fiction, and the latest from the Navy League and the Ex-Naval Men's Association. Order your June copy of "The Navy" now.



M.V. "DUNTROON"—16,500 tons

MELBOURNE STEAMSHIP CO. LTD.

HEAD OFFICE:

31 King St., Melbourne.

BRANCHES OR AGENCIES
AT ALL PORTS.

MANAGING AGENTS
for

HOBSON'S BAY DOCK
AND ENGINEERING
COY. PTY. LTD.

SHIP REPAIRERS, ETC.

Works:

Williamstown, Victoria.



it is a
pleasure
to smoke
CAPSTAN
cigarettes



TIME
FOR A
CAPSTAN

THE EMPIRE'S FAVOURED CIGARETTE

FOSTER'S LAGER

BREWED BY Carlton & United Breweries Ltd.



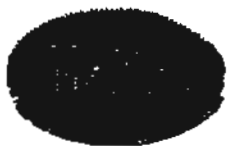
107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999

THE HOUSE FOR QUALITY AND
SERVICE

EVERYTHING IN MEN'S & BOYS'
WEAR

LONDON STORES LTD., MELBOURNE

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



ANCHOR BRAND

The Navy League

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

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

Affiliated Leagues:
The Navy League of Canada.
The Navy League of South Africa.

**THE COUNCIL OF THE
NAVY LEAGUE IN
AUSTRALIA.**

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

NEW SOUTH WALES.

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

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

VICTORIA.

(Incorporating Navy League Sea
Cadet Corps)

Patron:
His Excellency the Governor of
Victoria

President:
Commander (S) J. D. Bates, V.R.D.,
R.A.N.V.R.
Hon. Treasurer:
C. W. Lucas.
Secretary:
I. S. Digby.

SOUTH AUSTRALIA

Patron:
His Excellency The Governor of
S.A.

President:
E. A. Brooks
Hon. Secretary:
L. T. Ewent.

LETTERS TO THE EDITORS

SHIP "EDWIN FOX"

Sir,
The first freezing depots in New Zealand in which carcasses of meat were chilled preparatory to being shipped to Great Britain were located in the hulks of two wooden sailing vessels, one the hulk of the ship "Jubilee" and the other the hulk of the ship "Edwin Fox." The "Jubilee" has disappeared these many years but the "Edwin Fox" is still at Picton where what remains of her hull does duty as a landing stage and also a coal bunker. I hardly think the hull still floats. "Edwin Fox" has been located at Picton for very many years in her capacity as store ship and coal bunker for the freezing works. Her stay has been so long that there is a desire on the part of some people interested in the history of the Port to obtain particulars of the old ship's history. Where was she built, for whom, where did she trade? In addition, a picture of the "Edwin Fox" in full sail is something that the association is most anxious to secure. As the information about old ships published from time to time in "The Navy" must be read by thousands with the same interest and pleasure as it gives the writer, I hope you will be prepared to give publicity to the request above made.

Yours, etc.,
"Edwin Fox,"
Foxton,
New Zealand.

Thank you for your letter. We are, of course, glad to help in any way we can. In that very fine old, sea magazine "The Blue Peter"—which is now incorporated in "The Trident"—an article on the "Edwin Fox" written by R. L. Dearden, was published in the issue of March, 1928, Vol. 7, No. 72., on page 621. The following extracts may be useful. "The 'Edwin Fox' was built in

Calcutta, about 1848, of teak wood, and to the order of John Company . . . Her first master must have looked with pride on his teak-built, copper-fastened ship, of eight hundred and thirty-six tons burthen . . . Her name, and 'Southampton,' her port of registry, are still to be made out, but only with difficulty . . . She made many voyages with passengers and cargo between England and India . . . About 1873 the 'Edwin Fox' changed owners and sailed for Lyttelton, New Zealand, with cargo and a hundred and forty emigrants . . . The following year she sailed from London with two hundred and sixty emigrants. She anchored in the Downs, and there encountered a heavy gale and lost a bower. She ran back to the Thames for another anchor, but on getting to sea again she collided with and sank a collier schooner and herself stranded at Deal. She was towed off by one of those then despised 'steam kettles,' and returned to London for repairs. She sailed a month later, and finally reached Wellington in safety. The 'Edwin Fox,' by that time twenty-five years old and converted into a barque by the removal of her mizen yards, made her next voyage to Nelson, with two hundred and fifty emigrants . . . So her career went on . . . It so happened that a quiet old age came to the 'Edwin Fox.' So staunch was her old hull that she was spared the indignity of the knacker's yard and was equipped with refrigerating machinery, to play her part in the birth and infancy of a now full-grown and flourishing industry. Thus she served for many years as a cold-store in many New Zealand ports." Mr. Dearden, in his article, acknowledged his indebtedness to "White Wings," published by R. B. Brett and Son, New Zealand; and it may be that you

NETTLEFOLDS SCREWS

ARE
USED
IN
EVERY

BRITISH
SHIP

NETTLEFOLDS
PTY. LTD.

SUNSHINE
VICTORIA

C. GILES & SONS

• SACK
AND
• PRODUCE
MERCHANTS,

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

PHONES: BJ 3253-4.

EDISON...

*the name we all know
and respect*



We all know Edison. Because of the curiosity, patience and genius of Thomas Alva Edison we do things every day with more ease, comfort and enjoyment.

GO TO A MOVIE



TURN ON A GRAMOPHONE



HEAR A BROADCAST



IN THE WORLD, RENOWNED
THOMAS A. EDISON LABORATORIES,
EDISON SPILTDORF SPARK PLUGS
WERE DEVELOPED.

Edison SPARK PLUGS

BACKED BY THE GREATEST NAME IN ELECTRICITY!

11-11

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

Agents for...

ELLERMAN & BUCKNALL S.S. CO. LTD.

22 BRIDGE ST., SYDNEY, N.S.W.

'Phone: B 6925.

LETTERS TO THE EDITORS

could get further information from this publication or the publishers. There is no photograph of "Edwin Fox" in full sail accompanying Mr. Dearden's article. Should any reader know of such a photograph, it would be appreciated if he would communicate with the Editor, who would then put him in touch with "Edwin Fox" of Foxton, New Zealand.

Ed., "The Navy."
R.N. BATTLESHIPS

Sir,
I have been a most keen reader of "The Navy" for two years and find it a most useful magazine for those of us who are sea minded. With regard to the cover of the February issue, can you please inform me of the names of the ships illustrated? For some time now I have been endeavouring to find out the fate of the following ships: H.M.S. "Queen Elizabeth," "Valiant," "Malaya," "Warspite," "Revenge," "Royal Sovereign," "Ramillies," "Rodney," "Nelson," "Renown." Can you please help? Keep the flag flying.

Yours, etc.,
"Interested,"
Union Street,
Clayfield,
Brisbane.

Thank you for your letter, and for your interest in "The Navy." The ships on the cover of the February issue are the two Tribal class destroyers H.M.A. Ships "Warramunga" and "Bataan." The information you seek regarding the R.N. Battleships is in "Nautical Question Box," on page 30 of this issue.

Ed., "The Navy."
"PROTECTOR" AND
"EDINA"

Sir,
Could you manage an article soon on some pioneer ships of the R.A.N., with photographs of

the old gunboat "Protector"? I would also like to see an article with photographs of the "Edina", one of the oldest steamships and now, I am told, a hulk at Melbourne.

Yours, etc.,
C. J. Batelier,
Albany,
Western Australia.

We will endeavour to meet your wishes with articles on the ships you mention in a forthcoming issue of "The Navy."

Ed., "The Navy."
"MACQUARIE" AND
"ILLAWARRA"

Sir,
Would it be possible through your magazine to find out the life history of two sailing ships belonging latterly to Messrs. Devitt and Moore, of London? They are the "Macquarie"—earlier the "Melbourne"; and the "Illawarra." I am interested, having served my time in these ships.

Yours, etc.,
H. G. C. Adams,
(Late R.A.N.R. (S).)
Danedite, Weerite, Vic.
Thank you for your letter. The information you seek is in "Nautical Question Box," on page 30 of this issue.

Ed., "The Navy."
THE "JOSEPH CONRAD"

Sir,
I should like to take the opportunity to send in a query. Can you give me the history of the full-rigged ship "Joseph Conrad," built in 1882?

Yours, etc.,
(Miss) Shirley Roberts,
156 Burnside Road,
Burnside,
South Australia.

Thank you for your letter. The information you seek is in "Nautical Question Box," on page 30 of this issue.

"HISTORY OF MARINE
ARCHITECTURE"

Sir,
Some months ago you were good enough to help me with



(It looks good...
tastes good...
is good...)

it's cooked and served in
**AGEE
PYREX**

From the oldest to the youngest, they're "Eager Beavers" for their food when Mother cooks in Agee Pyrex. And why not? Food cooked in Pyrex has that "certain something" both in

looks and flavour (not to mention nutrition) which whips up appetite—increases appreciation of Mother's cooking. Then ask Mother herself what she thinks of Agee Pyrex. She'll tell you it saves her time and work... because she cooks in it... serves in it... stores in it... and when it comes to washing-up time, it's clean and sparkling in a matter of moments. Agee Pyrex is a money-spinner, too. Even the cheapest cuts of meat make "de luxe" meals when they're cooked the Pyrex way.

Save time,
work
and fuel

WITH A COMPLETE
RANGE OF
ECONOMICAL
AGEE PYREX DISHES

Marketed by
CROWN CRYSTAL
GLASS PTY. LTD.

CR 11



ALL are
guaranteed
against break-
age in oven use!

FOR ALL...

BOAT & YACHT GEAR

BROOMFIELDS LTD.

All Quotations attended to immediately

Phone: BX 5801

BROOMFIELDS LTD., 162 SUSSEX ST. (near King St.), SYDNEY

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

are a weekly affair.

—Well and Widely Known—

THE TICKET 5/6.

Postage for ticket and result, 5d.

"To Win You Must Be In."

You can write from any ship or any port.

The Address . . .

GEO. ADAMS (TATTERSALL) HOBART



JOHNSON'S TYNE FOUNDRY PTY. LTD.



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

Cnr. LORIMER & TYNE STS.,
SOUTH MELBOURNE.

'Phone: MX 2189.



PREMIER WIRE WORKS PTY. LTD.

GENERAL WIREWORKERS

Manufacturers of . . .

"PREMIER" Wire Kitchen Utensils

GUARANTEED AND RELIABLE

2 CHAPEL STREET, RICHMOND, VICTORIA

LETTERS TO THE EDITORS

some suggestions for furthering my studies of naval history. I wrote to the Admiralty and was advised to contact the Society for Nautical Research, which society I have now joined. They advised me to consult Charnock's "History of Marine Architecture" for a lot of information on old warships which I am seeking. However, the Reference and Lending Libraries in Melbourne have not this work on their shelves and I'm stumped. Can you help me to obtain a loan or perusal of this book? It seems to be a fairly old work, and there are probably very few about, and apart from the abovementioned libraries I do not know where to start looking for it.

Yours, etc.,
D. K. Robertson,
14 Storey Road,
Preston,
Vic.

If any reader knows of this book, and is able to help Mr. Robertson by advising him where he can get or see a copy, it would be much appreciated.

Ed., "The Navy."

ECHO OF "WARATAH"

Sir,
In February, 1912, a raft was discovered at Coonganna, 112 miles west of Eucla. The raft had been ashore for some considerable time, but had been covered with beach sand. During an exceptionally heavy gale along the coast, which in places changed the contour of the coast line, the raft became uncovered. The dimensions of the raft were: length 30 feet; width 12 feet. It was fitted with chains and stanchions right round the deck. The raft was fitted with airtight compartments which were holed in one place. This probably happened as the raft came over the rocks when it was washed ashore. A brass plate stated the raft was

licensed to carry forty passengers. Another plate gave the builder's name—which I have forgotten—and stated it was built in Dumbarton, Scotland. Both plates were unscrewed from the raft and handed by me to Captain Bert Douglas of the S.S. "Eucla." The raft lay on the beach for many months before being dismantled and the timber carted to a neighbouring station, Mundrabilla. Although there is nothing to definitely connect the raft with the "Waratah," I have always thought it had some connection with that ill-fated ship.

Yours, etc.,
F. G. Carter,
Perth,
Western Australia.

Thank you for your letter, and for the information it contains, which will undoubtedly interest our readers.

Ed., "The Navy."

SIGNAL FLAGS

In this column in the March issue of "The Navy" we advised a correspondent (Mr. Eric Jehan, Minto, N.S.W.), that a numeral pendant flown by ships leaving Sydney Harbour indicated the channel the vessel was using. In this we were incorrect, having confused this signal with that of the "B" over a black ball, indicating proceeding down the East Channel. Mr. L. E. Forsythe, the Commanding Officer of "Sydney" Training Depot, Snapper Island, has directed our attention to this error, and has kindly supplied a list of the significations of the various numeral pendants, which are: "Numeral 1: to sea or to an anchorage north-east of a line drawn from Bradley's Head lighthouse to Shark Island pile light thence to Steel Point. Numeral 2: to an anchorage south of a line drawn from the northern extremity of Garden Island to Shark Island Pile Light. Numeral 3: To anchorage, wharf or buoy north of a line drawn from Bradley's Head lighthouse to Kirribilli Point beacon. Numeral 4: To an anchorage, wharf or

south of a line drawn from the northern extremity of Garden Island to Bennelong Point. Numeral 5: To a wharf in Sydney Cove. Numeral 6: To a wharf in Walsh Bay. Numeral 7: To an anchorage or wharf west of lines drawn from Blues Point to the north-eastern extremity of Goat Island and from the south-western extremity of Goat Island to Simmons Point. Numeral 8: To a wharf in Darling Harbour from Miller's Point—including a wharf beyond Pyrmont Bridge. Numeral 9: To any of the wharves known as wharves Numbers 1 to 22 inclusive, Pyrmont. Numeral 0: To a wharf west and south of a line drawn from Peacocks Point to the northern extremity of wharf 22, Pyrmont. When any vessel to which sub-regulation (1) of this regulation applies is swinging or berthing stern in at any wharf the vessel shall display from an inferior position the Answering Pendant, comprised in The 1931 International Code of Signals."

Ed., "The Navy."



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

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

Murdoch's Credit Plan A/c What It Brings to you!

By making a small allotment on behalf of Murdoch's, the big universal store, you obtain goods on credit—entirely free of interest! Your credit builds up even while you are away from home; it provides for the family during your absence and is handy when servicemen change to civvies. This credit plan is very popular with British Navy personnel.

SEE CREDIT MANAGER,
2nd FLOOR.

Murdoch's
MARK &
GEORGE ST.
M42N

May, 1930.

The Navy



Vol. 14 MAY, 1950. No. 5.

THE R.A.N. COLLEGE

NEXT month, applications close for 1951 entry to the Royal Australian Naval College. Since the war, the numbers of boys applying for entry each year have increased. At the closing date last June 500 applications had been received, the largest number since 1943, and of those applicants 27 boys entered the College in February of this year to start their careers as Naval Officers.

As these figures show, of the many called, few were chosen. Some failed to pass the qualifying examination. Others could not measure up to the medical tests. More again could not satisfy the members of the Interviewing Committee as to their suitability for the career they had in mind. Those who got through—and, incidentally, their parents also—were fortunate. For entry into the Royal Australian Naval College gives a unique opportunity to him who knows the "Open Sesame." It gives him, free of all charge, as fine an education, both academic and technical, as he could desire. After four years—during which

period he is boarded, clothed, and provided with all medical and spiritual care—it turns him out with an academic education up to Matriculation standard, so that successful completion of the course entitles him to enter any of the Australian Universities. Most important, it fits him to start on an enviable profession—that of a Naval officer: and it gives him a character and bearing, born from the traditions of the Service of which it is a part, which few other schools can equal, and none excel.

The College has now been in existence for close on forty years. Its fully matured fruit is, therefore, existent, by which it may be judged. That it has, on that judgment, done a good job, none can deny: the calibre of its graduates, by whom the Royal Australian Navy is all but wholly officered today, is reflected in the Navy itself, and from the Navy shines back upon the College which is their Alma Mater.

Now is the time of year when the thoughtful thirteen-year-old, and the parent with his son's interest at heart, might easily do worse than give careful consideration to this opportunity which is true to the adage in that it comes but once in any boy's lifetime—and may make thirteen a lucky number.

The Navy

THE TOBERMORY GALLEON

BY the time these lines see print in the pages of "The Navy", it is possible that the legendary Tobermory Galleon—which, it is reported, has been discovered beneath the sand and mud of the seabed of Tobermory Bay—will have delivered up those pieces-of-eight, ducats, doubloons, gold and silver and precious stones, with which romantic hope fills eternal her bulging holds.

Yet whether or no she does is a matter of small moment. For has not her main treasure already been delivered? That combination of circumstance, the two shifts of wind that saved the Armada at Gravelines only to send it lumbering up the North Sea north-about in flight among the storms and savage water of Cape Wrath: the superior leadership and seamanship of the British, which started the work that the winds and storms finished; she delivered that treasure in Tobermory Bay best part of 400 years ago. She is part of the wreckage of a defeat which set the pattern for followers in the footsteps of the Spaniards of her time.

Writing of that time in his "Life of Francis Drake", A. E. W. Mason might have been writing of the Twentieth Century in his assessment of the issue for which Britain then fought. "It was," he wrote, "against the establishment of a world of slaves that England was fighting. A few men of more conceit than competence, fanatical, austere, untroubled by doubts, were to rule and order the lives of men as they chose. Below these few, Philip and his Council, the Pope, the Director of the Inquisition, buzzed the swarm of administrators and Governors and their staffs and departments, some clever, some only cunning, some only inadequate, many corrupt, many cruel, and all arrogant: below them a few, merchants, scholars, and such like, were to enjoy a shadowy independence, but even for them the prison doors were always ajar. Lower still was the great mass of men and women who were to work as they were bidden, the slaves. That was to be the future of England, as it was the present of every dominion which fell into the Spaniards' hands. And the method of establishing this hierarchy were the same, mass-murder, savage tortures, years of imprisonment for little faults, the suppression of reason and the right to think, the reduction of man to beast."

That was the issue of the conflict of 1593-45; and it is an issue that could easily arise again. The treasure of the Tobermory Galleon lies in the knowledge which the existence of her wreck beneath the waters of Tobermory Bay makes clear: that the British people, while they remain true to

themselves and their ideals, can in the future decide that issue as they decided it then and since, should such decision ever again become necessary.

LAW AND ORDER

THERE are few members of a ship's company who do not—providing they are treated with justice—prefer a "taut hand" over them to slackness of control. A well disciplined ship—as opposed to one where discipline is harshly applied—is a happy ship, and consequently a more efficient ship in every way. And the same applies in all phases of human society, whether it be in a ship; in an individual family unit ashore: or in that aggregate of families that makes up a community State.

Few Australians, therefore, would quarrel with the endeavour of their elected leaders in Parliament to establish a better discipline in the community: to ensure adherence to that law and order which the people themselves have, at various times, brought into existence through the exercise of their franchise. The lack of community discipline which, in recent years, has become most noticeable because of its effects upon the people generally, has been the contempt for arbitration in industrial disputes shown by unions under Communist-inspired leadership. There has been no shortage of instances of this: in the Brisbane waterside trouble, and in the Melbourne Tramways dispute, we saw outstanding examples.

In each case considerable burden was laid upon the community as a whole, and much financial loss—both actual and potential—was incurred. All of this could have been avoided had those concerned relied upon that system of arbitration which has done so much for the Australian people. On the other hand, a continuance of the direct action employed would eventually land the country in complete industrial chaos—a situation desired by those leaders opposed to arbitration and the law and order it implies.

The business of walking out when things do not go entirely your way was practised assiduously by Germany, Italy, and Japan in the days of the League of Nations. But the only dividends it paid were those of sorrow and misery, of destruction and destitution, to all parties. And it might be remembered, in our own domestic sphere, that if law and order had prevailed in the international sphere the troubles of 1939-45—and since—could have been avoided.

SOME MEMORIES OF 1913

IN THIS ARTICLE THE AUTHOR, PROMPTED BY THE PRESENT IMMIGRANT INFLUX INTO AUSTRALIA, RECALLS THE FULL TIDE OF IMMIGRATION IMMEDIATELY PRIOR TO THE FIRST WORLD WAR.

by I.B.

IT is doubtful if the longshoremen of this Great South Land realise the historical part played by the Royal Navy and the Merchant Venturers in the foundation of Australia. In 1770 that illustrious seaman Lieutenant James Cook, R.N., reached the hitherto unknown eastern coastline. Eighteen years later, Captain Arthur Phillip, R.N., arrived with the first convicts—whom today we might call "compulsory immigrants". In 1810 Captain Matthew Flinders, R.N., suggested the name "Australia". Throughout the yesteryears the Royal Navy and the Merchant Venturers of England not only carried out the main discoveries of Australia, but established settlements, governed, explored, traded, and chartered the vast coastline.

In view of the interest aroused today by the influx of Displaced Persons, we might turn back the pages to thirty-seven years ago, and recall some of the old-time British immigrants, and the ships

in which they voyaged to the land of their adoption, in those crowded four years immediately preceding the outbreak of the First World War. Considering that we Australians are of British stock, it is to be deplored that the odious word "Pommy" was ever coined. Are we not all sons of the British Empire beyond the seas, and did we not all rally to the call "Your King and Country need you"—for no true Britisher left that call unanswered in 1914?

The closing days of the year 1913 the Devil's Year with a vengeance—marked for us the end of a world of glorious memories: of unquestioning loyalty to the Throne and "the Flag that made us free"; of the Royal Navy keeping peace on the oceans; of the old Mercantile Marine; of an infant Royal Flying Corps; of great statesmen, explorers, empire-builders, famous men and women who included last, but not least, the unforgettable Musical Comedy and Music Hall artists who still live in

our hearts, and who endowed the old Edison Bell cylindrical records and the later gramophone discs with the lilting old tunes which brought so much joy to break the long monotonous sea voyages prior to 1914.

In the peaceful days of 1913, nearly every steamer that could berth immigrants, carried her quota to Australia. Let us have a look at some of the shipping incidents of that year.

Old saltwater men will recall the terrific gales that swept the seas around the British Isles in December 1912 and January 1913. The new battle-cruiser "New Zealand" lost her topmast and wireless gear, the P. and O. "Moldavia" had one of her Lascar crew drowned, and her wireless damaged; and on Christmas Day 1912 the Danish steamer "Valmer" foundered off the Lizard. Loaded with a cargo of Australian wheat, the four-masted barque "Marion Lighthody" put into Galway with her canvas blown away; and the New Zealand Shipping Company's "Ruahine", unable to land her passengers at Plymouth, had to take them onto London.

On Christmas Eve, 1912, the old Blue Anchor "Narung"—then P. and O., which Company had bought Lond's out in 1910—sailed from London River for Sydney. She ran into mountainous seas twenty miles north of Ushant, and wireless for assistance, adding "Have put back with foredeck swept." The steamer "Nigada," and the French battleship "Conde" from Brest, went to her help but were not needed, "Narung" wirelessing "Am out of danger heading for the Thames." Arriving there, her passengers were transferred to the "Ballarat," sailing from London on



The after deck of the "Ajana" prior to landing.

the 23rd January, 1913. On his arrival in Australia in February, Captain R. Bidwell gave a most graphic account of the "Narung's" escape from destruction.

It was in 1913 that the "Clan Macnaughton" caused a stir in shipping circles by seaming with a full cargo from Fremantle to Calais in thirty-one days. On New Year's Day, 1913, the then new "Indarra" arrived at Adelaide on her maiden voyage with 137 assisted immigrants, and with fifty cases of measles on board. In the wider scene, the news of the death in December, 1912, of the gallant hand led by Captain R. F. Scott at the South Pole, came as a shock.

In January, 1913, the tug "Cecil Rhodes" arrived at Cairns with the passengers from the "Innaminka", which had run on the Alexandra Reef, a mile or so from Port Douglas. Later the steamers "Carroo", "Barrier", and "Cecil Rhodes" succeeded in refloating her. The Japanese Training Squadron visited Australia in this month, the "Soya"—ex-Russian protected cruiser—which, built at Cramp's yard in 1901, had been sunk at Chemulpo in February 1904 and saved by the Japanese in August of the following year; the flagship "Adsuma," flying the flag of Rear-Admiral Sojiro Tochinai. The salute was answered by

"Zieten", 8,066 tons, Captain von Senden; the Peninsular and Oriental mailboat "Malwa", 10,883 tons, Captain Thompson; the Clan Line's "Clan Robertson", 4,826 tons, Captain Peterfield; the Adelaide Company's "Aldinga", 2,242 tons, Captain Crossley; the Swedish "Tasmanic", 3,895 tons, Captain Rundberg; Mellwraith McEachern's "Ashridge", 2,884 tons, Captain Kidd; and the German Norddeutscher Lloyd "Gneisenau", 8,081 tons, Captain Stollberg.

The Germans loved a blaring brass band playing as they entered or left port: "I love my Fritz who plays twiddle hits on his big trombone." Do you remember the German Bands in Poplar, Aldgate, the City and the West End; always with a crowd of kiddies dancing or tapping their toes to the old tunes? Do you recall the handsomen uniforms and collecting hat?

Ships and more ships! The Melbourne Company's "Kapunda", 4,200 tons, Captain Roy; the P. and O. "Makoa", 12,500 tons, Captain Weston; the Adelaide Company's "Yankallilla", 2,477 tons, Captain Leiper; the "Kartana", 4,641 tons, Captain Jackson; and the old "Dimboola", 5,000 tons, Captain Miller. The P. and O. had the Royal "Med-



Immigrants on the "Ajana" preparing to land, with cabin trunks and the old-time drum baskets.



The "Ajana" berthing at Fremantle, 2nd February, 1913.

ina", 12,500 tons, Captain Notley; and there were Trinder Anderson's "Arrino", 4,484 tons, Captain F. Dent; and McIlwraith's "Koorina", 3,174 tons, Captain Clack, who was later a Pilot and Chief Harbour Master at Fremantle.

The Adelaide Company's "Echunga", 4,598 tons, Captain Butcher, was among those present; and the "Riverina", which, later lost off Gabo Island, was of 4,758 tons, and commanded by Captain Sheriff; there were also the "Coolgardie", 2,342 tons, Captain Heddle; the P. and O. Branch steamer "Beltana", 11,120 tons, Captain Lingham; and the West Australian Government ships "Penguin", 280 tons, Captain Airey; the "Western Australian", 2,937 tons, Captain Rodger; and the "Kwinana", 3,295 tons, Captain Nicholas.

The late Captain Nicholas was Pilot and Chief Harbourmaster at Fremantle for many years. The "Kwinana" ended her active career by catching fire whilst laid up off Garden Island. She blew ashore some twelve miles south of Fremantle, where her rusty, battered old hull still lies on the beach at the seaside resort named after her.

The Australian Steamship Company of London, Messrs. Trinder Anderson and Company—more familiarly known as the Hungry Goose Line, with the plump black swan on house-flag and funnel the envy of the apprentices on board—had, ever since the foundation of the company in the early Eighties, been associated with the emigrant trade to Australia. The company's steamers "Australind", "Ashburton", "Arrino", "Armada" and "Ajana" were all chartered to convey new settlers to Australia in 1912-1913.

I vividly recall how we half-deckers were astounded when the Chief Officers told us of the Owners' decision; and how we hoped to be brass-bound the whole voyage for the edification of the gentler sex, instead of our usual sea dress of dungarees, badge cap



Captain F. Young, Master of the "Ajana," chatting with Captain R. Lewis, of Fremantle.

and seaboots. We outwardly looked down upon, but inwardly envied, other young gentlemen in Companies where the apprentices always seemed to be loolling over the ship's rail in port, covered in gilt and gold.

There was much work to be done to prepare the "Ajana" for her new role. An army of chip-chaps, painters and ironworkers arrived on board at the Royal Albert and Victoria Docks to lay a wooden main deck, cortisene the shelter deck, erect companion ways, paint the sides and bulkheads with reinforced white cork paint, erect a maze of removable deal berths, and carry out structural alterations for the accommodation of extra crew, cooks and stewards.

Under Board of Trade regulations, extra lifeboats were shipped and accommodated; and while all this was going on the rattle of winches never ceased as the dockers stowed the lowerholds and main holds with a general cargo for Fremantle, Adelaide, Melbourne, and Sydney.

The "Ajana" was built in 1912 by Russell and Company of Glas-

gow, of 4,873 tons. She was A31 in the second A.I.P. Convoy, which she joined from Fremantle on the 2nd. January, 1915. She carried in that convoy seventeen officers, 410 other ranks, and 304 horses; and in addition had on board the spare stores and gear of the submarine A.E.I., which had earlier been lost off New Guinea. "Ajana" remained under Commonwealth control until 12th. May, 1917. She was attacked by submarines in the Channel on 14th. April, 1917; and on the 29th. July was chased by an enemy submarine off the north west coast of Ireland, but was saved by her own speed of thirteen knots. She was eventually sold to foreign owners in 1925.

Mention has earlier been made of bad weather. I have tender memories of my lying in the Albert Dock, London, and of the bitter wind which swept over the Beckton marshes with a paralysing chill. I was on gangway duty at six in the morning, and remember those gallant old Cockney women slowly climbing the gangway to start their work washing paint on board. I can see them now; each with a man's old tweed cap pinned with a black hatpin to her greying hair, the black knitted shawl so dear to the East Ender over her shoulders, tweed skirt and elastic-sided boots.

They rubbed and blew on red-raw knuckles in the cold, dank dark morning; but were never deserted by their amazing humour which manifested itself in their friendly chaff, and their cheery "Wotcher Ducks!" . . . "Wotcher, Old Cock!" Many a one had a drop of "Mother's Ruin" tucked away under her shawl, and with the kindness typical of her class offered a half-frozen half-decker a "taste."

Whatever we regret has passed since 1913, it is a pleasure to think that the lot of these people has been alleviated in the years that separate us from those days. How they had to struggle to earn a few shillings to keep the rent man and the pawnbroker at bay.

Nor must we forget that they were the mothers of so many of the men who, in Navy, Merchant Service, and Kitchener's Army, confounded Kaiser Bill in 1914-18; men who were so ably portrayed by Bruce Bairnsfather in the persons of Old Bill and Young Alf in "If you knows of a better ole . . ."

But at last all the work, of loading, of converting, was ended; and with her holds stowed to capacity with cargo marked "Made in England"—a mark sufficient unto itself for quality—the "Ajana" dropped down the river to Tilbury in a flurry of snow and sleet to pick up the immigrants.

To one not used to it, the variety of dialect among our passengers could be confusing; it ranged from the burr of the West Country, through the Midland and Northern speech to broad Scottish, and was seasoned with the more familiar Cockney. There was a variety of dress among them, too; from the vast Norfolk jackets, Milton cloth trousers, and leggings of some of the countrymen, to the cloth caps, long-cut coats and tight trousers and lace-up boots of the townies.

We embarked 513 immigrants, of whom 61 were assisted passages. These assisted passengers comprised ten married couples, 22 children under 12 years, four single men and 15 single women. The rest of the passengers were nominated, and consisted of 45 married couples, 53 wives on their way out to join their husbands, 190 children, 65 single women, and 54 single men.

Our Old Man—Captain Tommy Young—an old windjammer Master who had spent a lifetime at sea, did not much relish this new departure from the usual quiet monotony of our voyages. Of impressive bulk, with a walrus moustache, a ruddy complexion and a benign manner—except to the aspiring officers of the half-deck—he was a typical old-timer salt who ran his ship with the quiet dignity and discipline of the old Mercantile Marine, backed up

May, 1960.

by four officers of that fine old school.

The passage down Channel and across the Bay was a nightmare of bad weather. Below decks was a groaning mass of seafick humanity too ill to care what became of them; and even the cooks and stewards were victims of mal-de-mer. The sea struck its culminating blow off Ushant, when about seven bells in the Chief Officer's watch a heavy roller hit the "Ajana", and the crash of shattering crockery could be heard up on the bridge.

But gradually the weather improved, and by twos and threes the new settlers appeared on deck. Sports Committees and concert parties were formed; shipboard friendships were made; little cliques found special corners about the decks with the ship's blankets as rugs. The little water-girt world found its own life in the usual shipboard manner, with humour, hate, bickerings, laughter, pathos and love making up the human comedy.

Owing to the "Ajana's" superfluity of hatch coamings and steam-pipe casings, there was not much dancing on board, but plenty of other fun was arranged. The writer, being an Australian, was subjected to an inquisition when it was discovered that he

hailed from "Down Under." He had to disgorge what he knew of the whole history and geography of this not inconsiderable continent, besides tackling such problems as did he know Bob Smith of Sydney, what he was doing, and how he was getting along?

We had our moments, of course. The Jacket Potato question, for instance. It was a sore point, until finally a bevy of beauty waited on the Purser with the request for permission to peel the spuds. The Purser was thus between the Devil of domestic upheaval and the Blue Sea of wasted potato skins drifting astern of the "Ajana" . . . but the ladies won the day, as usual.

Then there was the affair of the fight between the huge Belgian Chief Cook and the Cockney fireman, in which the Chief Officer took a couple of hands, concluding it with a low jab to the Belgian's vast middle, followed by a perfectly-timed upper cut which finished the soup brewer from Skipper Street. There was the usual fun Crossing the Line—the Old Man, Officers and Apprentices taking a hand in that ancient ceremony, thus keeping down an excess of horseplay which could have arisen owing to shipboard misunderstandings.

Continued on page 44



Some "Ajana" immigrants, ashore, entering the Customs Shed at Fremantle.

THE ROYAL AUSTRALIAN NAVAL COLLEGE

"ONE FEELS THAT, IF THE BOY HAS IT IN HIM, THE COLLEGE WILL DO THE REST; FOR THE BOY, THE NAVY, AND THE COUNTRY THEY BOTH SERVE."

SOME forty miles from Melbourne, at Hann's Inlet, on the eastern shore of the narrow peninsula which separates Western Port Bay from Port Phillip, is Flinders Naval Depot, the main training establishment of the Royal Australian Navy.

The establishment was opened in 1920 for the training of ratings. Ten years later the Royal Australian Naval College found its third and present home at the Depot, having been previously at Geelong from 1913 to 1915, and at Jervis Bay from 1915 to 1930.

The road to the Naval College from Melbourne is a good one. On a fine Victorian autumn day—such as the one on which the writer of this article journeyed along it recently—it can be a very pleasant one. It fringes the bay from the city to the bayside suburb of Frankston, winding along the indentations and promontories of the Port Phillip coastline, and

at Frankston it branches at right angles to strike across the Peninsula to Westernport, through cheerful domestic countryside along tree-shaded roads.

The Naval Depot itself can be a very pleasant spot on such a day when, after a season with plenty of rain, the wide playing fields and lawns are fresh and green, and the flowerbeds bright with colour. And never has a blackbird fluted more rapturously than did that fellow in the tall gum outside the Commodore Superintendent of Training's house in the still of the evening, taking one listener across the years and the miles to boyhood England in an ecstasy of liquid melody.

But the road to the Naval College does not start at Melbourne. Its origins lie far beyond the Victorian capital—in Western Australia, in Hobart, in Northern Queensland, even beyond Torres Strait in New Guinea, for one of

this year's entries hails from Port Moresby. Nor is it a direct and easily travelled route. It takes time, and there are obstacles to overcome.

The call of the road is being heard now by boys all over Australia. For the Naval Board has recently issued invitations to lads whose thirteenth birthday falls in this calendar year, to apply for entry to the College. Just, as someone once said, every private soldier carries the baton of a Field Marshal in his haversack, so, as the Minister for the Navy said when announcing this invitation, "Every boy who enters the Royal Australian Naval College as a cadet-midshipman has an equal opportunity of promotion to the highest ranks of the R.A.N. The two senior officers of the R.A.N., the First Naval Member, Rear Admiral J. A. Collins, and the Head of the Australian Joint Services Staff in Washington, Rear Admiral H. B. Farncomb, are both graduates of the College, which they joined as cadet-midshipmen. They were chosen from boys from all parts of Australia."

That is a point. Such obstacles as lie in the path are only such as may be surmountable by the boys themselves. The system of entry into the College is entirely democratic. No boy with the necessary ability is debarred through lack of either social or financial standing by his parents. If he can make the grade, an applicant can secure for himself a first-class academic and technical education, free of all financial cost to himself or his parents, and fitting him to embark on a career as a naval officer.

To qualify for entry to the Naval College, young Tom Bowling must be the son of British subjects by birth or naturalisation, and be substantially of European descent. He must attain the age of thirteen in the calendar year during which



The tricks of taking a trick at the wheel, and steering by gyro compass, are tried out in one of the corvettes of the Training Flotilla.

the qualifying examination which he applies to take is held. He must be legally domiciled in Australia. He must pass a prescribed qualifying examination.

These examinations are held in all States of the Commonwealth, and in the first week of September this year we shall find young Tom, no doubt with varying degrees of anxiety, surveying his examination papers. Elementary Arithmetic; and English—Reproduction, Composition and Grammar, and Vocabulary—he must take. Beyond those subjects he has a certain choice, he may take any three of Geometry, History, Geography, Arithmetic (Harder), Algebra, and either (but not both) Latin or French.

Young Tom Bowling is not bowled by this; nor by the Medical Examination which is another of the hurdles lying between him and his goal. So, in November, we find him facing the Interviewing Committee in his capital city; a committee consisting of the Commodore Superintendent of Training at Flinders Naval Depot, the Commander of the R.A.N. College, and the College Director of Studies. They are three men of knowledge and experience in assessing—in so far as it can be assessed—the character of a boy

of thirteen. In the first place, each has been a boy of thirteen himself; and each has considerable experience of the College—the two naval officers as themselves one-time Cadet Midshipman, the Director of Studies as one of the College professorial staff for many years. They see promise in young Tom, and he finds himself one of the elect.

There thus remain to him but two more months as a "civilian", for First-Year cadet midshipmen—one of which he will shortly begin the College for their first term three days before the start of the Summer Term, in February. So there is a hustle of preparation, of measuring for uniforms, of a round of farewells, and then one day young Tom sets off from home, perhaps to travel a few miles, perhaps a few hundred, perhaps a thousand or more, to Melbourne, to arrive on the Tuesday before the College Summer Term opens.

In Melbourne he is met, by Cadet Captains who have come back early from leave for his special benefit, and by officers of the College, and, together with his companions who also have been chosen, and who come from all the other States of the Commonwealth as

well as his own, he is taken to be fitted for his uniforms at the Commonwealth Clothing Factory, and then, still in his "civilian" rig—and you can pick the Northerners by their shorts and long stockings, and the Southerners by their "bags"—he and they board a special bus and embark on that last 40 miles or so, down the bayside and across the Peninsula, to Flinders Naval Depot.

How large it all appears to him. And, if it is his first time away from home, how strange. But he is shown the ropes—the Cadet Captains are there to help him to find his feet—and the transition is made as easy for him as may be. He is given a good meal after the journey. He is "kitted up" with the clothing and gear he will require. He is shown around. And during the two or three days before the old hands come streaming back from leave all over the Commonwealth, the first rough edges of strangeness are worn off. He is becoming aware of some of the naval customs, finding that sleeping in a bunk in a six-berth cabin is not a very dreadful matter, learning to salute the "quarter-deck", discovering interest un-



Mens sana in corpore sano. In class room and gymnasium and playing fields, the College strives to that end.



There are good spots, both within and without the College buildings, for relaxation in hours of leisure.

bounded, stretching beyond the horizon of the Depot and the adjacent Westernport Bay.

Actually, what he has done, is to start a period of four years as a boarder at a first class Public School. When he "Passes Out", which is the College term for graduation from its portals, he will have reached the academic standard of Matriculation—accepted as such by all Australian Universities.

He will in addition have received a thorough technical grounding as an embryo naval officer. He will have been well fed and well found; clothed; guarded both mentally and physically; looked after medically with the finest supervision; taught to work and to play; provided with pocket money. And all at the expense of the State, and free of any charge to himself and his parents.

The College is admirably equipped. Wander around the accommodation; the clean and airy cabins; the excellent bathing and toilet facilities; the all-electric galley; the dining room—"They have enormous appetites," says our guide—the large modern gymnasium, with equipment for the showing of films; the indoor swimming pool.

As we pass the windows of the Study Block, we see the classes at work, and hear the hum of education drifting out to us. The First Year newcomers are wrestling with lesser problems in mathematics. Further along, their seniors are busy with parallel rulers and dividers on chart work, navigating their way around the Cape of Good Hope in the wake of Vasco da Gama. The Chemistry Laboratory is unoccupied, and we sniff appreciatively as we walk in. Some time in the future young Tom Bowling will smell his way back to the past as we do now. "The usual remark," says our guide, "is 'Ah! Stinks!'"

A French class is deep in the intricacies of irregular verbs just along a bit. "The aim of the course", we are told, "is to enable cadets to read the language intelligently, to express themselves readily in the foreign language both in writing and in speech; and to appreciate not only the writings of great French authors, but also the national spirit of the French people".

The College syllabus includes Mathematics, Physics, Chemistry, English, French, Geography, History, and Bible Study. And on the professional side, Engineering, Seamanhip, Navigation, Pilotage, and Nautical Astronomy. Study hours are from 9 a.m. to 1.15 p.m., with a break of 15 minutes at 11 a.m.; 2 p.m. to 4 p.m. in Summer, 4.45 p.m. to 6.45 p.m. in Winter, and 7.30 p.m. to 8.30 p.m. About one-third of the time given to study is set apart for practical work in the Engineering Workshops, the Laboratories, the Seamanhip Room, the Gymnasium, and in Boat Work. The study-year is divided into three Terms, each of 13 weeks in length; and there are vacations of seven weeks at Christmas, four weeks in May, and two weeks in September.

Recreation and physical training? There is a well-stocked library, both of fiction and reference books; a comfortable reading room. There are spacious playing fields—

for cricket, rugby, hockey; and a number of good tennis courts. There are boat work and sailing, athletics, boxing, cross-country running. Cadets must play games for at least one hour on each afternoon except Sundays, unless excused by the Medical Officer.

Progress in study is adjudged by a system of marks for routine work throughout the year, taken in conjunction with those gained at the one important examination each year. Thus the position of a Cadet does not depend solely on his skill in examinations. And on leaving the College it is possible for young Tom Bowling to start off with a credit of Sea Time in hand, in proportion to the merit of his record at the College.

This year there are 102 Cadets in residence; 28 First Year, 28 Second, 24 Third, and 20 Fourth—plus two Special Entry Cadets, who have come in at a later age.

And when young Tom Bowling "Passes Out"? What happens to him then?

First of all he gets a spot of what the old-time Matloe called "leaf"; and then he goes overseas to Great Britain and joins the Royal Navy training cruiser "De-

Continued on page 44



Healthy appetites are catered for with good, well-cooked food in a comfortable, well-equipped dining room.



The Italian Motor Vessel, "Surriento" lying alongside at Circular Quay, Sydney.

ITALIAN "SURRIENTO" ON AUSTRALIAN RUN

Built in England in 1928 As The Grace Line Luxury Liner "Santa Maria", The "Surriento" Is Now In The Italy-Australia Passenger Service For Flotta Lauro.

By "Supercargo"

THE Italian passenger liner "Surriento", now in regular service between Italy and Australia, was built in England in 1928 as the luxury liner "Santa Maria" for the Grace Line service between New York and the West coast of South America. She continued in the service of the Grace Line until the entry of America into the late war. She was then taken over by the United States Navy and converted into a troop transport. Renamed U.S.S. "Barnett", she served throughout the war.

At the war's end she was purchased by the Flotta Lauro and taken to Genoa, where she was reconverted from a troop transport to a passenger liner, the work being carried out by the Officine Marittime S.A. Sweeping changes were made in the internal accommodation of the ship. In place of the 150 first class passengers formerly carried, space had to be made for the accommodation of over 860 third class passengers in addition

to a strictly limited number of first class passengers.

The third class accommodation consists of six-berth cabins, housing 600 passengers, together with 10 and 16-berth dormitories in which 262 passengers are carried. The first class accommodation comprises one, two, three, and four-berth cabins. First class public rooms comprise Lounge, Smoking, Reading and Writing rooms, together with an enclosed verandah. An enclosed swimming pool also is provided. Third class passengers have, in addition to their Dining Saloon, a Drawing Room, Lounge, and open-air swimming pool.

To enable the additional passengers to be carried, several modifications were necessary, including the addition to the accommodation of the 'tween deck spaces of No. 5 hold. The hatchway which formerly served this hold was plated over, and the ship's hospital built over it. The forward funnel is a dummy, and contains a small but elaborately-equipped chapel.

Decoration of the accommodation is, for the most part, modern

in style; but certain rooms follow the Rococo style, with its elaborate ornamental details.

During the reconversion, the forward portion of the ship was rebuilt for a length of 820 feet, and the Sun deck and Boat deck were entirely reconstructed. The work entailed the use of 1,000 tons of steel, together with 140 tons of new piping.

The main and auxiliary machinery was overhauled and modified, enabling an increase in output from each of the two Sulzer engines, which now are rated at 4,650 brake horse power, at 110 revolutions per minute. Formerly the figures were 4,000 b.h.p. at 100 r.p.m., giving an increase in speed from 16½ knots to 18 knots. Thermotank ventilation of the accommodation is provided by 16 Thermotank units.

The ship's name is the Italian spelling of the Town of Sorrento on the Gulf of Naples. Her consort, "Napoli", formerly the cargo liner "Arabybank", was named after the City of Naples, on the famous Bay of Naples.

May, 1936.

THE MINISTER FOR THE NAVY

THE HONOURABLE JOSIAH FRANCIS, M.H.R., RETURNS TO AN EARLIER LOVE WELL EQUIPPED BY EXPERIENCE AND CONVICTION TO CARRY OUT THE DUTIES OF HIS OFFICE.

WHEN, as Mr. Churchill tells us in the first volume of his "The Second World War," he was given the portfolio of First Lord of the Admiralty on the 3rd. September, 1939, "the Board were kind enough to signal to the Fleet, 'Winston is back!'"

Some similar thoughts may have come to Navy Department officials when the appointment of the Honourable Josiah Francis as Minister for the Navy in the present Government was announced recently, for he is no newcomer to the inner workings and administration tasks of the Department, having begun his association with the Navy in 1932, when the three fighting Services were grouped together, and he was assistant Minister for Defence under the first and second regimes of the Right Honourable Joseph A. Lyons. He himself felt that it was a return, for on taking over his duties at Navy Office, he remarked "I feel as if I am coming aboard again."

For many years before the war of 1914-1918 he was actively interested in the volunteer military system, and during the war he served with the A.I.F. in France; and he thus is well equipped to carry the burden of the dual portfolios—those of Navy and Army—with which he is entrusted.

Mr. Francis was born at Ipswich, Queensland, in 1890. Incidentally, his youthful appearance and physical fitness belie the sixty years that have passed since that date. He was educated at the Christian Brothers College in his home town, and gained his early experience in public administration in the Queensland Public Service.

Holding a commission under the pre-1914 compulsory training scheme he was, when war broke out in that year, attached to the 15th. Battalion A.I.F. as Second Lieutenant. Promotion to the rank of Captain came to him in the field, when he assumed command of "B" Company of his unit. He was seriously wounded in 1918 during the great German push against Paris.

On his return to Australia after the war, Mr. Francis resumed his active association with military training in his district and held command of

an Army unit until his election to the House of Representatives in 1922.

His election to Parliament as representative of the Moreton electorate followed his response to representations from the returned soldiers in his district, he having taken a leading part in the affairs of the League in Queensland. For several years he held the office of President of the Ipswich Sub-Branch; he was President of the Moreton Branch, the success of which owes much to his enthusiasm; he played an important part in the establishment of the highly acclaimed Soldiers' Memorial Hall in Ipswich; and his services to the Returned Soldiers were recognised when he was appointed a member of the Managing Council—the controlling body of the League in Queensland—of which he was one of the original members.

His long political career has been an extremely active one, bringing him a wide and varied experience in parliamentary administration. His parliamentary activities include membership of the Select Committee on the Navigation Act in 1923; of the Royal Commission on National Insurance, 1923-27; and of the Joint Committee of Public Accounts, 1929-31. He was temporary Chairman of Committees from July, 1930, to November, 1931, and attained Ministerial rank as Assistant Minister for Defence and Minister in Charge of War Service Homes from January, 1932, to October, 1934, in which year he was for a time Assistant Minister for Repatriation. He was Vice-Chairman of the Parliamentary Standing Committee on Broadcasting between 1934-36, and between 1937 and 1940 he was Chairman of the Joint Committee on Public Works.

On his re-election in 1940—he has held the Moreton seat since his initial election in 1922—Mr. Francis was appointed Secretary of the Joint Opposition Parties and, by unanimous decision of both Houses of Parliament, became Chairman of the Joint Parliamentary Standing Committee on



The Honourable Josiah Francis, M.H.R.

Rural Industries. At the personal request of the then Prime Minister, the Right Honourable John Curtin, he was appointed as one of the six returned soldier members of both Houses of Parliament to review War Pensions and proposals for the repatriation of members of the fighting services. In 1948 he accompanied the All-Party Parliamentary Delegation which visited the British Commonwealth Occupation Force in Japan.

Mr. Francis believes that naval defence is vital to Australia's security, and that the Royal Australian Navy must take its full share in the defence of the Pacific in close collaboration with the

navies of New Zealand, other sister dominions, Great Britain, and the United States. He is a strong supporter of military training for the youth of the country, and has played a prominent part, in collaboration with other Service Ministers, in formulating the Government's proposal for the introduction of national service.

A hard worker—as his record indicates—he can throw off the cares of office when time permits, and on such occasions finds his relaxation in golf and tennis and, in less strenuous fields, fishing. And, like his erstwhile opposite number at the Admiralty, he is a connoisseur of cigars.



R.A.A.F. Team Tug Their Way to Victory.

ARMY WINS INTER-SERVICE SPORTS

The Navy Was Host At A Successful Meeting, But Took Third Place To Its Sister Services In The Numbers Of Points Scored.

HONOURS in the Inter-Service Sports, which were completed in Sydney during the last week in March, went to the Army, which won with a score of 215 points. The Royal Australian Air Force came second, with a score of 185 points; while, with a total of 140 points, the Royal Australian Navy took third place.

Although marred to a certain degree by showery weather, the games produced some interesting contests which, judged by the times, indicated that the athletic prowess of the Services is well up to that of Australian amateur sport generally.

Several Inter-Service records were broken, the most notable result being recorded in the rifle shoot, when Army representative Craftsman Drinan, who hails from Erina, near Gosford, New South Wales, scored 229 out of a possible 250. The previous record of 217, established by Captain E. Green in 1949, was also beaten by Captain L. Eagleson (223) and Warrant Officer Chad (222) of the Army, and by Leading Aircraftsman Mackenzie (221) of the R.A.A.F. The best Navy shot was Shipwright Coole, with 216 points.

The Legacy War Orphans' Appeal Fund will benefit by approximately £388 as a result of the Boxing Matches which were held at the Sydney Stadium, and which were well supported by the public. The boxing was of a very high standard, Mr. J. English who, as an official of the New South Wales Amateur Boxing and Wrestling Association, refereed the bouts, remarking that it was many years since he had seen such a high standard of amateur boxing. The Arnett Trophy was won by the Navy, with the Army and Air Force tying for second place, while the Legacy Trophy and tankard for the best and most sportsmanlike boxer, was won by Able Seaman Rogers, of the Boom Depot.

The Air Force, with 38 points, won the Swimming from the Navy who, with 28 points, were four ahead of the Army. A most creditable performance was put up by Flight Lieutenant Kennington, Sergeant Hawes, Sergeant Gibson and Leading Aircraftsman Young, in winning the 200 Metre Freestyle Relay in the excellent time of one minute, 57.6 seconds. Flight Lieutenant Matthews also gave an excellent display of diving for the

Royal Australian Air Force team. In the Water Polo the Navy had their revenge, defeating the Air Force seven-four and the Army seven-two, while the Air Force beat the Army six-one.

The Athletics took place at the Sydney Sports Ground, and because the track was very heavy after the rain, the times for sprints were not nearly as fast as had been anticipated. Corporal Cromack of the Air Force put up an excellent performance in winning the Hundred Yards in 10.2, and the Two-Twenty in 24.2 seconds. The Hop Step and Jump event was won by the Army, Lieutenant P. Stevens breaking the previous record with 43 feet 11½ inches. The Air Force Tug-O-War team skidded their opponents off their feet to beat the Army in two pulls to one, and the Navy in two straight pulls. The Army, however, recovered some ground by beating the other two Services at Billiards.

With the final results of the Tennis delayed on account of rain, it was still doubtful on the last day of the Sports as to who would win the Aggregate Shield when the Teams met for the Golf Match at the Lakes Golf Club. The Army proved too strong, however, and Corporal R. King, with 29 stableford points leading the van, won easily with 253 points. The Air Force came second with 228 points, while the Navy lay in third place with 173. Lieutenant D. G. Lane,



The Diving Contest was won by the R.A.A.F.

R.N., with 28 points, and Air Craftsman I. Smith, with 26 points, were the best scorers for the Navy and the Air Force respectively.

Lieutenant Lane, who is shortly returning to the Royal Navy after two years exchange service, the last six months of which were spent in H.M.A.S. "Culgoa" in Japanese waters, gets an "honourable mention" for his hole in one. The scene of this achievement was the 16th. Hole of the Lakes Golf Course, distance to hole 272 yards and one of the hazards a lake, champions being allowed four shots. Lieutenant Lane did it in one for the first time in history!

The last day of the Air Force versus Army at Cricket was washed out by rain, the Air Force narrowly defeating the Army by 110 to 88 on the first innings. Leading Air Craftsman Hough, 35; and Sergeant Robinson with four-22 and Flight Sergeant Cooke with

four-33, did the best for their Service; while the Army top scorer was Private F. Wilton with 20 Not Out; Captain A. Davis, three-16, and Lieutenant Luscombe, two-6, were the Army's best bowlers. The Navy was defeated by both its Sister Services in the play of leather and willow.

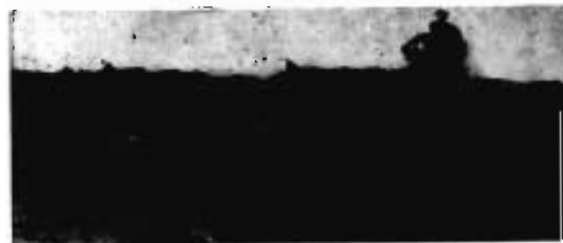
The Tennis had many changes of venue. The Army versus Air Force match, originally scheduled to take place at White City, where the Army had previously beaten the Navy nine rubbers to one, eventually took place at Victoria Barracks, and was won by the Army ten rubbers to two. On the cement courts at Balmoral Naval Depot the Air Force beat the Navy nine to one.

To wind up the Sports, the Navy, being host for this series, provided an excellent dinner for all competitors, at which the donors of the various trophies were also present to see them presented to the winners by the Flag Officer Commanding, New South Wales—Rear Admiral G. D. Moore, C.

B.E.—and representatives of the donors.

The organisation of the Sports reflects great credit on the Sports Committees, both for the individual events and as a whole. What the public—who were welcome to the Sports—thought, can best be gauged by the action of the Manager of the Sydney Stadium who, because of the excellent organisation and boxing, donated to Legacy the rent which was to have been charged for the building.

The Sports were conducted by the Sydney Command of the Royal Australian Navy, and the following Welcome was extended by Admiral Moore: "The Flag Officer in Charge, officers and ratings of Sydney Command, R.A.N., extend a hearty welcome to the members of Eastern Command Army and the members of the Eastern Area Royal Australian Air Force to the 1950 Inter-Service Sports, and trust that this meeting will help to maintain the mutual confidence of the Australian Services developed under more strenuous and exacting circumstances".



Inter-Service Rifle Shoot was won by the Army.

OBITUARY

Rear Admiral H. J. Fooks, C.B.E., R.A.N. (ret.), whose death occurred in Sydney on the 24th April, 1950, joined the R.A.N. in 1907. During the 1914-1918 War he served in H.M.A.S. Sydney, H.M.S. Psyche and was Senior Naval Officer Burma Coastal Patrol. Promoted to Captain in 1921 Rear Admiral Fooks held the appointment of Captain Superintendent of Training, Flinders Naval Depot, from 1925 to 1927, and as Australian Naval Representative in London from 1927 to 1930. On his return to Australia he was for a period second member of the Naval Board and was then given command of the Seaplane Carrier H.M.A.S. Australia. On his retirement in 1933 he was awarded the C.B.E. for his service in the R.A.N.

Captain Wilfred Hastings Harrington, D.S.O., R.A.N.

THE subject of this article, Captain Wilfred Hastings Harrington, D.S.O., R.A.N., is a Queenslander, having been born at Maryborough, Queensland, on the 17th May, 1906, the son of Mr and Mrs. H. E. Harrington, of Strathfield, New South Wales.

Captain Harrington had his early education at Wychbury Preparatory School, Sydney, and entered the Royal Australian Naval College at Jervis Bay in 1920. At "Passing Out" he was awarded Maximum Time, and the prizes for Engineering (Theory) and History, and whilst at the College gained his colours for rugby and hockey.

He went to sea in H.M.A.S. "Brisbane" at the beginning of 1924. Promoted Midshipman in May of that year, he went to England the following September and was appointed to H.M.S. "Malaya", with the Mediterranean Fleet. He went from the Mediterranean to the United Kingdom for his Courses, and in 1927 was one of the twelve Acting Sub-Lieutenants who obtained best marks in the War Course Essay, and received an expression of Their Lordships' appreciation. He was for a while appointed to H.M.S. "Rodney" with the Home Fleet, before going to H.M.A.S. "Australia" on the occasion of her first commissioning in 1928, the year in which he was promoted Lieutenant.

He returned to Australia in the new cruiser, and there followed successive appointments to H.M.A. Ships "Success", "Canberra", and "Albatross". In 1933 he again went overseas to the United Kingdom on exchange duty with the Royal Navy, and was appointed as a Lieutenant to H.M.S. "Cornwall", in which ship he served for three years on the China Station. Back in Australia at the conclusion of his exchange period, he stood by H.M.A.S. "Swan", then building at Cockatoo Island; and was her First Lieutenant until, just prior to the outbreak of war in 1939, he was for two terms at the Naval College, Flinders Naval Depot.

The outbreak of war found him—as a Lieutenant-Commander in command of the sloop H.M.A.S. "Yarra." The first months of the war were spent in Australian waters, part of the time as one of the ships of the 20th. Minesweeping Flotilla. But in August, 1940, "Yarra" proceeded overseas, her first activity being on patrol and

convoy escort duties in the Gulf of Aden and the Red Sea, and it was in the Red Sea, in October of that year, that she had her first contact with enemy surface forces when the convoy of which she was part of the escort force was attacked by Italian destroyers during the night. One of the attackers, the "Francisco Nullo," was damaged by the escorts' gunfire, and ran ashore, subsequently being destroyed by the British destroyer "Kimberley."

After a time at this work, "Yarra" was sent to the Persian Gulf, and in May, 1941, took part in the naval operations in Iraq consequent on the unsatisfactory attitude of that country following the German infiltration. During this period she gave protection to the British consulate at Ashar, covered troop landings, and gave fire support. The following August she took part in the operation in the Karun River, when Ahadan was occupied by the British, Iranian naval vessels were immobilised; and German and Italian merchant vessels were captured. When the situation there was under control, "Yarra" was sent down the Gulf to Bandar Abbas, where she carried out a fine salvage job on the fired and scuttled Italian ship "Hilda."

Altogether, seven Axis ships were secured in these operations, and in a congratulatory signal to those concerned, the Commander-in-Chief East Indies said: "The safe arrival in India of four prizes in tow and three under their own steam represents an achievement of which those taking part may be justly proud." For his part in these operations, Captain Harrington was awarded the Distinguished Service Order "For distinguished services in operations in the Persian Gulf."

In November, 1941, "Yarra" arrived in the Mediterranean, and was for a time employed on escort work with Tobruk convoys. With the entry of Japan into the war, however, she returned to Eastern waters, where she was employed on patrol and escort work in Malayan waters, carrying out a particularly fine piece of rescue work when the "Empress of Asia", loaded with troops, was bombed and set on fire by the Japanese while entering Singapore.

Shortly before her final departure from East Indian waters, and her subsequent destruction by a force of Japanese cruisers and destroyers south of Java on the 4th. March, 1942, Captain Har-



Captain Wilfred Hastings Harrington, D.S.O., R.A.N.

ington had been succeeded in command of "Yarra" by Commander Rankin. He left her in Tandjong Priok, returning to Australia in the Blue Funnel "Troilus."

His next appointment was to H.M.A.S. "Australia" as Executive Officer. He remained in her throughout her period with the Seventh Fleet until mid 1944, when he was appointed to H.M.A.S. "Quiberon" in command, serving in that ship with the Eastern Fleet until her return to Australia with H.M.S. "Howe", and the British Pacific Fleet.

From "Quiberon," he was appointed in March, 1945, to Balmoral Depot, Sydney, as Commander

of the Depot, where he remained until the latter half of 1946, when he went to the Defence Department for some months.

Promoted Captain in 1947; he was at the beginning of 1948 appointed Captain (D) in command of H.M.A.S. "Warramunga", remaining there until his appointment at the beginning of this year to his present position as Director of Manning, Navy Office, Melbourne.

In addition to his award of the D.S.O., Captain Harrington was twice Mentioned in Despatches—in 1942 and 1943—for his services during the war.

He is married, and the father of a son and a daughter.

News of the World's Navies

CANADIAN NAVAL TRAINING.

It has been reported from Ottawa that Canadian naval headquarters state that a clear-cut division between operational and training ships is being made in the Royal Canadian Navy, with a view to increasing efficiency in individual training ships and fostering team work in the operational group. Training ships will be used exclusively in supplementing earlier shore training and in providing sea experience for recruits, reserve men, and cadets. Operational ships and carrier-borne aircraft are to form a specialised anti-submarine force, and will be developed to the highest possible fighting standard.

ADMIRALTY RENEWS R.N.R. RECRUITMENT.

Royal Naval Reserve recruitment, which ceased at the beginning of the war in 1939, was reopened by the Admiralty on the 1st. February. Vacancies exist for executive, engineer, and supply and secretariat officers, and for seamen and engineer ratings. The primary qualification for service in the Royal Naval Reserve has always been that the candidate should be following the sea as a profession. A scheme is being introduced to enable officers who held temporary commissions and who attained the rank of Lieut.-Commander (E), Lieutenant or Lieutenant (E) and below, to transfer to the permanent reserve. Similarly, ratings who previously served in the Royal Navy during the war of 1939-45 and who are now working in the Merchant Service or Fishing Fleet, are encouraged to join the Royal Naval Reserve. The new regulations provide for increased training fees for officers and larger retainers for ratings than were allowed in the pre-war Royal Naval Reserve.

INDIAN NAVY EXERCISES

During February, ships of the British East Indies Fleet and the Indian Navy carried out combined exercises while on passage from the vicinity of Cochin, on the West Coast of India, to Trincomalee. The cruiser H.M.S. "Mauritius", the frigate H.M.S. "Loch Glendhu", the Indian cruiser "Delhi"—formerly H.M.S. "Achilles"—and ships of the 11th. Destroyer Flotilla and the 12th. Frigate Flotilla of the Indian Navy, took part, together with the Indian Boys' Training Frigate "Tir" and an L.S.T.

FAR EAST EXERCISES

Units of the British Far Eastern Fleet, including the aircraft-carrier "Triumph" and the cruisers "Jamaica" and "Kenya", under the command of Rear-Admiral W. G. Andrews, C.B., C.B.E., D.S.O., took part recently in routine combined exercises at Subic Bay, Philippines, with units of the United States Pacific Fleet. The Commander-in-Chief, Far East, Admiral Sir Patrick Brind, K.C.B., C.B.E., visited Manila in the despatch vessel "Alert" and witnessed part of the exercises.

CANADIAN OPERATIONAL FORCE

The operational force of the Royal Canadian Navy consists of the aircraft-carrier "Magnificent" and the destroyers "Micmac" and "Huron" on the east coast, and the destroyers "Cayuga" and "Sioux" on the west coast. Under arrangements already in effect, British and United States submarines are being made available to the Royal Canadian Navy for practical training, and will be used in addition in advanced exercises with the operational force.

ATOMIC WARSHIPS

According to a recent report published in the West Berlin newspaper "Montags Echo," Russia is building six battleships, each with two launching towers for atomic rockets. The ships are said to be 794 feet in length, and equipped with the latest anti-aircraft and anti-submarine weapons. The report stated that the first of the ships, to be named "Sovjetsky Solus," is nearing completion.

BROADSIDE ON YOUTH CLUBS

Addressing a meeting in Winchester, England, recently, Admiral Sir Geoffrey Layton—who was Commander-in-Chief in China and later in Ceylon during the war—advised girls to box the ears of their boy acquaintances if such were effeminate. Speaking of mixed youth clubs, he said "These clubs have produced long-haired, hand-holding, sloppy young men who inhabit dance halls and cinemas and have no masculine instincts. If only girls would box the ears of any young man who is competing with them as to who can grow the longest hair, there would be an enormous change very quickly."

CATHEDRAL GIFTS

A processional cross made of wood taken from H.M.S. "Victory" and from the old "Implacable"—formerly the French ship "Duguay Trouin"—which has been carved in Portsmouth Dockyard, was on Easter Day presented by Portsmouth Cathedral to the cathedral of Halifax, Nova Scotia. The cross was given on a suggestion made by Admiral of the Fleet Sir Algernon Willis, G.C.B., K.B.E., D.S.O., Commander-in-Chief, Portsmouth, when he entertained the Primate of Canada at Luncheon in H.M.S. "Victory" some time ago.

ARMADA GALLEON

The wreck of the Spanish Armada ship "Duque de Florencia," which put in to Tobermory Bay, Argyllshire, after the defeat and rout of the Spanish Armada in 1588, and was there blown up and sunk, was found, buried under fifteen feet of mud and sand, by divers of the Royal Navy in March of this year. The discovery followed a search of nearly a month, under contract between the Admiralty and the Duke of Argyll, who holds the salvage rights for Tobermory Bay, and is entitled to any treasure that may be found there. Some Armada treasure, consisting of silver goblets, dishes and coins, was recovered from Tobermory Bay by Colonel Foss in 1912; but it is believed that much yet remains, and the more optimistic speak of the possibility of recovering 'pieces of eight, doubloons, ducats, gold plate and gems' to a value of some millions of pounds sterling.

COMBINED EXERCISES IN THE CARIBBEAN

During March, ships of the Royal Navy, the Royal Canadian Navy, and the United States Navy, carried out combined exercises in the Caribbean, including anti-submarine and air defence. The Commander-in-Chief, America and West Indies Squadron, Vice-Admiral R. V. Symonds-Taylor, C.B., D.S.C., flying his flag in H.M.S. "Glasgow," commanded the British and Canadian force, which included H.M. Canadian Ships "Magnificent," and "Micmac," and H.M. Ships "Snipe" and "Sparrow." The United States forces were under the command of Vice-Admiral D. B. Duncan, U.S.N., Commander of the Second Fleet, and included the aircraft-carriers U.S. Ships "Philippine Sea," "Leyte," "Wright," and "Franklin D. Roosevelt," and large cruiser, destroyer, and submarine forces.

May, 1950.

RADIO TRANSMISSION OF WEATHER MAPS

Successful transmission by radio facsimile of weather maps and other data from land bases to ships at sea is reported in the United States. In recent experiments conducted by the U.S. Navy, the pictorial transmissions sent from the eastern part of the United States were received clearly and accurately by ships within the Arctic Circle, despite severe weather conditions.

A STEP FORWARD IN COMMUNICATIONS

Discussing this new development, Captain Ephraim P. Holmes, the Assistant Chief of Staff for Communications of the U.S. Atlantic Fleet, said the tests of wireless facsimile "indicate that it has wonderful possibilities for providing many types of service to ships at sea. It represents a step forward in communications. The equipment proved to be particularly valuable, Captain Holmes said, in sending to operating fleet units, speedily and

Keep a Good Lookout FOR THE NEXT ISSUE OF The Navy

without error, weather maps prepared at the Weather Bureau in Washington, D.C. In the past, he noted, weather information has been radioed to ships by code. From this coded information a weather map was then prepared on board ship, a laborious, and sometimes inaccurate, process.

H.M. SHIP CARRIES RELICS OF LORD BUDDHA.

Relics of the Lord Buddha are at present on exposition in Burma. Together with saplings of the sacred Bo Tree—which were planted in Burma—they were carried to Rangoon from India in H.M.S. "Kenya."



A U.S. Navy "Hellcat" fighter aircraft, being lifted aboard the French aircraft-carrier "Dismade" at the U.S. Naval Base, Norfolk, Virginia—part of the military equipment made available to France by the U.S. under the Mutual Defence Assistance Programme.



WORLD

From our Correspondents in
LONDON and NEW YORK
By
AIR MAIL

SLOW TURN ROUND

The number of ships lying in Hobson's Bay awaiting berths at Melbourne wharves constituted a record last month. On the 3rd April no less than 22 ships were in the anchorage, and altogether 137 vessels were in the port. Total labour shortage on the wharves for both day and night shifts was 129 gangs, more than 2,200 men. The main factors contributing to the congestion were, according to a report published in the Melbourne "Argus," shortage of labour on the waterfront; bad weather; and the forty-hour week.

BRITISH SHIPBUILDING.

From a report published last month in London, it would appear that the fears previously expressed that British shipbuilding would be suffering a slump are, at present at any rate, unfounded. The report states that British shipbuilders in 1950 have already signed contracts for more new gross tonnage than for the whole of 1949.

BRITISH LIFEBOATS

The Royal National Life-Boat Association stated recently that twenty-five new lifeboats have been put into service on the British coast since the end of the war. Eighteen more are on order, the larger of which each costs £28,000, and the smaller, each £13,000.

BRISBANE LAUNCHING

Latest merchant ship to be launched under the Common-

wealth Government's shipbuilding programme, took the water from Messrs. Evans, Deakin's yard on the Brisbane River last month. Launched by Mrs. Menzies, the wife of the Prime Minister, the ship—christened by her "Binburra"—took the water smoothly in a perfect launch. The eighth merchant ship to be built in the Evans, Deakin's yard, "Binburra" is a single-screw cargo ship of 6,470 tons.

MERSEY RIVER RADAR STATION

A report from Britain states that, during its first year, from July, 1948, to July, 1949, the Liverpool Harbour Supervision Radar Station operated for a total of 3,782 hours, of which 1,283 hours were times of low visibility. Two hundred and thirteen vessels, of 1,334,328 tons gross, made use of radar assistance when entering or leaving port. An interesting fact recorded is that the longest continuous running time without a rest period was 41 hours 10 minutes.

TRAMP SHIPPING

A writer in the January issue of "The Trident" sees a favourable trend in tramp snipping following a period when it was at its lowest ebb since the war, at the end of last year. December saw a revival, first with outward markets from the United Kingdom; then, with the purchase of Plate grain by the British Ministry of Food, homeward rates

hardened; with diverse enquiries for Australian wheat, that market firmed; while the Mediterranean was firm and tonnage in short supply in South Africa. And the writer thinks that "the worst is over—for the time being, at least. Tramp owners have weathered the storm unaided and by their own exertions. They can trade their vessels in the reasonable hope of covering depreciation and securing a modest return on their capital outlay."

NEW ATLANTIC TERMINAL.

It is stated in a report from London that the new Atlantic passenger terminal at Southampton will be completed and opened next month, in time for this year's flow of transatlantic tourists to Britain. The "monsters" of the Atlantic trade—"Queen Mary" and "Queen Elizabeth"—will be able to lie alongside the terminal building, access to which from the ships will be by covered gangways—which fold against the side of the building when not in use—leading on to the building's first floor, which, nearly a quarter-of-a-mile in length, is divided into Customs, immigration, and waiting halls. Opening from the waiting hall will be post offices, buffets, a travel bureau, money exchange and other services. All these facilities will be on a single floor at the same level as the doorway from which the passenger leaves the ship

When the formalities are completed, the passenger goes down to the ground floor, either to the railway station or to the road station, by lift or escalator.

LARGE AND ELABORATE

Large passenger terminals exist at many world ports, notably at Cherbourg, but nothing on the scale of the new Southampton terminal building, either in size or in the elaboration of the facilities, has yet been attempted anywhere. As an instance of the advance in this new terminal, it is pointed out that, to handle one of the "Queens" with a full passenger list, five boat trains are needed. Now, instead of a single train in the open, passengers will find on either side of an island platform under cover two full-length trains simultaneously. Parallel with this, another island platform provides accommodation for the increasing number of passengers who leave Southampton by road. It is believed that as much as one-third of the time of handling a full ship may be saved, and with smaller passenger lists the speed-up will be even more considerable.

REVIVAL.

Signs of the revival towards pre-war conditions in the British shipping industry are evident in Great Britain, where some Shipping Companies are now advertising passenger accommodation on their regular routes, and where some—notably the P. & O. Company and the Orient Line—are arranging a limited number of cruises to southern European waters during the next three months.

VESSEL TYPE PROPORTIONS CHANGE

The proportion of types of ships in the British foreign-going trades has changed appreciably in contrast to pre-war days, according to Professor M. G. Kendall, in a paper he read on "The United Kingdom Mercantile Marine and Its Contribution to the Balance of Payments" before the Royal Statistical Society. In 1949 about 58 per cent. of the fleet

was liner tonnage, as compared with 59 per cent. in 1939; tramp tonnage was 21 per cent. in 1949 as compared with 23 per cent. ten years earlier; and tanker tonnage was 21 per cent. in 1949 as compared with 18 per cent. in 1939.

EDUCATIONAL SERVICES AT SEA

In December, 1919, the Seafarers' Education Service was founded in Britain by a meeting of representatives of the Officers' and Seamen's unions and various voluntary societies and shipping bodies, inspired by Dr. Albert Mansbridge, who was for 26 years Chairman of the Service. Since then the Seafarers' Education Service has gone strongly ahead, and now supplies libraries

to 1,420 ships; each year 180,000 books being sent to sea from its London headquarters. In 1938 the College of the Sea was founded, as a department of the S.E.S., to provide help in general studies and hobbies for seafarers. Since that time it has helped 13,585 men.

"NEW AUSTRALIA'S" DECORATIONS

Australia House, London, has been displaying an exhibition of four landscapes by Australian artist John S. Loxton, and six decorative panels by Leonard Green, which have been specially painted for the All-Migrant ship "New Australia", formerly the "Monarch of Bermuda", which will shortly be entering the trade.

NAUTICAL QUIZ

- (1) The German heavy cruisers "Scharnhorst" and "Gneisenau" were often in the news during the war of 1939-45. Were there any contemporaneous ships of the same name?
- (2) There was an original distinction between some of the P. and O. "Straths"; "Strathaird," "Strathnaver," "Strathmore," "Stratheden" and "Strathallan." Do you know what it was?
- (3) In 1925 Armstrong Whitworth built for the Swedish-America Line the 18,000-ton ship "Gripsholm." How did her name become well-known during the recent war?
- (4) What was the largest single ship-owning company in the world prior to the outbreak of war in 1939?
- (5) How is the length of a vessel "between perpendiculars" measured?
- (6) A recently published statement contained the information that the destroyer H.M.A.S. "Anzac", building at Williamstown, will cost approximately £2,300,000. Do you know how this compares with naval shipbuilding costs of the period before the 1914-18 war?
- (7) A carronade and carron oil have something in common. Do you know what?
- (8) A threatened invasion of England produced "Martello Towers." Do you know what was the threatened invasion, what were "Martello Towers," and how they came by their name?
- (9) Chatham is one of the great Royal Navy dockyards. Where is Chatham?
- (10) If an island is a piece of land entirely surrounded by water, is Sydney's Garden Island correctly named?

Answers on page 48

QUESTION BOX

CONDUCTED BY

Captains R. C. C. Dunn, A.L.N.A., London

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

H. G. C. Adams (Danedite, Weerite), asks for details of the sailing vessels "Macquarie" and "Illawarra," belonging to Devitt and Moore.

The "Macquarie" was built under the name of "Melbourne" for the London firm of R. and H. Green in their own shipbuilding yards, and was completed in June, 1875. She was an iron three masted full rigged ship, her dimensions being 269.8 feet long by 37.1 feet beam by 23.7 feet depth, her registered tonnage being 1857, her poop being 69 feet long and her forecabin 42 feet long. Her first class passengers were carried under the poop, the ship having a stern cabin with large square windows. She left the East India Docks on 16th August, 1875, under the command of Captain R. Marsden with sixty passengers, for the port of Melbourne, arriving 86 days out. She was never a fier, but made steady passages to Melbourne until 1887, when she was brought from Green's to replace the "Parramatta" in Devitt and Moore's passenger services to Sydney. She arrived there on 27th December, 1887, and on her next outward passage to Sydney, her name was changed to "Macquarie." In 1897, Devitt and Moore sold their cadet ship "Harringer," and replaced her with the "Macquarie." After six voyages the "Macquarie" was sold about 1905 to the Norwegians, who stripped her mizenmast of its yards and renamed her "Fortuna." The purchase price was £4,500, her original cost having been £42,000. In 1909, she was sold by the Norwegians to the firm of Lund for the sum of £3,500, for conversion to a coal hulk at Syd-

ney. She was fitted with elevators and grabs for rapid handling of coal into steamers' bunkers. The "Macquarie" is still in use in Sydney Harbour.

The "Illawarra" was an iron three masted full rigged ship of 1896 net registered tons built in October, 1881 by Dobie and Co., Glasgow, for Devitt and Moore, her dimensions being 269.1 feet long by 40.6 feet beam by 24.0 feet depth, poop 54 feet long and forecabin 37 feet long. She was built as a large cargo carrier for the effect of steamers in trade was being felt; even so, "Illawarra" had a good turn of speed, average passages out and home being under 90 days. She became a cadet ship under the Brassey scheme and under the command of Captain Maitland, carried premium cadets from 1899 to 1907. Devitt and Moore contracted to take 100 "Warspite" boys and instructors on a world training cruise, but "Illawarra" was not big enough so she was sold to the Norwegians and the "Port Jackson" was bought to replace her.

While on a passage from Leith to Valparaiso, "Illawarra" was abandoned in the North Atlantic in March, 1912, her crew being picked up by the British steamer "Bangor Head."

Miss Shirley Roberts (156 Burnside Road, Burnside, South Australia) asks for information of the ship "Joseph Conrad."

The "Joseph Conrad" was built as the Georg Stage by Burmeister and Wain, Copenhagen, in 1887, her tonnage being 165 net, dimensions 100.8 feet long by 23.2 feet

beam by 13.2 feet depth. She was built for a Danish philanthropist named Georg Stage for use as a training ship for cadets, and was an iron full rigged ship. In later years she was fitted with an auxiliary oil propelling engine, electric light and radio, but eventually became too small and a new ship of the same name was built. In 1935 she was purchased by Alan Villiers for use as a training ship, was renamed "Joseph Conrad" and fitted with a figurehead depicting the famous writer of sea stories. She arrived in Sydney early in December, 1935, and Melbourne on 31st. She was later docked in the floating dock at Williamstown, which itself was once the wooden sailing ship "Habitant." In June, 1936, she caused much anxiety by being unreported for about three weeks, wreckage being reported washed up. However, she turned up safely in Tahiti. Early in November, 1936, "Joseph Conrad" was reported sold to Mr. Hartington Hartford of the United States. Later, she was taken over by the U.S. Navy as a training ship for young seamen, and is still so used under the same name.

"Interested," (Union Street, Clayfield, Brisbane), asks the fates of several British capital ships.

The "Queen Elizabeth," "Valiant," "Malaya" and "Warspite" were of the class that was reputed to be the most successful ever built. Their original tonnage was 27,500, armament was eight 15-inch guns, and sixteen 6-inch guns, dimensions 600 feet long by 104 feet beam (over bulges, which were later fitted) by 30 feet draught. They were reconstructed several times after their completion in 1915-16, their tonnages becoming 31,000 or more, 36,000 tons deep load. They were oil-fired, having the amazing speed (for those days) of 25 knots. All except "Q.E." served at Jutland, and in many parts of the world in the 1939-45 War. Their careers came to an end early in 1948, with the exception of "War-

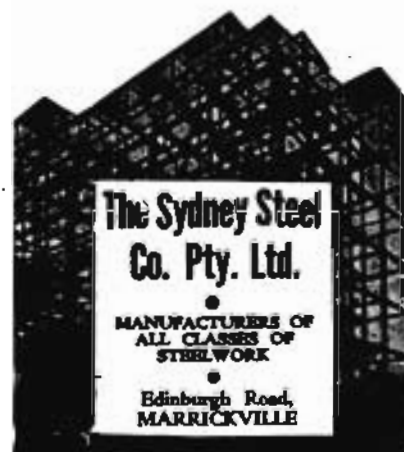
spite." That ship was towing to Monmouth Ship Breaking Co.'s yard at Newport, when she broke away from her tugs on 22nd April, 1947, and went ashore in Mount's Bay, Cornwall, where she rests today, despite many efforts to refloat her. The others were all sold for breaking up, "Q.E." being towed to the Gareloch. I believe "Malaya" and "Valiant" went to the same yard. This was in April, 1948.

"Revenge," "Royal Sovereign" and "Ramillies" were completed in 1916-17, were originally 25,500 tons, later increased to 29,000 tons, (34,000 tons deep load), speed 23 knots coal fired, later converted to oil fuel. They, too, were valuable ships, but after the end of the 1939-45 War, were sold for breaking up. "Ramillies" in April, 1948, "Revenge" in August, 1948, and "Royal Sovereign" in February, 1949, after her return from the Russian Navy, in which she served as the Archangelak. "Renown" was building as a ship of the "Royal Sovereign" class, when Lord Fisher stopped her construction, had her re-designed as a battle cruiser of 26,500 tons, 32 knots speed. Tonnage was later increased to 32,000 tons, 37,400 tons deep load, when she was reconstructed. Sold for breaking up in April, 1948.

"Nelson" and "Rodney" were completed in 1927, tonnage being 34,000, main armament nine 16-inch guns, speed 23 knots. Both of these were sold for breaking up in April, 1948. "Revenge," "Nelson" and "Rodney" went to Inverkeithing yards of Thomas Ward and Co., shipbreakers, whilst the others probably went to the Gareloch.

'The Navy'
is Your Guide
to Naval Affairs

May, 1950.



POOLE & STEEL LTD.

43 STEPHEN ST., BALMAIN,
N.S.W.

General Engineers, Boilermakers, Shipbuilders, Dredge Builders

Plans, Specifications and Estimates prepared for Mining Dredges and Plant of all kinds. Electric Welding and Oxy-Acetylene Work.

Telegrams:

"POOLSTEEL," BALMAIN, N.S.W.

WHAT THE NAVY IS DOING

SINCE last these notes were written, the Royal Australian Fleet has returned to Home waters on the completion of the joint exercises in New Zealand with ships of the New Zealand Squadron. During the exercises, the 20th Carrier Air Group, which is borne in H.M.A.S. Sydney, made its 2,000th landing on the carrier's deck since the ship's arrival on the Australia Station. Announcing this fact on the 4th of last month, the Minister for the Navy, Mr. Francis, said that the 20th Carrier Air Group was to be congratulated upon this splendid feat, which had been accomplished almost without mishap. It said much for the high skill and efficiency of the group, also for the excellence of the training it had received here and in Great Britain. The Commander, Air, Commodore Guy Willoughby, R.N., sent a signal to H.M.A.S. Sydney offering his congratulations. He said that the fact that the carrier, air group had made 2,000 deck landings in such a short time was an achievement of which all concerned might well be proud. "I would particularly like to congratulate the maintenance personnel who made this possible," he added.

This is the season of the year when applications are invited for the entry of boys to the Royal Australian Naval College as Cadet Midshipmen: and such applications—from 13-year-old boys—are now invited by the Naval Board. Applications close on the 15th June, 1950, and boys whose 13th birthday occurs in 1950 are eligible to apply. An educational examination will be held in all States in the first week in September.

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. Sydney is in Sydney, and is at availability for leave and urgent defects until the 31st of this month. She arrived at Jervis Bay on the 3rd of last month, where she disembarked the 20th Carrier Air Group for the R.A.N. Air Station, H.M.A.S. Albatross, at Nowra, the aircraft being flown ashore. It is anticipated that H.M.A.S. Sydney, under the command of Captain D. H. Harries, R.A.N., will sail for the United Kingdom early next month, returning to Australia in November.

The Cruiser:

H.M.A.S. Australia (Captain G. C. Oldham, D.S.C., 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 engaged on training cruises in the Sydney-Melbourne area. Australia returned with the Fleet from the exercises in New Zealand waters, and

arrived at Melbourne on the 5th of last month, remaining there over Easter until Tuesday the 11th April, when she sailed for Sydney. It is anticipated that Australia will be in Sydney, available for leave and urgent defects, from Monday, 12th June, until the 2nd August, 1950.

10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Captain (D) 10, Captain A. W. R. McNicoll, G.M., R.A.N.) which had been with the Fleet in New Zealand waters, returned to Australia early last month, arriving at Jervis Bay with the Flagship on the 3rd April.

H.M.A.S. Batavia (Commander W. B. M. Marks, R.A.N.) returned to Australia with the Fleet last month, reaching Sydney on the 3rd April. From the 10th of last month, until the 26th of this, she is in Sydney at availability for leave and urgent defects. She departs from Sydney about the

7th of next month for Japanese waters, where she will relieve H.M.A.S. Shoalhaven on duty with the Allied Naval Forces there.

1st. Frigate Flotilla:

H.M.A.S. Shoalhaven (Commander I. H. McDonald, R.A.N.) is in Japanese waters with the Allied Naval Forces, having relieved Culgoa in that duty in February last. She will be relieved in June by H.M.A.S. Batavia.

H.M.A.S. Culgoa (Lieut-Commander V. G. Jerram, R.A.N.) is in Sydney, at availability for leave and refit until the 5th of this month. She then comes 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 (Lieut-Commander W. P. Cook, R.A.N.) returned to Australia with the Fleet early last month, reaching Sydney on the 3rd April. She is now carrying out training under the operational control of the Flag Officer-in-Charge, New South Wales.

H.M. Submarines:

H.M.S. Telemachus (Lieut. O. Lascelles, D.S.C., R.N.) returned to Australia with the Fleet early last month, after being present in New Zealand waters during the joint exercises with the New Zealand Squadron.

H.M.S. Thorough (Lieut-Commander T. N. Devlin, D.S.C., R.N.) is in Sydney, and, with H.M.S. Telemachus, 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 is in Sydney, having been 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 control of the Naval Board, and is at present on a voyage to Macquarie Island,

where she carried scientific members of the Australian National Antarctic Research Expedition, and is bringing back others whom they relieved, and who had been living on the island for twelve months. Labuan sailed from Melbourne on the 3rd of last month, and proceeded to Macquarie Island by way of Hobart, which port she reached on the 5th April, arriving at Macquarie Island on the 11th. She remained at Macquarie Island for about a fortnight, and is due back in Melbourne, via Hobart, early this month. A number of Royal Australian Naval Reservists formed part of her ship's company, as on her earlier voyage to Heard Island.

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.S. Ships Warrego and Barcoo are in Sydney.

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

GENERAL.

Housing Ratings' Families
It was announced in this column in the January, 1950, issue of "The Navy", that the Navy had taken over a large guest house near Melbourne as a temporary accommodation centre for, on their arrival in Australia, 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. At the time it was stated by the Minister for the Navy (Mr. Francis) that steps were being taken to secure a similar property near Sydney. This has now been done, and additional accommoda-

tion is being provided at a large guest house known as "California", at Katoomba in the Blue Mountains, this property having been purchased by the Navy Department. Together with the Victorian property—a former guest-house known as "Whitehall", at Sorrento—"California" will be conducted as a guest-house on behalf of the Navy by the Department of Labour and National Service.

The Government was determined to do everything possible to ensure that wives and children would not suffer unduly because, owing to the housing shortage, naval personnel were unable to rent homes; and for this reason the purchase of these two properties was arranged. A hundred and ten permanent adults, and 45 children,

would be catered for at "California", and 70 permanent adults and 30 children at "Whitehall". In addition, it would be possible to accommodate a number of casual guests. Permanent adult guests would be charged £2/10/- a week each, and casual guests 10/- a day. The tariff for children would range from 10/- to £1/10/- a week, according to age.

The Carrier Air Groups

During the absence of H.M.A.S. "Sydney" on her voyage to the United Kingdom and back, the 20th Carrier Air Group will remain ashore at Nowra, where it will carry out anti-submarine training, rocket firing, gunnery, instrument flying, navigation, and other exercises connected with naval aviation. "Sydney" will bring back with her from the United King-



His Excellency the Governor-General, Mr. McKell, laying the foundation stone of the Protestant Memorial Chapel, Flinders Naval Depot, on 4th March, 1950.

May, 1950.

dom new aircraft and stores, and members of the 21st. Carrier Air Group, and other personnel who have been undergoing training overseas.

Seeadler—Tarangau names having the same meaning, though being in different languages. Each is the equivalent for Sea Eagle. So in changing the name of Australia's Advanced Naval Base at Manus Island, in the Admiralty Group, from the German "Seeadler" to the Papuan "Tarangau", no change in meaning is effected, but a far more appropriate title is conferred upon the base. The former Royal Australian Naval Base in the north of New Guinea was H.M.A.S. "Tarangau" at Dreger. This has now been closed down, and the personnel and equipment formerly there have been transferred to Manus. The name has been transferred also, and thus there is no likelihood of Australian Naval traditions being linked, through Australia's principal Pacific Naval base, with the German imperialism of pre-1914.

R.A.N. College Vacancies
Applications for entry to the Royal Australian Naval College—to close on the 15th. of next month—are invited by the Naval Board from boys whose 13th. birthday falls during this calendar year. An educational examination will be held in all States in the first week in September; and in November, those candidates who pass the educational examination and also a prescribed medical examination, will be interviewed in the capital cities of their respective States by a selection committee. This committee will consist of the Commodore Superintendent of Training at Flinders Naval Depot, the Commander of the College, and the College Director of Studies. Those who are chosen by the Committee will enter the College in the last week in January, 1951.

Sons of Service Personnel
A number of the annual vacancies in the Royal Australian Naval College are reserved for sons of

persons who lost their lives in the First or Second World War, or have become totally incapacitated as a result of active service abroad; the sons of persons who have been on active service abroad with the Royal Australian Navy; or the sons of persons who have been on active service abroad with an expeditionary force of the Commonwealth of Australia.

Reading Matter For R.A.N. Personnel
Members of the Royal Australian Navy, whether serving in ships or in shore establishments, must often bless the unknown hand that distributes to them reading matter of leisure hours in the shape of magazines, "digests", and other topical periodicals. A regular donor of magazines and similar reading matter to the Department of the Navy, for distribution to ships and shore establishments, is the Southdown Press Pty. Ltd., of Stanley Street, West Melbourne. For the past five years they have been regularly sending considerable quantities of magazines to the Department, and "The Navy" is very happy to give space here to the expression of appreciation of this thoughtful gesture which the Department has passed on to it. We feel sure that that appreciation is shared by all those who have enjoyed reading the magazines so thoughtfully made available by the Southdown Press.

The Protestant Memorial Chapel.
Governor-General's Speech
When laying the foundation stone of the Protestant Denominations' Memorial Chapel at Flinders Naval Depot on the 4th. March, His Excellency the Governor-General, Mr. McKell, expressing a sense of honour having been conferred upon him with the invitation to officiate at the ceremony, continued to say in his speech: "We are gathered here this afternoon to lay a foundation stone of a Memorial Chapel which is in memory of the men of the Royal Australian Navy who gave their lives in World War I and World War II. It is most appropriate that this should be done, and that

this chapel should stand on this spot. The Flinders Naval Depot is the Chief Naval Establishment of the Australian Nation. It is through this Depot that ratings pass on the way to the Service. The Naval College is on this spot. So it is most appropriate that the Spiritual Home of the Royal Australian Navy should be associated with this Depot.

"And what more appropriate or noble form could this memorial take? The memorial is in the nature of a Chapel; a Chapel which will be dedicated to the worship of God. From this Chapel will come the teachings of the Christian Faith, the faith of Peace, the faith of Brotherly Love, the faith whose constant exhortation is 'Love thy neighbour as thyself', whose greeting is 'Brotherhood and Goodwill to all men'. This is the task of the Church; to build a human society dominated by the Church's motive. The human society is the Church's congregation. We are all potential members of God's family; distinction of race and of colour cannot obscure that. In the Church's conception of Christian ethics, people's adherence to the teachings of the Church would mean that war would be no more, and men would live as brothers.

"This memorial will be to the gallantry, the sacrifice, and the devotion of the men of the Royal Australian Navy who fell in war. Over two thousand of them paid the supreme sacrifice. They sleep in the oceans of the world. No stone or tablet marks their graves. Their monument is the waves of the ocean. But a day will come when an Australian poet will sing of their deeds; and his words will tell of the 'Yarra', of the 'Perth', of the 'Parramatta', and of other gallant ships, and of men who have done so much to make every true Australian proud of his Nation. Those men gave their lives that we might adhere to, and practise, the principles dear to the English-speaking peoples—the principles of liberty and freedom, of justice and equity.

"I would remind you that today

is the eighth anniversary of that day on which the 'Yarra' gallantly went to her fate. On the 4th. March, 1942, she met three heavy cruisers and four destroyers of the Japanese fleet. In the dawn of that day her Captain gave the order which would ring in the heart of every member of the Australian Naval Service—to fight to the end, whatever the odds against.

"Every stone of this Chapel will be sacred to the memory of very gallant men, and will be an inspiration to those that follow after".

"Culgoa" In Japan

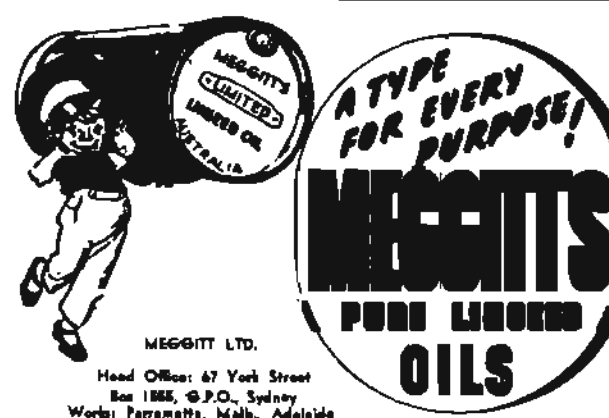
Among the interesting experiences of members of the ship's company of H.M.A.S. "Culgoa" when she was in Japan with the Allied Naval Forces there recently, was to witness the launch of a 17,000-ton tanker, the "Fernmanor", one of a number of similar ships which are being built for a Norwegian firm by the Kawasaki Dockyard, Kobe. The ship was laid down in April 1949, and it was anticipated that she would be ready for sea last month, the early delivery making up for the extra cost of building in Japan. As the ship slid down the ways, six doves, which had been imprisoned in a paper ball attached to the stem post, were released and flew away. According to Japanese thought, one flew to Heaven to inform the Gods of the launching of the ship; one to ward off devil; and one to each point of the compass to ensure the ship smooth sailing wherever she went.

The Kyushu Patrol

While on the Kyushu Patrol, which is maintained to prevent the smuggling of contraband and Koreans into Japan, "Culgoa" intercepted a small vessel on board which her boarding party discovered 17 Koreans—much to the amazement of the vessel's Master. Among Japanese memories remaining with Culgoa's ship's company are those of a visit to Hakodate, the southern end of the island of

Hokkaido, where the hot springs were most popular in view of the cold weather; the magnificent efforts of a Negro welcoming band which almost created enough breeze to keep the ship from berthing at Kobe; the honour of being the first ship to sail through Shimomoseki Strait after that area had been swept clear of mines; and the privilege of providing a naval guard at Commonwealth House, Tokyo, for the official celebration of Australia Day.

**Are You a
Subscriber to
The Navy?
Order Your
Copy Now**




Strolling from England to Australia

He Who Walks The Distance In The Aggregate Of His Perambulations On The Bridge Of A Ship Finds Much To Engage Him On His Journey.

By John Clark

THE bridge was about sixty feet in length, and probably an average of six feet in width. The wheelhouse, amidships, extended right to the fore side of the bridge, so that to get from one side to the other one had to cross behind the man at the wheel; there was just enough space to do this between him and the fore side of the chart house.

Originally, there had been no cabs in the wings of the bridge, nor doors to the wheelhouse. But during her first voyage, Chips made a heavy wooden door which filled the wheelhouse opening and was held in place by wooden cleats; it could be moved as required to block up the weather opening. And at the end of the first voyage, the powers that were in London built a cab in each wing, fitted with railway carriage type windows, and with a hinged table which was useful for various purposes, including the coffee and sandwiches of the night watches.

With the blocking of the wheelhouse opening, the normal space for perambulation while on watch was limited to one side of the bridge. To get to the other side one had to walk around abaft the chart house, not done in the normal course of events. So one's stroll was back and forth over, perhaps, twenty-five feet. There were some obstructions. On the starboard side, three telegraphs—the engine room, the telegraph to the after docking bridge, and the after steering position telegraph. On the port side there was but one—the engine room telegraph.

The writer of this article got to know the ground—or deck—he covered, well. Not all his perambulations over it were on his two feet. He traversed it many a time and oft on his two knees

That was in apprentice days, when, during the Mate's watch in the morning, the first job of the day for the apprentices of the watch was to get down on hands and knees with a bucket of water, some soft soap and a hand scrubber, and go over the bridge deck—it was of softwood, otherwise it would have been a holystone job.

There used also to be some footing of the bridge, even in those days, as apprentice of the watch in the night watches. And how slowly the hands of the chartroom clock, viewed through a small hole in the blind of the midship window of the chart house, moved on those nights—with the added misery when westbound of them being shoved back a quarter-hour or so in the eight-to-twelve and middle.

There came later years, when the apprentice had reached the status of a watch-keeping officer with a ticket, and whiles—though not always—the night-watch hours moved more quickly. There were times, indeed, when the middle, in the right weather, went too quickly. For the bridge of a ship at sea can be the place on which to take a stroll and find much of interest.

Pictures of those bridge perambulations come to mind. They come without order or sequence, with no regard for time or geography. The flat smooth of the Atlantic tropics, with the low wave curling out like molten glass, and away on the beam a light-coloured, square, whip-tailed shape shooting from the sea to fall back with a resounding smack on its surface, as a giant ray leapt from its element. The albatrosses and molly-hawks circling, rising and falling astern beyond the swinging after part of the ship, as she yawed to the big Southern Ocean rollers on

the run from the Cape to Melbourne.

There was the night off the New South Wales Coast, bound from Melbourne to Sydney, when the coastal passenger who had embarked at the Victorian port—it was before the days of the Navigation Act—went overboard at three bells in the middle watch. For an hour or more we hung about there, the second mate away in the emergency boat and the Old Man in charge on the bridge, with Perpendicular Head light flashing from the dark land, and the calcium lifebuoy flare flashing also, as it dipped and rose on the swell.

The boat returned from a fruitless search, and Number Three winches hoisted it to its davits below the bridge again. The night steward in the third class had seen him go over. He ran along the deck and hurdled the rail like a bird, leaving us to wonder what dark urge had spurred him on.

On the long sea stretches a light in the night was always an event. In the clear cloudlessness of the tropics it might be a star lifting over the horizon ahead. Or, hanging there with little perceptible diminution of distance, be a stern light; an aggravating thing, for the reliefs would have the mild excitement of seeing a companion on the wide spaces; for us she would be but a yellow speck in the darkness.

Ah! That is better. The faint point of light ahead twinkles bigger and brighter, and takes to itself a twin a fraction above it. The red and green sidelights show up through the glasses. "Port ten degrees". And, eager to get some too-rare Morse practice, we start the old opening gambit: "W—H A—T...". Usually the other fellow would play the game punctiliously, and give us a "Dash" in acknowledgement of each word of our question, but occasionally the bright boy would cut us short by a series of "Dots" to interrupt

with his ship's name before we could finish.

Ships that pass in the night were always welcome. For often, even on the much frequented trade routes, we would make a 14-days' passage sighting only two or three other ships.

Yet even so, one's perambulations on the bridge need not be monotonous. There was usually something going on on board. There was, for instance, baggage day in the old pre-1914 emigrant period, when, once a week, the hold baggage was hoisted up on to the foredeck to give the emigrants a chance to get a change of gear. What a game that used to be, in the days of the old tin trunk and the dress basket. Some of the emigrants used to bring all their household goods with them, and kitchen tables would form packing cases for hosts of smaller fry stowed and lashed between their legs.

Abaft the bridge, on the fore end of the promenade deck, where numbers three and four hatches lay in the space between the bridge island and the fore end of the boat deck—and on the boat deck itself—would be the saloon passengers' deck games; and on tropic nights, where the forward ports of the Marconi room on the boatdeck glowed like twin yellow, round eyes, romantic couples would lean over the boatdeck rail gazing at the stars.

The stars would be there for the bridge perambulator most nights, wheeling in their well-known constellations across the vault above. And there would be the joy of using them—and that nearer brother of theirs, our Old Jamaica—for fixing our position on this watery world of ours. And when coasting, there would be the familiar points and landmarks which have been hailed by seafarers down the centuries.

Yes! He who, over the years, has walked from England to Australia on the bridge of a ship, found no lack of interest; and much to look back to in the memories of an absorbing stroll.

A Message to Youth...

Engineering Apprenticeships are a sound basis for a richly endowed future.

Vacancies exist with...

W. G. GOETZ & SONS LTD.

136-140 HALL STREET, SPOTSWOOD
VICTORIA

'Phone MW 7695



Bardsley's

**SHAVING
CREAM**

For a quicker
and
more comfortable

SHAVE



M. FITZGERALD

Boiler Scaler and Cleaner.
Lime and Cement Washing.

All kinds of Engine Room & Stokehold Work done.
Oil or Water Tanks.

210 MONTAGUE ST., STH. MELBOURNE, VIC.

'Phone—Day or Night: MX 5680.

EX-NAVAL MEN'S Association of Australia

Patron-in-Chief



His Majesty The King

Federal Council

DURING the early part of last month the Federal President (Mr. F. F. Anderson), paid a brief visit to the main Tasmanian ports: whilst he was in Launceston he had the pleasure of meeting the Southern State's newly-elected President and a few members, later, at Hobart, he made contact with some of the officials of the Tasmanian Executive of the Association.

Mr. Anderson represented the Ex-Naval Men's Association of Australia at the Commemoration Service, held at Canberra, A.C.T., on Anzac Day; later in the day he attended the Memorial Ceremony arranged to honour the Greek Returned Soldiers.

Mr. Francis W. Birt (Hon. Federal Treasurer), who has completed 25 years membership, is retiring from this office. Mr. Birt has held various offices in the N.S.W. Section and on the Federal Council during the past quarter of a century. The Federal Executive has recommended to the administrative Council that the Association's Diploma of Merit should be awarded to Mr. Birt in recognition of his past services to the Association and ex-Naval personnel in general.

The Association's Federal Council has accepted the Prime Minister's invitation to submit a panel of names of members, so that the Government may choose a representative of ex-Servicemen's organisations to sit on the Tribunal, to consider the 3/- per day claim for ex-Prisoners of War.

Victoria.
Both the Federal and State Councils have been pleased with

the efficient work and co-operation of Mr. H. McEwan, as Acting State Secretary during the absence abroad of Mr. W. H. Sullivan (State Secretary) who has now returned to Melbourne: after five months in the United Kingdom and on the Continent. Reports from Sub-Sections indicate a very active interest is being maintained in the Association throughout Victoria.

N.S.W.

The Sydney Sub-Section held a monster Barbecue and Dance at Kilarney, Middle Harbour, on the first Saturday night in April. Members and their friends spent a most enjoyable evening's entertainment despite the heavy rain which had fallen for some days previously and on this particular night especially. It was noticed that quite a number of married ex-W.R.A.N.S., who have been absent from recent meetings, came along with their husbands to enjoy the Barbecue and the moonlight ferry trip. The Ladies' Auxiliary has intimated its willingness to assist the Sydney Sub-Section by raising funds to help distressed members and their families.

South Australia.

The State Council has endorsed the recommendation of Port Adelaide Sub-Section's application to Federal Council for an award of a Diploma of Merit to be presented to Mr. A. J. Perryman, one of its officers who has rendered exceptional services to the Association in South Australia.

Western Australia.

All Sub-Sections and the State Council have agreed to the pro-

posal to make the Anniversary of the sinking of H.M.A.S. "Perth" the Western Australian Section's Annual Memorial Service, such service to be held at Fremantle on the nearest Sunday to the date of the Anniversary. The 1950 Commemoration Service was very well attended, the roll-up being almost as large as the previous year, with a similar number of ex-Prisoners of War from the "Perth." The Fremantle Sub-Section's Navy Club again did the honours by entertaining former "Perth" members at its annual Re-union, held on the Monday night following the Parade and Church Service.

Queensland.

This Section is endeavouring to arrange a Naval Memorial Service for those who fell in both World Wars: this is to be held at the Shrine of Remembrance, Anzac Square, Brisbane, on the first Sunday morning during Show Week, in August. It is anticipated that a Naval Band and a detachment of ratings from H.M.A. Ships in port will lead the march of members to the Shrine. An invitation to the Naval and Mercantile Sub-Branch of the R.S.S. & A.I.L. is expected to be accepted for their members to attend and take part. A.C.T.

Mr. Kevin J. Smith has been elected to the office of the Section's Hon. Secretary, thus filling the vacancy caused by the resignation of Mr. W. Gellatley, who retired last month owing to ill-health. Mr. J. Benjamin has now been elected as the repre-

THERE'S FUN
FOR EVERYONE!

AT

"LOTS-O-FUN"

CORNER OF

PIH St. & Park St.,

Sydney

THE BIGGEST,

BRIGHTEST & BEST

AMUSEMENT ARCADE.

IN AUSTRALIA

ADMISSION FREE

P. H. GODDARD,

Proprietor.

May, 1950.

sentative Federal Council for A.C.T., taking over the position vacated by Mr. J. H. Jamison who is the Association's Trustee on the Services Canteens Trust Fund. The Section's former President (Mr. L. Ivey), has returned to Canberra after spending a short and well-earned holiday at Manly, N.S.W.

Tasmania.

The Association continues to work in close co-operation with the Tasmanian Co-ordinating Council of Ex-Servicemen's organisations. These comprise the following bodies:—R.S.S. & A.I.L., Australian Legion of Ex-Servicemen & Women, Air Force Association, Sailors, Soldiers and Airmen's Fathers' Association and the Ex-Naval Men's Association of Tasmania, which latter body is affiliated with the Ex-Naval Men's Association on the mainland. The Annual Meeting of the State Executive and the Annual State Conference was held at Launceston on 18th. February. Representatives were present from the Hobart, Launceston, Davenport and Burnie branches of the Tasmanian Association.

Papua (N.G.).

Mr. N. C. Plant, as Hon. Organiser of the new Papua Section, has informed the Federal Secretary that a good muster of ex-Naval personnel was anticipated for the 1950 Anzac Day Service at Port Moresby. Mr. Plant has been visiting Manus Island and has returned to New Guinea, to finalise the Inauguration of the Section which will embrace all Territories under the jurisdiction of the Administrator of New Guinea. Federal Council has made a donation of £10/0/0 to the new Section and has provided books, stationery and badges, gratis, to enable an early start to be made to enrol more members in the Territories and nearby Islands, and the establishment of the Association in the far North. G.W.S.

INDUSTRIAL
STEELS LTD.

LIDCOMBE, R.S.W.

CONTRACTORS TO:
ROYAL NAVY

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



ANCHORS

10 lbs. in weight
up to 10 tons
ALL TYPES

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

APPROVED BY
LLOYD'S

TWO AND A PENNY PRAYER

By HERMON GILL

GEORGE Crowther usually hiked his train journeys—or at any rate, such of them as took place during the hours of daylight—to be protracted. He never tired of looking out of the windows from his favourite seat—left hand facing the engine—and could tell you, for instance, every detail of the track and embankments from Honor Oak Park Station to London Bridge on either side.

There was a summer-house built high in somebody's back garden just below Brockley. There were the enamel-printed tin advertisements on the stations. "They come as a boon and a blessing to men, the Pickwick, the Owl, and the Waverley Pen"; and "Stephen's Inks". There was that sudden change from the measured clackety clack—clackety clack—clackety clack—of the wheels when they dashed through New Cross Station over a maze of points to a regular chatter of confused clack-ettings and you wondered how ever the train kept on its own rails. There was that usual five minutes' stop just outside London Bridge Station, opposite Peck Frean and Co's Extension.

George knew and loved it all.

For over twelve months now he had travelled daily up and down between Honor Oak Park and London Bridge, to and from his first job since leaving school. Train time was dreaming time to him—for he was always much of a dreamer. "woolgathering" his mother called it—and even though he tried to persuade himself that he occupied his travelling time in study, memorising his Confirmation Preparation, such study was purely the mechanical repetition of pencilled notes in a grubby notebook, and he was in reality dreaming away over the moving picture of the train window.

"Renunciation means giving up," George's lips would murmur,

"having nothing to do with. At Confirmation I am going to promise to give up sin whether from the Devil, or through the World, or through the Flesh. The pomps and vanities of this wicked world. Sins that come through the world, and which become sinful by being indulged in too much or by causing neglect of other things. A. Love of money, root of all evil. B. Pleasures of all kinds when over-indulged in. C."

And most of the time George would be repeating parrot-wise and breaking the Second Commandment, which as his Confirmation Preparation notes told him, taught him to worship aright and warned him against wandering thoughts. Occasionally, however, this fact would come to him with a sense of guilt, and he would cover his face with his hands, pretending—in order to deceive his fellow passengers—that he was merely rubbing his eyes, but in reality praying, in the language which seemed to him fit and proper for prayer, "Lord forgive thy servant, for he knoweth not what he doeth." For George took his Confirmation very seriously.



"A roped sea-chest and a canvas kit-bag which a grumbling wharf-labourer had apparently dragged from the gangway."

But on this particular morning the train journey was all too long for George, and that, too, when it was over entirely new ground in which he would ordinarily have been more than interested.

For he had just taken his last journey down from Honor Oak Park to London Bridge for four months. With his father he had walked across London Bridge, self-conscious in his new uniform of a sea apprentice. Now, seated in a dock-bound train en route to join the Cranston Line's s.s. *Hermes* in the Royal Albert Dock, they were crawling along the round-about track from Fenchurch Street to Manor Way.

Leman Street, Shadwell, Stepney, Burdett Road, the train clanked wearily on. Father and son had a second class carriage to themselves, but neither spoke much. George was in a state of nervous excitement which filled him with a peculiar energy and lightness, and gave him that funny sickly sweet feeling inside which used to possess him when, as a very small boy, he had gone with his father to the Forest Hill swimming baths on Sunday mornings and stood quivering on the steps trying to summon up faith to dive into the water to his father's arms. The homesickness that was to possess him so much during the next few days had not yet attacked him. Excitement had glossed over his parting from his mother at home. It overshadowed the impending parting from his father.

With Mr. Crowther it was the approaching parting that weighed heavily. George was his only son, of whom he was very proud and fond. Looking at him now, and watching George catching surreptitious glances of the reflection of his gold-hatted cap in the glass of the picture of Southend Pier over the opposite seat, he wondered. The boy had wanted to go to sea, but was he right in letting him? Was George hard enough? He looked so young, so innocent. He had never been away from home before. Always something of a mother's boy. Yet it could be a

good life, see the world, give him the chance of a career. And careers were not easy to come by when you hadn't much money to give the lad a start.

Bromley, Canning Town. The train clanked past dismal warehouses, strips of dirty canals; it rumbled over bridges above narrow, mean streets; it swung under the cliffs of huge gasometers; it skirted a large expanse of dejected looking waste land. More factories, warehouses, and a dirty street running parallel with the line.

Tidal Basin. On the opposite side from the street the masts of steamers towered over the roofs of dock sheds. George caught his breath in an "Oh!" and his father smiled sympathetically.

Most after mast slid by. At Custom House station there were blue-coated lascars on the platform, and two men whom George put down as ship's officers from their talk of the sea and foreign lands—they were really a couple of stewards from the *Indrabarath* lying in the Albert Dock Basin—got into the carriage.

Connaught Road, Central, Manor Way. The train jerked to a standstill and George and his father and the two stewards got out. At last. There, lying on the other side of the dock at her loading berth was the *Hermes*, the red and black flag with the white diamond of the Cranston Line standing stiffly out from her main truck in the breeze which brought the tang of the river from Gallions Reach.

Aboard the ship all was muddle and confusion. Along the promenade deck rails were coaling spars, and the deck was a whirl of coal dust as the baskets were whipped on board and tipped down the hunker hatches. Cargo hatches were working. There was a strange smell—a mixture of smells—of paint and oil and cooking and coal dust and the river. They had a job to find the Chief Officer.

They found him at last, and Mr. Crowther introduced himself and George, and then had some private conversation with Mr. Carruthers.

There—for that was the Chief Officer's name—while George stared wonderingly around him.

Then they went and saw the half-deck where George and the other two apprentices—old stagers, these, almost out of their time... "They will be on board any time now," said Mr. Carruthers—were to live. It was a tiny room, newly painted with white enamel, under the forecastle head, with a door opening out onto the fore well deck alongside the sailors' forecastle alley-way. Six feet by eight feet, with a collapsible table and a food locker, three bunks and a wooden form, one ventilator and one porthole. The paint smelled very strongly.

"Your sea-chest doesn't seem to be here yet," said Mr. Crowther, surveying the room's bareness. He turned to the Chief Officer, "We sent it down the day before yesterday by Carter Paterson."

"It may be over in the shed with the passengers' baggage," said Mr. Carruthers. "I'll send somebody to see", and then to George, "You'll want to get out of those things as soon as you can and get into your dungarees, there's a lot of work to be done up on the bridge before we sail, and the sooner you start the sooner you'll learn."

"Yes Sir," said George, and with that there suddenly came to him the fact that he had taken an irrevocable step, that in a few minutes his father would be leaving him, that for the first time in his life he would be alone among strangers with nobody to turn to. It was a disturbing thought.

The Chief Officer held out his hand to Mr. Crowther. "If you'll excuse me. There's a lot to do. We're sailing at four to-morrow morning and the last few hours are always a rush." He nodded towards George with a smile that made him for a moment appear human to the embryo seaman, "We'll take care of the young fellow. Good-bye."

Mr. Crowther looked at his watch when the Chief Officer had gone. "Well my sonny," he said

with an attempt at cheerfulness he was far from feeling. "I'm afraid I must be pushing along myself. Tempus Fugit, you know."

Dammit! How young the boy looked. It was only five minutes ago that he wore a polka-dot blouse and used to run to the gate to meet his father coming from work at Saturday lunch time. And now he was spreading his wings—for what?

"I've given the Chief Officer—you'll have to call him 'The Mate' my boy, that's what they call him I believe—I've given him some pocket money for you. He'll give you some at each port to spend. Now don't forget our chat last night—for father and son had had a heart to heart talk the night before on the temptations of the World, the Flesh, and the Devil, which had considerably embarrassed them both, a blundering sort of talk which left neither of them much the wiser—and keep a stiff upper lip. Keep your nose clean, my boy, and don't forget your name is Crowther."

These last injunctions were favourite ones of George's father, epitomising the charge of Polonius to Laertes—This above all: to thine own self be true. "Walk along to the gangway with me, old boy."

Arm in arm they dodged their way across the unfamiliar deck to the gangway. A final handshake. "Keep your pecker up, old man. Write to your mother. Don't worry about me, but write to her, she'll look for your letters you know." And Mr. Crowther, his bowler hat clamped firmly on the side of his head was striding quickly down the gangway, along the wharf, not daring to look back; whilst George, longing to call out and to run after him, found it very difficult indeed to keep his upper lip stiff and his pecker from getting very much down.

Back in the bare half-deck homesickness swept over him in a wave that engulfed him to the exclusion of everything else, and for a few minutes he was a very miserable small boy indeed, and ill befitting

the gold braid and brass button uniform of a dashing apprentice that was his present garb.

George's was the nature that demanded support from outside. Hitherto he had led a very sheltered life, had always had his parents to take his troubles to. Such troubles as he had not felt inclined to burden them with he had got into the habit of laying before a higher Authority for solution and help. Prayer had, with him, become an instinct. And he was only just Confirmed. Had taken his first Communion only a few weeks earlier on Easter Sunday. Reverently removing his cap—but continuing standing in case of interruption—he prayed for strength and comfort.

The warning rattle of the door handle barely gave him time to mutter a hurried 'Amen' and replace his cap with an attempted air of nonchalance when the door opened to admit a boy, some three years older than himself and considerably bigger and heavier, who was telling somebody over his shoulder to "dump them in this hole."

The new-comer stopped on seeing George, then "You're the new boy, eh? Well! I'm Robson, the senior apprentice. Here! Give a hand with these a moment, will you?"

"These" consisted of a roped seacrest and a canvas kit bag, which a grumbling wharf labourer had apparently dragged from the gangway. Robson, whose brass buttons, George noted with envy, were weatherworn and tarnished, and who was wearing the chin strap of his cap over the cap's top in a very dashing manner, was carrying a mandoline case.

George hastened to help the grumbling man, and, all the available floor space being filled with Robson's chest and bag, the wharf labourer departed after Robson, with a lordly air, had given him sixpence.

"What's your name?" asked Robson when the door was once again closed.

George told him, and Robson

looked round the half-deck with a critical eye. "They've painted this lousy hole out," he said. "Not before it wanted it." He put his mandoline case down carefully on one of the two upper bunks. "That's my bunk. The other top one is Windy's. You'll have the underneath one there. Where's your gear, by the way?"

George told him. "Well! You'd better hurry up and get it on board. I met old Razor Face on my way along the deck. He told me to get you and make a start on the bridge brass and the wheelhouse windows. Blast it! I'd better get this damn thing unlashed I suppose, and get my dunga-blasted-rees out!"

George winced. Hitherto his excursions into the realm of invective had been limited to such innocuous phrases as 'blow it' and 'blooming'. Very rarely had he heard his father, under stress, use a damn. To hear a boy like himself using strong language shocked him.

He was meditating on this when the door burst open and a uniformed figure fell in over the sill with a joyously blasphemous greasing of Robson which put that gentleman's previous effort of colourful language in the Sunday School class.

George sat amazed. In the first fine exuberance of a meeting after three weeks' parting, the new-comer's performance was terrific. Sitting ignored on Robson's seacrest, George waited for the blow of an outraged Heaven to fall. But blithely Windy—for that, George gathered, was the latest arrival's name, a derivation, as he later discovered, of Wynne—continued.

How he could talk! Never at a loss, his dialogue was filled with the purplest of patches. His anecdotes were the most outrageous. His gallantry with the ladies was, apparently, on a par with that of Casanova.

Actually he was harmless enough. His affairs of the heart were really more of a colourful imagination. His swearing was the habit of a phase through which the half-deck

of the *Hermes* had been passing on the previous trip. Its forced interruption, owing to Mr. Wynne having spent three weeks in the bosom of a somewhat formal family, had resulted in a spate when once the dam burst.

A richly embroidered story of an affair with 'our new skivvy' was interrupted by the door opening again. A head wearing a quartermaster's cap appeared round its edge, to be greeted by shouts of greeting from Robson and Wynne. It appeared that the Mate wanted the new boy, and for the first time Wynne became aware of George's presence.

"Hello! Didn't see you in the excitement."

Robson performed introductions, and Mr. Wynne expressed the opinion that they'd all be as snug as bugs in a blanket. "You'd better get along and see old Razor Face," he advised. "I'll finish this yarn, Robby, and then you can give me a hand with my gear," and he plunged with undiminished vigour into his narrative as George closed the door behind him and followed the quartermaster across the fore-deck.

George felt profoundly miserable. The language and general conversation of his two room mates shocked him beyond measure. It was not that he was a prig, but the change from the quiet, sheltered life he had been living had been too sudden. It frightened him. Never had he felt more lonely, more in need of congenial company. How he longed to get out of it. To get right away from the ship and its coarseness and roughness. Back home to the peaceful life he knew.

The Mate wanted him to go on the wharf with the man in charge of the baggage to pick out his chest and kit bag if they were there. "And then get along forrard and tell one of those other boys to give you a hand to get them on board. And look alive about it."

"Yes Sir!" said George miserably. To him now Mr. Carruthers appeared a dreadfully forbidding person. It added to the frightening

aspect of Robson and Wynne that they could call him 'Razor Face'.

It was half an hour before George had found—with the help of the baggage man—his chest and bag among the piles of packing cases, tin boxes, cabin trunks, and nondescript packages that were piled in the baggage shed. By the time he got back into the half-deck both Robson and Wynne had unpacked and changed into their dungarees. They were sitting in their bunks smoking cigarettes, and George noticed with mixed feelings that the bulkhead over Wynne's bunk was already decorated with a large and vividly coloured picture. It was from 'La Vie Parisienne', and it depicted an abandoned looking lady, pulling on her garter. There was much bare leg above the top of her stocking.

Had George, when he closed his eyes to sleep that night, been able to think coherently, he would have realised that it had been a day of experiences. As it was, he just felt dully miserable, and very, very homesick. Lying in the dark, with the steady breathing of the two sinners who shared the half-deck with him betokening that they shared with the just the gift of sound slumber, he said his prayers.

He prayed for his father and mother. For strength. For help. And he prayed for Wynne, and assured Heaven that Wynne knew not what he did. For about Wynne there was something very likeable.

Two and a half months later the *Hermes* was in Sydney homeward bound. She had been as far north on the Australian coast as Brisbane, and since leaving London had called at enough ports to practically exhaust the thirty shillings Mr. Crowther had left with her Chief Officer to be apportioned to George. Three or four shillings a port did not go far. In Sydney outward bound, and in Brisbane, George had spent rather heavily. Sydney homeward bound found him with but two shillings and sixpence left, and four days in port in which to spend it.

He thought rather dejectedly of

those four days and the small amount he had wherewith to cater to their demands, as he stood on Circular Quay watching the ferries on this Sunday afternoon. And there was still Melbourne, and Fremantle and Durban.

So far as shore going was concerned he was thrown largely on his own resources. Wynne and Robson, being old hands, had many friends in Sydney. Moreover, being older boys and having wealthier parents, they had more money. George spent much time, on his own, and his money on sight-seeing tram rides and ferry trips, and orgies of milk shakes which were, to him, new and fascinating drinks.

Sydney, at any rate, did offer a free show in its harbour as seen from Circular Quay and the Domain. The ferries bustling in and out. The crowds of people. The bright sun in the daytime and the bright lights in the evening. It was fascinating. But still and all, one would like to hit the high spots occasionally, and it was difficult on such restricted means.

Already his last two and sixpence—which had been doled out by the Mate on the ship's arrival that morning—was reduced to a two shilling piece and a penny. And the Mate had read him a lecture. Assured him it was the last. Told him not to waste it.

Waste it, thought George gloomily, and muttered, watching the water swirling under the stern of a departing Manly ferry whose lure he had resisted after a short inward struggle, "Damned old fool, Razor Face."

Four days yet to go. Well! Nothing for it but to go back on board and have tea and turn in early. He'd have to go easy on that two and a penny. He consoled himself with the thought that there was nothing much doing on a Sunday evening, anyway, and moodily made his way towards Argyle Cut and Miller's Point.

It was half way up the Cut that he met Mr. Ross, the Superintendent of the Seaman's Mission, and received an invitation to tea. For

a moment he hesitated, half formulating an excuse for going back on board, but then thinking—to such depths of depravity had his association with Robson and Wynne and poverty brought him—that he would certainly get a better tea with Mr. Ross than he would on the *Hermes*, he accepted.

The tea did not come up to expectations, and his host's insistence, on its conclusion, that he accompany him to evening church service, came with a surprise and a sense of unfair treatment. But George had confessed earlier to having a free evening before him, and could think of no valid excuse.

In the church he sat in a pew with Mrs. Ross and a lot of other ladies, and from his entry into the building some sense of his backsliding came to him and he realised how quickly, in the few weeks since the *Hermes* had left London, he had fallen from the high resolves that had filled him when, just previous to sailing, he had been confirmed and taken Communion.

He realised now, listening to the preacher's voice, the organ music and the hymns, how easily he had slipped into the ways of his two fellow apprentices. He remembered, with a sense of shame, his first amateurish efforts at swearing a week after the *Hermes* had left London, when he had felt so self-conscious as he said 'Damn'. Now, alas, he could say it easily. He remembered, guiltily, that he had gone prayerless to his bunk for many a night past.

And then, the service drawing near to its close, he remembered something else as the collection bag was handed round, and prayer came to him easily once more. Down pew after pew came the bag until eventually it reached that in which he stood. Lady passed it to lady, and as each handed it on came the musical tinkle of the offering she dropped in.

Feverishly George felt the two coins in his trouser pocket, the two shilling piece and the penny. Feverishly through his mind raced

A. BAGLEY & SON

211-213 BEAMISH ST.,
CAMPSIE.

N.S.W.

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

REPAIRS? YES!

Best of leather and
workmanship
guaranteed.

PHONE: LF 3183.

ALFRED HERBERT

(AUSTRALASIA) PTY.
LTD.

Machine Tools,

Machine Shop

Accessories,

Engineers,

Small Tools,

Engineers' Small Tools.

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

the unuttered prayer. There was no chance to look. Mrs. Ross handed the bag to him, and he was a coin the less when he passed it on.

Mr. and Mrs. Ross walked with him to the wharf gates at Miller's Point, little knowing the turmoil that exercised his mind, little knowing the prayer that came from the deepest depths of his heart.

When he had, at long last, left them, he stopped under the first lamp on the wharf and hesitatingly drew his one remaining coin from his pocket.

And then, once more, he prayed, a prayer of thanksgiving. "Oh God!" he said fervently, "I thank Thee, I thank Thee." And with relief in his heart and the two shilling piece firmly clutched in his hand, he hurried aboard the *Hermes* to bed.

SOME MEMORIES OF 1913.
Continued from page 16.

Our first port of call was Cape Town for coal and water. Here the new settlers had a chance to stretch their legs ashore and, in some cases, to test their capacity for Cape hops. Then came the long run to Fremantle, which port was reached on the 2nd. February, 1913.

Now the old "Ajana" has gone. Captain Young, a Kirkcudbrightshire lad, has passed to his forefathers. Many of those new Australians laid down their lives in the Great War. Many have made good here; others have crossed the Great Divide. Looking back over those bygone, carefree years through a cloud of reminiscent tobacco smoke from "Gaspers" at ten for a thrumner, Woodbines or Player's Weights at five for a brown, we realise the courage, the optimism, the vitality of those who then left old England to make new homes, new friends, new traditions, in this land of their adoption, without all the present-day protection and privileges of the Displaced Persons now coming to Australia. They were, perhaps, the last of our old-school pioneers—to whom we may say across the years, "Hail and Farewell!"

THE R.A.N.C.

Continued from page 18.
"vonshire", where he spends eight months on two cruises, perhaps to American and West Indian ports, and to German and Scandinavian ports; or perhaps to one of those areas and to Gibraltar and Mediterranean ports.

On leaving the cruiser he is promoted Midshipman. Then young Tom has reached what may be the parting of the ways for him. He goes to the British Fleet for training. If he is going to be an executive officer, he remains there for 16 months, after which follow the examination for Acting Sub-Lieutenant, three or four months in small ships, eight months' general educational course at Greenwich College, and the various technical courses—after which he returns to Australia to take his place in the R.A.N.

If he is going to be an engineer officer, he spends eight months with the Fleet, and then goes to the Royal Naval Engineering College at Devonport for two years, and then to sea before specialising.

If he is going to be a Supply Officer, his time in the Fleet and at Greenwich College is followed by a four-months' course in Supply and Secretariat matters in H.M.S. "Ceres".

Whichever course he follows, you may say that young Tom is now fully launched on his career, with the goal of Admiral Sir Tom Bowling lying ahead. Does it work that way? Well, the proof of the pudding is in the eating. The record of graduates of the Royal Australian Naval College in the testing time of war was a pretty good one.

And the College has produced its Admirals. No system is flawless, but that of the education of an Australian Naval Officer pays dividends, and it is difficult to see how, both from the point of view of the nation and of the individual concerned, it could be bettered. In fact one feels that, if the boy has it in him, then the College will do the rest—and do it well, for the boy, for the Navy, and for the country they both serve.

Answers to Nautical Quiz

- (1) Yes! Germany possessed two large merchant liners, "Scharnhorst" and "Gneisenau" during the war. Of 18,200 tons, they were built in 1935 for the Norddeutscher Lloyd Far Eastern service. They were fine ships with a speed of 21 knots, and were noted for, among other things, their striking Maier bows.
- (2) The earlier "Straths"—"Strathaird" and "Strathnaver," were built with three funnels. The "Strathmore," "Stratheden" and "Strathallan" as originally built had each one only.
- (3) "Gripsholm" was used as a Cartel Ship for the exchange of prisoners of war and to carry requests, and proposals between the belligerents during the war. As such, she had to be brightly lighted, unarmed save for one signal gun, and unladen.
- (4) Prior to the outbreak of war in 1939 the largest single ship-owning company—according to A. G. Horton White in "Ships of the North Atlantic"—was "Hapag"—Hamburg-Amerikanische Packetfahrt Actien Gesellschaft—the Hamburg America Line, operating over 100 ships, with services Hamburg-East Coast of North America; Hamburg-Central America; Pacific Coast of North and South America; Hamburg-Far East, Australia via the Cape.
- (5) Length "between perpendiculars" is measured from the fore side of the stem post to the after side of the stern post.
- (6) In the period shortly before the outbreak of war in 1914, the coast of H.M.A.S. "Anzac" would have been

that of one of the later, improved "Dreadnought" type battleships. In "Warships and Their Story," published in 1911, R. A. Fletcher says: "The average cost of these vessels has not been much short of a couple of millions sterling, and some have cost fully £2,300,000."

- (7) Carronade and Carron Oil each derived its name from the Carron Ironworks, which were founded at the Stirlingshire village of Carron in 1760. The carronade, a short, light gun firing a heavy shot, was invented at the Carron Ironworks in 1778. Carron oil, a mixture of equal parts of lime, water and linseed oil, was first used—as a treatment for burns—at the Carron Ironworks.
- (8) The threat of Napoleon's projected invasion led the British authorities to erect coastal defences known as "Martello Towers." They were cylindrical, flat-roofed, bomb-proof structures about forty feet in height, and were named after the Corsican fort captured in 1794 in Mortella Bay.
- (9) Chatham is in Kent, on the River Medway just above where it widens out into Gillingham Water. The use of the Medway by the Royal Navy, dates from 1550, when it was ordered that men-of-war were to be "Harboured in Gillingham Water," but it was not until the reign of James I. that a dry dock was built at Chatham.
- (10) Not now. With the building of the Captain Cook Graving Dock Garden Island was connected to the shore of Sydney Harbour at Pott's Point by a causeway, so that Garden "Island" is now a misnomer.

If it's from . . .

MORAN
AND
CATO'S

IT MUST BE GOOD



Fleet Forge

Capacity Available, All
Types Automatic

- FIRST CLASS HAND
WELDING.
- SEMI-AUTOMATIC
WELDING.
- FULL AUTOMATIC
WELDING.
- FLASH BUTT
WELDING.
- FORCE WELDING.

Capacity also available
for all metal trades, such
as fitting and welding,
bolts, rivets, etc. and
all other work. We
also have a full range
of electrical fitting, plumbing
and carpentry.
We maintain a full
stock of all materials and
equipment, and the services
of highly qualified
engineers, draughtsmen,
and welders.

For quotations and
general information,
write, please, to:

FLEET FORGE

9 QUEEN'S STREET
ST. MILDRED'S, WILLOW

Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

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

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

Appointments.—Lieutenant-Commander Dennis Kenelm Leonard Learmonth, D.S.C. and Bar, is appointed on loan from the Royal Navy, with seniority in rank of 1st October, 1949, dated 10th December, 1949. Lieutenant Alan George Watson is appointed on loan from the Royal Navy, with seniority in rank of 1st January, 1944, dated 4th January, 1950. Maxwell Alan George is appointed Instructor Sub-Lieutenant (on probation), dated 3rd October, 1949. Ronald John Smith is appointed Surgeon Lieutenant (D) (for short service), dated 1st February, 1950. Lieutenant (S) Michael Donovan Martin is appointed on loan from the Royal Navy, with seniority in rank of 1st December, 1945, dated 1st January, 1950.

Promotions.—Lieutenant Robert Telfer Guyett, D.S.C., is promoted to the rank of Lieutenant-Commander, dated 11th February, 1950. Midshipmen Peter Maxwell Cumming, Richard John Tulip, Ian Herbert Richards, John Leonard Jobson, Christopher Haddon Corbett Spurgeon, Paul Seymour Gaynor, Geoffrey John Humphrey Woolrych and John Gordon Stacey are promoted to the rank of Acting Sub-Lieutenant, dated 1st January, 1950.

Extension of Appointment.—The appointment of Harvey Mansfield Newcomb (Commander, R.N. Retired List) as Captain (L) (for temporary service) is extended for a period of two years from 3rd June, 1950.

Resignation.—The resignation of Arthur William Jenkinson of

his appointment as Acting Temporary Senior Commissioned Boatswain is accepted, dated 12th January, 1950.

EMERGENCY LIST

Termination of Appointment.—The appointment of Bandmaster Lieutenant Frank William Cockhead for temporary service is terminated, dated 30th December, 1949.

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

Termination of Appointment.—The appointment of Aeneas Macneill as Temporary Engineer Lieutenant (Acting Temporary Engineer-Commander) is terminated, dated 19th December, 1949. **Promotion.**—Lieutenant William Eric Thompson is promoted to the rank of Lieutenant-Commander, dated 31st December, 1949.

Transfer to Retired List.—Lieutenant-Commander Alexander Victor Buckley is transferred to the Retired List, dated 31st January, 1950. Lieutenant-Commander John Henry Thompson Burgess is transferred to the Retired List, dated 28th January, 1950. Lieutenant-Commander Lex McLean Carter is transferred to the Retired List, dated 1st February, 1950.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Promotions.—Acting Lieutenant-Commanders Arthur John Boyes, Clifford McDonald Sullivan, Gustaf Theodore Purves Lenz, Clarence Askew Byrne, D.S.C., James Bernard Campbell and Frank Sydney Burnett Appleton, D.S.C., are promoted to the rank of Lieutenant-Commander, dated 31st December, 1949. Lieutenants John Darcy Shelley, James Benison Griffin, D.S.C., Kenneth Stuart Sutherland, Cecil William Wallach, D.S.C., William Darrivill Wright, Colin Philip Dickeson, D.S.C., Henry Charles John Lockyer, Graham

Scholefield Mann, D.S.C., Hugh George Thom, Elford Bartlett Hopkins, Sandford Saul Neville, Robert Haxton Grant, John Colin Patrick Boyle, Arthur Roy Pearson and Lindsay Brownfield Brand are promoted to the rank of Lieutenant-Commander, dated 31st December, 1949. Engineer Lieutenant Thomas Giles Robbins is promoted to the rank of Engineer Lieutenant-Commander, dated 31st December, 1949. Acting Lieutenant-Commander (Special Branch) Percy Harold Baile is promoted to the rank of Lieutenant-Commander (Special Branch), dated 31st December, 1949. Lieutenants (Special Branch) Lea Roy Wright Maxwell Vernon Joy, George William Lilley, Alfred William Thomas Solomon, William Drysdale and Roy Atlee Bowra are promoted to the rank of Lieutenant-Commander (Special Branch), dated 31st December, 1949.—(Ex. Min. No. 25—Approved 11th March, 1950.)

JOS. FRANCIS,
Minister for the Navy.

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

Appointments.—Lieutenants Victor Charles Stanley Smith and John Lancaster are appointed on loan from the Royal Navy, with seniority in rank of 16th June, 1945, and 11th November, 1946, respectively, dated 10th February, 1950. Instructor Lieutenant-Commander Arthur Leonard George Hutchings is appointed on loan from the Royal Navy, with seniority in rank of 10th September, 1945, dated 20th February, 1950. Joseph Lee Watson, William Thomas Newman and Michael Joseph Lydon are appointed Surgeon Lieutenants (for Short Service). Dated 1st September, 1949, 31st October, 1949, and 26th January, 1950, respectively. Commissioned Boatswain Frank James Bennett, D.S.M., is appointed on loan from the Royal Navy, with seniority in rank of 4th October, 1946, dated 1st February, 1950.

Promotions.—Lieutenant John Ernle Pope is promoted to the rank of Lieutenant-Commander, dated 1st February, 1950. Lieutenant (E) (Acting Lieutenant-Commander (E)) Robert George Watkins is promoted to the rank of Lieutenant-Commander (E), dated 1st March, 1950. Midshipmen (E) Henry Hunter Gardner Dalrymple, Blair Morgan Kerr and Peter Scott Richardson are promoted to the rank of Acting Sub-Lieutenant (E), dated 1st January, 1950.

Transfer to Emergency List.—Lieutenant (S) Maurice Gordon Shinkfield is transferred to the Emergency List, dated 14th January, 1950. Wardmaster Lieutenant Jack Levy is transferred to the Emergency List and re-appointed for temporary service, dated 4th March, 1950.

Transfer to Retired List.—Lieutenant John McDonald is transferred to the Retired List, dated 7th February, 1950.

Resignation.—The resignation of Leslie Harold Capleton of his appointment as Surgeon Lieutenant-Commander (D) (for Short Service) is accepted, dated 17th February, 1950.

Termination of Appointments.—The appointments of Commanders Stanley Keane, D.S.C., and John Robert Lang are terminated on reversion to the Royal Navy, dated 10th January, 1950, and 1st January, 1950, respectively. The appointment of Lieutenant-Commander Gilbert Ivan Lewis Corder is terminated on reversion to the Royal Navy, dated 3rd March, 1950. The appointment of Instructor Commander Henry George Tidy is terminated on reversion to the Royal Navy, dated 19th February, 1950.

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

Appointments.—Noel James Kirton is appointed Sub-Lieutenant (on probation), dated 13th January, 1950. **ROYAL AUSTRALIAN NAVAL RESERVE Appointments.**—The Reverend

Michael John Casey is appointed Chaplain, dated 11th January, 1950.

Transfer to Retired List.—Lieutenant-Commander Walter Lang is transferred to the Retired List, dated 21st February, 1950. Senior Commissioned Boatswain Alfred John Henry Jewell is transferred to the Retired List, dated 1st February, 1950.

Termination of Appointment.—The appointment of Philip William Van Gelderen as Surgeon Lieutenant-Commander is terminated, dated 31st December, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE. Appointments.—Douglas Yelverton Clifton is appointed Lieutenant, with seniority in rank of 16th February, 1948, dated 15th February, 1950. Stanley Morgan is appointed Sub-Lieutenant, with seniority in rank of 8th September, 1944, dated 12th February, 1946. (Amending Executive Minute No. 4 of 24th January, 1950.) Douglas Maurice Blake is appointed Acting Sub-Lieutenant,

with seniority in rank of 30th July, 1949, dated 16th January, 1950. Albert William Tucker is appointed Lieutenant (A), with seniority in rank of 2nd February, 1948, dated 16th September, 1949. Warwick Henry Gregory, D.S.C., is appointed Engineer Lieutenant, with seniority in rank of 1st March, 1947, dated 15th September, 1949.—(Ex. Min. No. 29—Approved 30th March, 1950.)

JOS. FRANCIS,
Minister for the Navy.

**Keep a Good
Lookout**

FOR THE NEXT ISSUE OF

The Navy

**PROTECT
YOUR
CHILDREN**



Cornwell's Extract of Malt—the economical tonic food provides essential body building and energy creating vitamins which fortify growing children against sickness and build them strongly for future years.

CORNWELL'S
Extract of
MALT

NATURE'S TONIC FOOD FOR YOUNG AND OLD.

PORT LINE LIMITED

Regular sailings for:

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

For further particulars apply:

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

Or Agents:

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

SCIENTIFIC & NAUTICAL INSTRUMENTS

Manufacturers of "Sirius" Brand

Standard & Boat Compasses: Hand Bearing Compasses: Pelorus:
Azimuths: Sextants: Surveying and Dumpy Levels: Clinometers:
Prismatic Compasses: Water Level Recorders and Current Meters.

FULL RANGE INSTRUMENTS AND ACCESSORIES FOR
NAVIGATION AND ENGINE ROOM.

REPAIRS ESPECIALLY CATERED FOR.

Send for particulars:

E. ESDAILE & SONS PTY. LTD.

SURVEYING, NAUTICAL, INDUSTRIAL & OPTICAL
INSTRUMENTS.

ESDAILE HOUSE, 42 HUNTER STREET, SYDNEY

BW 8631.



For the Best Soft Drinks

Always say . . .

MARCHANT'S

PLEASE!

Office & Factory: 34 YORK ST., RICHMOND, VICTORIA
Phone: JA 3131.

NEW EDITOR OF "FIGHTING SHIPS"

THE vacancy caused by the death of the late Francis E. McMurtrie, A.I.N.A., on Feb. 22, 1949, has been filled by the appointment of Mr. Raymond V. B. Blackman, A.M.I.N.A., A.I., Mar. E., to the position of Editor, Jane's "Fighting Ships."

The new Editor, who has been a contributor to "Fighting Ships" for the past 14 years, was a close friend of his highly respected predecessor, and has been Acting Editor since February last. Born on June 29, 1910, and educated at Southern Grammar School, Portsmouth, he joined the Royal Navy in 1926, and in the course of his service visited such widely separated areas as Japan, China, the Mediterranean, West Indies, and Scandinavia, including the famous naval harbours at Port Arthur, Hongkong, Trincomalee, Malta, Gibraltar and Copenhagen.

After being invalided from the service in 1936, with a serious illness, he became a naval correspondent and technical journalist to several publications. The outbreak of war in 1939 saw him posted to H.M.S. "Vernon," where he served in the Chief Scientist's Division, Admiralty Mine Design Department, until 1945. He has been an Associate Member of the Institution of Naval Architects since 1939, and an Associate of the Institute of Marine Engineers since 1942.

During his 13 years as Editor, the late Mr. McMurtrie had built up a reputation for the strictest possible accuracy, and the new Editor of this leading reference book is well equipped for, and determined on, the maintenance of this high standard. K.F.C.

SWITZERLAND NOW MARITIME NATION.

Newcomers since the war to the maritime field, Iceland, Switzerland, and Ireland, will soon have a combined tonnage of merchant fleets totalling some 170,000 deadweight tons.

The Navy

ZINC

Without this essential metal there would be

**NO GALVANIZED PRODUCTS and
NO BRASS.**

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

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

Sole Australian producers

ELECTROLYTIC ZINC COY. of AUSTRALASIA Ltd.

Head Office — 360 COLLINS STREET, MELBOURNE

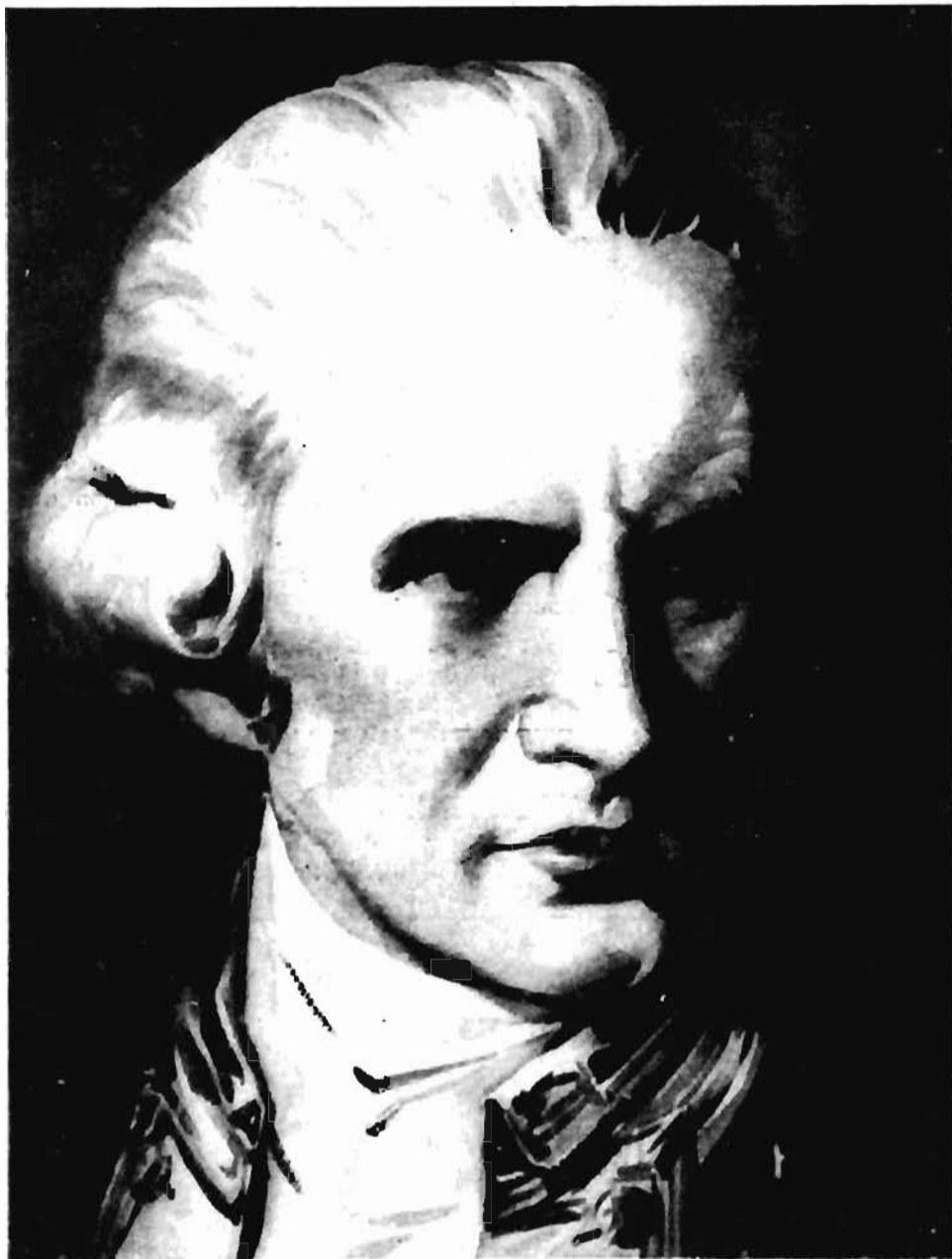
Works — RISDON, TASMANIA

KOLYNOS DENTAL CREAM

FOR
**CLEANER,
WHITER
TEETH**

KOLYNOS

Building Publishing Co. Pty. Ltd., 20 Leflon St., Sydney.



MEN OF STAMINA

CAPTAIN JAMES COOK

1728-1779



CLOTHES
Tailored from
Crusader Cloth

IN AUSTRALIAN history Cook stands first, for he, in a very real sense, was the discoverer of Australia. The story of how this Yorkshire lad became one of the greatest navigators in history is a stirring tale of grit and determination. His work as an explorer was crowded into the last ten years of his life, 10 years of wonderful achievement. He learned to endure great hardships gallantly—his stamina was amazing. . . . Taking possession of the whole eastern coast by the name of New South Wales, Cook gave to England and so to us, Australia. . . He was one of the noblest men the world has ever known.

Ask for

Stamina

Self-Supporting TROUSERS

IDEAL FOR EVERY WEAR — EVERYWHERE