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THE NAVY



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JUNE, 1950

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June, 1950.

CONTENTS

Vol. 14

June, 1950.

No. 6.

EDITORIAL

Letters to the Editors	5
Editorial	10

ARTICLES

British Trep A Medal Ship	by John Clark	12
U.S. Survey Searches for Sardines		14
When "Coffin Face" Came to Melbourne	by Sidney James	16
Our Recent Naval Visitor's Distinguished Career		18
The Loss of the "Truculent"		34
Gravity System in Eastern Mediterranean		34
"In Fog, Mist, Falling Snow"	MITCHELL	39

PERSONALITIES

Commander John McLaughlan Adams, O.B.E., R.A.N.		20
The Director of Studies, R.A.N. College		22

OVERSEAS NEWS

News of World's Navies		26
Maritime News of the World		24

SPECIAL FEATURES

Seas, Ships and Sailors	by Norton	31
Nautical Question Box		32

NAVAL OCCASIONS

What the Navy is Doing at Sea and Ashore		28
--	--	----

BOOK REVIEWS

"Basic Naval Architecture"		34
"Dream Ships"		34

FICTION

Wishing You A Pleasant Voyage	by Herman Gill	41
-------------------------------	----------------	----

GENERAL

The Navy for Next Month		3
Nautical Quiz		40
Naval Appointments		42

ASSOCIATIONS, CLUBS.

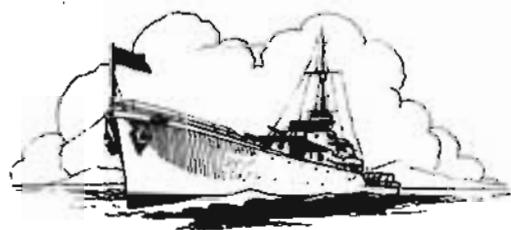
The Navy League		9
Ex-Naval Men's Association of Australia		43



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

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THE NAVY FOR NEXT MONTH

THIS issue of "The Navy" completes our third year in the enlarged production of the Magazine. During the time that we have appeared in the present form we have made many new friends, both among our readers and subscribers, and among our contributors. We have tried to widen the interest of the journal, especially as regards Merchant Service material, and, from the evidence of the correspondence we have received, it would seem that our efforts in this direction have been appreciated. We intend to carry on the effort for continued improvement, and to start off our Fourth Year with the forthcoming issue we have to offer:

SOME OLD "FLAP" SHIPS

In this article—which is well-illustrated with photographs of the ships with which he deals—our contributor "I.B." writes of ships of the world's navies which were built during "Flap" periods—when some unusual excitement troubled the waters of the oceans, and it looked as though there would be more than Nature's storms to disturb them. As usual, "I.B." writes authoritatively on his subject, and has produced an article which we feel sure will be of considerable interest to our readers.

NEW FEDERAL LINER "DORSET"

Among the new ships appearing on the United-Kingdom-Australia run is the new Federal cargo liner "Dorset," which was in these waters early in the year. Mr. James Stewart, who regularly writes for us on the subject of visiting merchant ships, adds to his list with a description of the "Dorset" in our forthcoming issue.

GENERAL

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

Order your July copy of "The Navy" now!

Note: "Foul Anchors," advertised to appear in this issue will be published in our July issue.



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LETTERS TO THE EDITORS

"ORSOVA," "ST. JULIEN,"
"DEMOSTHENES"

Sir,

Many thanks for your letter of the 1st. March in which you sent to me a copy of the regulations regarding signal flags used in Port Jackson. I did not answer you before as I decided to wait until after I received the April issue of "The Navy" to see if there was something in it regarding my questions concerning the history of the Orient Line "Orsova" and the Cross Channel Packet "St. Julien," which ran from England to Guernsey, as we came to Australia in 1928 by using these ships. Would you please also find out as much of the history as you can of the liner "Demosthenes," Aberdeen Line. With best wishes for the success of your journal.

Yours, etc.,
Eric Jehan,
Sarnia,
Surrey Street,
Minto, N.S.W.

Thank you for your letter and good wishes. Your questions regarding "Orsova" and "St. Julien" have not been answered earlier in our pages because of lack of space. Captain Dunn has produced the information you want, and you will find it in the Nautical Question Box on page 32 of this issue. Regarding "Demosthenes." She was built for the Aberdeen Line in 1912 by Messrs. Harland and Wolff, Belfast, and was a triple-screw steamer of 11,223 tons gross. Except for propulsion, she was a sister ship of the "Themistocles," built by Harland and Wolff one year earlier. "Themistocles" was twin-screw, with quadruple-expansion engines and natural draught. "Demosthenes" was triple screw, the port and starboard propellers being powered

by triple-expansion engines, while the centre propeller was powered by a low-pressure turbine. "Themistocles" was a success, and throughout her long career—she was in service from 1911 to 1948, successfully surviving the two world wars—she maintained a reliable speed, in her heyday averaging 14½ knots on the round voyage from the United Kingdom to Australia. "Demosthenes" was not a success, and never steamed well: while still comparatively young, ten years or so, her average speed was down to between 11½ and 12 knots. During the 1914-18 war she served as an Australian troop transport from 1915 to 1917, being fitted for 64 officers, 1,570 other ranks. She also made a voyage home from Australia with munition workers, sailing via the Panama Canal. She subsequently made some trouping voyages across the North Atlantic. After the war she was reconditioned and reverted to the United Kingdom-Australia cargo-passenger trade via the Cape of Good Hope. But she was uneconomic, and did not survive for long. Under the heading "Liners Sold Cheaply For Scrap Metal," the London "Times" of the 12th. October, 1931, announced her end, together with that of Shaw Savill's "Corinthic": "The old liners 'Demosthenes' and 'Corinthic,' well known in the Australian and New Zealand trade, have been sold for breaking up in anticipation that tariffs will create a better market for British scrap metal. The 'Demosthenes,' which is 20 years old, and is at present laid up, realised £9250. The 'Corinthic,' which is 28 years old, arrived at Wellington on September 23, and will shortly return to England. She was sold, for delivery in January, for £10,250." The "Demosthenes" was finally broken up at Blyth, Northumberland.

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ANCHOR BRAND

LETTERS TO THE EDITORS

MAHENO.

A Brisbane reader writes:
Sir,

Regarding the query by Mr. J. Douglas Wilkinson, in the April issue of "The Navy," the "Maheno" is not on a reef, but on the sand beach of Great Sandy, or Fraser, Island. There were a number of very fine aerial photographs in the Brisbane newspapers during the week or so after the grounding, on 10th. July, 1935; and a further number appeared in the Brisbane "Courier-Mail" on the 14th. January, 1946. If Mr. Wilkinson can visit the public library at Wellington, he may find that Brisbane papers are filed there, and thus read a very full cover of all incidents. For a considerable time the ship presented an almost intact appearance, but if I remember rightly the sea quickly built up a sandbank outside her which made salvage impracticable. The Brisbane papers "Brisbane Telegraph" and "Courier-Mail," both of Queen Street, Brisbane, may have retained their negatives and in this case would no doubt be pleased to supply prints at their usual rate. A work-mate of mine was for some months stationed close by the wreck, and has promised to look for some negatives which he took of "Maheno" during his stay. If he finds them I will be able to have a print made for Mr. W., although it would be smaller than the professional ones. If he has any difficulty in getting photographs he might care to write direct. I have numerous cuttings of papers on the stranding, but at the moment regret I have not the time to search for them, though I may have later. "Maori," (now "Hwa Lien") was in this port about 1947, with refugees from the East. Very overcrowded and dirty, but her fine lines were still apparent.

Yours, etc.

The Navy

Thank you for your letter, and for the information therein, which we are publishing for the benefit of other of our readers who might be interested in the "Maheno." Meanwhile a copy of your letter has been sent to Mr. Wilkinson, who will probably be writing to you direct.

Ed., "The Navy."

SEA CADETS— INSTRUCTORS WANTED.

Sir,

I have been requested by the Administrative Committee of the Navy League, Sea Cadets, Victorian Branch, to write and ask if you could insert a short paragraph in the next issue of "The Navy" pointing out that Instructors are urgently required for the training of cadets. We are barely able to carry on with the present number of Instructors and have had to refuse to form new companies for this reason. Instructors could either (1) be granted a temporary commission with the R.A.N. which, however, would not make them liable to be called up in the event of an emergency, or (2) carry out their instruction as civilians and in civilian dress. We are particularly anxious to contact any Chief Petty Officers or Petty Officers who may be interested, and any that are should communicate with The Secretary, Navy League, Victorian Branch, 14 Queen Street, Melbourne. The Instructors at present attend one night a week, and some of them also on Saturday afternoons, and we wish to recruit sufficient numbers so that it will not be necessary for them to attend so frequently.

Yours faithfully,
Recruiting Officer
(Instructors)

Should any reader be himself interested, or know of someone who might be, we should be most grateful for any assistance in this matter. The Navy League Sea Cadets, Victorian Branch, have gone ahead very well since the war, and many requests have been

received for the formation of more companies, from individuals and groups of boys who are anxious to join. It is a great pity that a lack of Instructors should hamper the expansion of this excellent organisation, and anyone coming forward will be performing not only a service to the boys themselves, but one of considerable national importance.

Ed., "The Navy."

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The Navy

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A DUTY TO THE MERCHANT SEAMAN

IN this issue of "The Navy" there is published a description of a new British tramp steamer, the "Carronpark". She is the latest thing, in a type of vessel by no means noted in the past for the amenities provided for either officers or crew, in comfort and facilities for those serving in her. She has no fo'c'sle every person on board, from the deckboy to the Master, being accommodated in a single berth cabin. She has excellent bathing and toilet provision, refrigeration for domestic purposes, recreation rooms, a washing machine, built-in wireless for entertainment purposes, good food. Her crew works in three watches, four hours on and eight off. They are paid overtime for hours worked in excess of this. The conditions obtaining, in short, are such as would have exceeded the wildest dreams of the British seagoer especially in tramp ships - a few years ago.

They are conditions which, it must freely be admitted, were long overdue. But they have come, and the fact that they were long overdue should not detract from the appreciation of them now

that they are with us. The "So they should. Look what we used to put up with in the past. Starvation grub - starvation pay; slavery conditions and a 'slum to live in' attitude is no good to anyone. It is just as bad as that of some old timers who resisted any improvement of conditions at sea with the argument that what was good enough for me when I was a boy is good enough for them. That is all of the past. And while no gratitude is called for, appreciation of rightful dues secured should be apparent.

More than that: they should be jealously guarded. And the way to guard them is to make the general conditions in the shipping industry prosperous: prosperous for the owners no less than for the men in the ships they own and operate; prosperous for the shippers who provide the cargoes that bring business to the owners; prosperous for the countries that produce, or buy, the cargoes that the shippers ship. Only through such prosperity - a prosperity boosted by the artificial conditions of the post-war years - have the conditions of seafaring life in such ships as the "Carronpark" become possible. Only through the continuation of such prosperity can those conditions be maintained and extended.

It may be that the "Carronpark" is an outstanding example of the advance made in the British Merchant Service. But it is an example of a general advance. It is an advance that costs money,

and which can be maintained only by the prosperity of the industry. Everyone, therefore, with the interests of the industry at heart, and with the interests of those serving in it at heart, should as far as lies within his power contribute to that prosperity by not adding, through his own actions, to the costs of maintaining, and even improving, the high standards now largely obtaining and becoming more general.

ARE WE DOING OUR SHARE?

The Australian trade is enormously important to the British shipowner and seafarer, and is all the time becoming more so. Yet in this matter of contributing to the prosperity of the overseas shipping industry, and to the workers engaged in it, it is questionable whether we here are doing our share.

It is a sorrowful sight to see the fleet of fine, modern, well-equipped and expensive to maintain ships, which swing round their anchors for days at a time in Hobson's Bay, for instance, awaiting loading or discharging berths. Apart altogether from the delays occasioned to shippers and importers, it is a condition of affairs that reacts unfavourably on those in the ships. There is utter boredom in lying at anchor in a wide bay, with the shore lights tempting and nothing to do.

In a recent issue of the British "Merchant Navy Journal," the author of "Command Notes," Mr. Alfred Wilson, the General Secretary of the Mercantile Marine Service Association, touches on this point in quoting the remarks of some British shipmasters engaged in the Australian trade. "A welcome feature of the mail these days," he writes, "is the declining reference to crew trouble. It would be asking too much for sea lawyers to disappear altogether, or even for them to return to the level of their pre-war numbers, but for anyone looking for signs of better crews, there is encouragement to be obtained from our more recent correspondence files."

AN UNENVIABLE REPUTATION

But Mr. Wilson goes on to say: "The one exception lies in those vessels trading to Australia, and there is little doubt that contact with the waterside workers out there has had a detrimental effect upon British seamen. This particularly applies to ships which have been away from home for any length of time and it is equally clear that once crew trouble starts on such ships, no amount of conciliatory action by the master is likely to be of benefit. The only thing to be done then is to replace the crew. In these days, when air-chartering permits of crew changes being effected with a minimum amount of delay, it is surprising that

more owners have not turned to this mode of changing articles. Certainly it would be more economical than accepting the delaying tactics which, on the Australian coast, negate the advantages of modern ships and make a shipmaster's position almost insupportable."

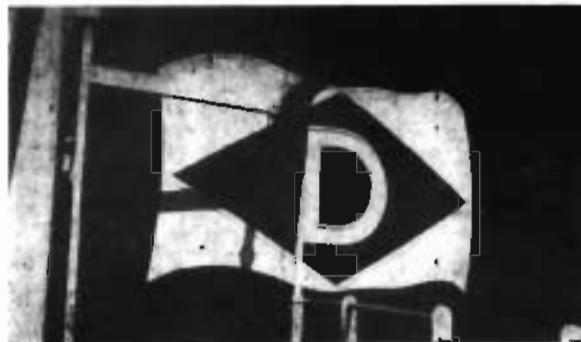
This is an unenviable reputation for the Australian waterfront to have acquired overseas. Whoever or whatever is responsible for it, whether waterside workers or out-of-date port conditions or Customs bottlenecks - and there is little doubt that all play their part - there is no doubt at all of the serious delays that do exist on the Australian coast, of the slow turn-round of important and expensive-to-maintain ships, and of the resultant deterioration in morale of those in the ships and the penalty, in high costs and shortages, paid by the community generally.

They are delays which can in no way be justified. Apart altogether from the moral side of the question, from what is owed by any man in any calling to his own self respect as a tradesman, craftsman, or what have you: there is the purely selfish aspect: that one's own prosperity depends on that of the community as a whole. The prosperity of Australia and that of the shipping industry, both coastal and overseas, are interdependent: and Australians generally, and particularly those engaged in any branch of the shipping industry, should see to it that they do all they can to forward that industry's prosperity, and to make any such slur as that which is justly cast by some British shipmasters on the conditions at present obtaining here, completely without foundation.

THE SEA CADETS' APPEAL

In the "Letters to the Editor" of this issue of "The Navy", is one from the Recruiting Officer (Instructors) of the Navy League Sea Cadets, Victorian Branch, appealing for Instructors for the Victorian corps of Sea Cadets. At present the lack of suitable Instructors is preventing the formation of new Companies, a number of which could be established were that lack made good, there being no shortage of boys eager to enrol.

Ex-Chief Petty Officers, or Petty Officers of the Royal Australian Navy or Royal Navy are eagerly sought to act as Instructors: and it is hoped that some will be forthcoming. By so doing they would be performing a service of great value to the boys, and to the community generally: for the object of the Navy League Sea Cadets is not alone to give the boys some slight training in the lore of the sea, but also to assist them to strengthen their characters in their susceptible years, and give them fuller lives as thoroughly useful citizens in a Commonwealth which deserves of its people the best that each can give.



The Denholm Line Houseflag on the "Carronpark's" funnel. From the lower bridge rails and awning spars it can be seen how the funnel fits into the bridge after-part.

BRITISH TRAMP A MODEL SHIP

J. and J. Denholm's "Carronpark", At Present In Australasian Waters, Is An Outstanding Example Of The Advance In Conditions In The Tramping Section Of The British Merchant Service.

By John Clark.

AWAY back in 1873, the tramp firm of J. and J. Denholm, of Greenock, Scotland, was started with the small schooner "David Sinclair", to be followed a little later with another larger vessel, also a schooner, the "Jane". The ship-owning venture flourished, and eventually the firm went in for steam, their first steam vessel being the "Carronpark".

The ships for a long while were engaged in the West Indian sugar trade, bringing sugar across the Atlantic to the refineries in Glasgow. They also ran a trade to the Baltic, to Stettin, for the beet sugar grown on the Continent. With the depression of the 'thirties, the profits went out of the sugar trade, and the ships became tramps. The fleet varied in size, the ships all being named after parks in the vicinity of Greenock. At the outbreak of war in 1939 there were seventeen of them. When the war ended in 1945 there were two left afloat. The other fifteen had fallen victims to "enemy action", and the seamen

of J. and J. Denholm's had paid their quota of the 35,000 killed which was the British Merchant Service contribution to the cost of Allied victory.

Today, Denholm's fleet consists of seven vessels, the "Broompark", the "Mountpark", the "Hollypark", the "Garvelpark", the "Wellpark", the "Glenpark", and the "Carronpark". An eighth is on the stocks, the "Lylepark", sister to the "Carronpark". In addition, the firm is running two ships on bareboat charter.

"Carronpark" is the latest of the Denholm ships in commission, the first of the firm's motorships, and named "Carronpark" in consequence after the first of their steamships. She is a brand new vessel, and is at present in Australasian waters, and is a credit to her builders and owners, J. and J. Denholm are an enlightened firm. The "Carronpark" is a revelation when one thinks of what the term "tramp" connoted a few years ago.

Let us take a brief look at her.

She was lying in Duke and Orr's Dry Dock in the Yarra at Melbourne when we saw her. Slab-sided, running off abruptly with the strakes of her shell plating lifting at a sharp angle to shape up to her bows. A squat funnel right up among the after end of the bridge superstructure. (It's a bit dirty with a following wind, they say). A cruiser stern.

Built in 1949 by Charles Connell of Glasgow, she is of 2,727 tons net, 5,328 tons gross: 431 feet in length by 57 feet beam, and 25 feet depth of hold. She was fitted by Barclay Curle with a Doxford opposed piston motor engine, and is single screw with a service speed of twelve knots. To make this speed she burns approximately nine tons of fuel a day, so is economical to run so far as that is concerned.

She has five hatches, and her derricks, with the exception of two ten-ton, are five-ton lifting capacity. Her steam winches are completely enclosed and self-lub-



"Carronpark" moves stern out of Duke and Orr's Graving dock.

ricating from built-in oil reservoirs, and are very quiet running.

Her navigation equipment is first-class. The bridge is to the modern design, totally enclosed with the exception of the two wings, and steering and watch-keeping are carried out in the enclosed midship section, where ample windows—equipped with clear-vision discs—provide an unobstructed view. Hand-operated steering is telemotor, and the ship is provided also with automatic gyro-controlled steering, the change over from hand-operated to automatic being quickly and easily effected. Navigational aids include gyro-compasses, radar, echo-sounding gear, a taffrail log which records electrically on the bridge, and the latest type Marconi wireless equipment.

Accommodation for officers and crew is excellent. A feature unusual in vessels of the "Carronpark's" class is the enclosed midship section, with port and starboard alleyways, off which open the cabins of officers, engineers, petty officers and stewards. Every person in the ship's company is accommodated in a single berth cabin.

The Master, Chief Officer and Chief Engineer have extremely roomy staterooms, bedrooms, and private bathrooms; the other rooms for officers and engineers are commodious above the ordinary, well furnished, and fitted with beds instead of bunks. The dining saloon, running thwartships under the bridge, accommodates officers and engineers at small circular tables; and there is also a small separate dining room for engineer officers of the watch. Also running thwartships under the bridge is a well-furnished smoking room, at each end of which, let into the bulkhead, is a fine example of wood inlay work, in one of which is reproduced a picture of the first Denholm schooner, the "David Sinclair", and in the other the "Jane". With the exception of the Denholm

Continued on page 44



The "Carronpark" leaving Duke and Orr's Drydock, Melbourne, to tow stern first down the Yarra to the swinging basin.



Looking aft from the bridge. The wood-sheathed boatdeck is a departure from the old-time tramp style.



Looking forward from the bridge. "Carronpark" is flash decked with a raised forecabin and midship section.

U.S. SURVEY SEARCHES FOR SARDINES

MARINE RESEARCH IN PROGRESS BY THE SCRIPPS INSTITUTION OFF THE U.S. PACIFIC COAST MAY BE OF CONSIDERABLE BENEFIT TO WORLD FOOD SUPPLY.

(Photographs and much of the material for this article by courtesy of the United States Information Service. We are also indebted for some information to Mr. Cyril Hall in his book "The Sea and Its Wonders.")

It is the best part of a hundred years ago—away back in 1864, to be exact—that fishery research on scientific lines was first carried out. The idea arose through a suggestion that trawling would destroy the eggs of fish. To discover if this were so, an expedition went out in that year, and the first result of its efforts was the finding of large numbers of pelagic eggs—eggs drifting in the

body of the water considerably above the bottom.

The eggs were hatched artificially, and were thus found to be those of cod. Other eggs were treated in the same way, and eventually it was discovered that the eggs of all economic fish are pelagic, with the exception of those of the herring. The herring lays her eggs in crevices of the rocky bottom, where they are safe

from the trawler—so the theory that trawling would destroy the eggs of fish was shown to be ill founded.

There we have one of the important discoveries of scientific fishery research. Another was that of the life story of the eel, which was told from the discoveries of the great Danish oceanographer, Dr. J. Schmidt, in 1922. Until then, nobody had ever seen an eel in a very young stage. Let alone an eel's egg. Indeed no less a fishing authority than Isaac Walton believed that "as pearls are made of glutinous dewdrops, which are condensed by the sun's heat in those countries" of the Orient—"so eels are bred of a particular dew, falling in the months of May and June on the banks of some particular ponds and rivers . . . which in a few days are, by the sun's heat, turned into eels."

But Dr. Schmidt proved this thought of Walton's to be fallacious. During his researches in the Atlantic, the Doctor found some curious little creatures—to which the name of *Leptocephalus* was given—in the region of the Sargossa Sea. These little fish were upwards of a quarter of an inch in length, flattened and leaf-like, and quite transparent. "As the work progressed," Mr. Cyril Hall tells us in his entertaining and informative book, "The Sea and its Wonders," "Dr. Schmidt found more and more of these creatures, and a curious fact presented itself, namely, that the nearer he approached the European shores the larger did these fish become. Convinced that he was following out a new discovery, Dr. Schmidt pursued *Leptocephalus* with all his energy, measuring and comparing until, by the time his ship had re-



Aerial picture of the Scripps Institution at La Jolla, California, showing the buildings and 1,000-foot pier.

gained the Danish shore, Nature had unfolded her riddle to the man who had the perseverance to solve it. *Leptocephalus* was an eel. The fish-like appearance had gradually altered, the creature becoming shorter and rounder, until it was unmistakably an "elver," as young eels are called."

Thus the story of the eel came to life. On reaching European shores, it swims up the rivers to the heart of the inland, where it develops to maturity. Then one day, perhaps years later, it hears the call. Its colour changes from black to silver, and it starts off back for the sea; and it swims across the Atlantic to the Sargossa, where it spawns, and the cycle starts all over again.

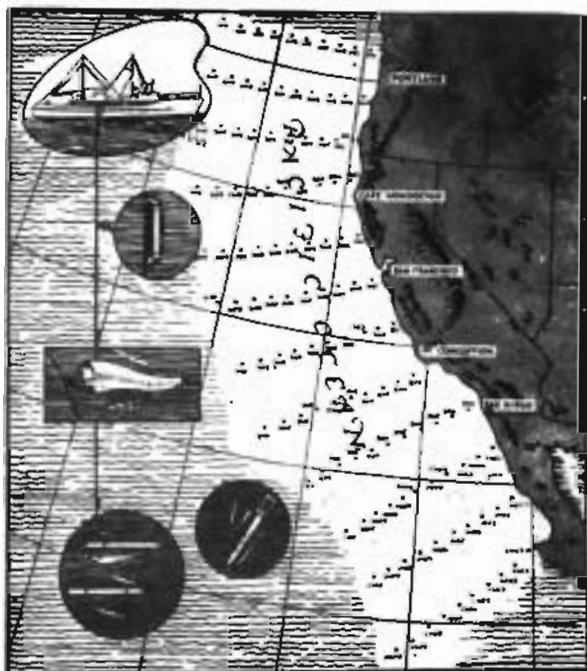
Oceanography, and fishery research on scientific lines does, you see, teach us quite a lot, and gives us information of growing importance to a world daily becoming more crowded, dealing as it does with a most important source of food in the human dietary.

What promises to be a valuable survey in oceanography has recently been launched, and is now in progress in the Pacific off the Western Coast of North America.

pleasant seaside resort of La Jolla—whose Spanish pronunciation of La Hoi-ya is more euphonious than the phonetic. La Jolla is a short and interesting bus ride from San Diego, the road leading past the great Boeing aircraft works—where, in the later months of the recent war, strips of camouflage hid the area from the air, and a large motor-caravan town housed hundreds of workers employed at the Boeing plant—along a rocky, charming coast whose low cliffs look over the vastness of the Blue Pacific where flocks of pelican wing low over the water. It is a coast, climatically and scenically, not unlike that of New South Wales: a place of sunshine and brightness and happy memories of sandy beaches and little rock-girt bays and bathing.

Here was founded, in 1892, the Scripps Institution of Oceanography—a branch of the University of California—which at present has thirty faculty members and a staff of 250 employees, and which is conducting the survey, one of the main objects of which is to discover why large schools of sardines have disappeared from

Continued on page 19



The area being covered by the survey, and some methods of working. The numbered dots are the hydrographic stations; the top drawing is of one of the ships with her sounding line down; the second is of a Nansen bottle lowered to obtain water samples; next comes the ordinary plankton net; further down is (left) the high-speed plankton net, and right, the bathythermograph.



One of the vessels being used in the Scripps Institution survey.



"The 16-jointed Big Stick steamed silently up the channel". And what a cloud of coal smoke it made en route.

When "Coffin Face" Came to Melbourne

The Great White Fleet Was A Navy Of "Peaceful Seas And Stormless Skies".

By Sidney James.

IT was a fine day when "Coffin Face" came to Melbourne—quite a long while ago, in 1908 as a matter of fact. The month was August, not a month when Melbourne's weather is at its best. But the sun shone brightly—a fact about which the "Argus" became lyrical—although, as the accompanying photographs show, the sky was not wanting clouds. But the coal smoke of "The Great White Fleet" may have had something to do with that.

"Coffin Face"? He was Rear-Admiral Charles S. Sperry. Edwin A. Falk tells of him, and of the Great White Fleet, in his book "Sperry to Pearl Harbour".

"The Fleet was commanded by Rear-Admiral Charles S. Sperry. 'Coffin Face' as he was called, was quite a contrast to 'Old Gimpy', and he lacked the unique Evans charm and magnetism, but behind the bespectacled, wrinkled, sallow and severe countenance, and the harsh and often snarling bark, was a leader known to be square to his subordinates and solicitous of their welfare, and an officer known to be expert at his business

and dependable in an emergency. The route was geographically devious but politically straight, being laid via the antipodes. Australia took pains to proclaim to the world that America's Japanese problem also was hers and that America's fleet was the white guardian of the Pacific."

The Fleet arrived at Melbourne on Saturday, 29th. August, 1908. "The Argus" of the following Monday morning had this to say about it.

"Sunshine came with the Fleet. Men can defy the elements, but cannot command them; yet the Americans, as they enter port after port in Australasia, seem to have found some way of conniving with sunbeams against fog and with fair weather against foul. Port Phillip on Saturday was as smooth as glass, and for warmth the weather seemed suddenly to have leapt from August into November. 'Queen's Weather' is an historic phrase for sunny days in May, nowadays, with three cities' welcome given to the Fleet in the light of a dazzling sun, we shall add 'American

Weather', and make a brilliant climatic alliance.

"Under a zenith so blue that even Sydney visitors confessed that Melbourne skies had beauty to reveal, there was nothing to mar the glorious spectacle when the 16-jointed Big Stick steamed silently up the channel, with the crowded pleasure steamers and liners beside it and in its wake."

(Let us interpolate a note. The old "Edina" was there, you can see her familiar profile in one of the accompanying photographs. But let "The Argus" continue).

"Whether the 20,000 people who went on the water to see the boats" (as Australians mustn't call them, but will nevertheless) were on motor launch or mud barge or turbine express, there could not be one quail of sea sickness amongst them all. So, in keeping with its own pacific ideals, the American Navy has made itself memorable in Australia as a Navy of peaceful seas and stormless skies."

Thirty-three years later it was to become memorable in Australia as a Navy of war torn seas and death laden skies, in company with our own Australian Navy and the parent Royal Navy to which both the younger ones owe so much.

In that Fleet of "peaceful seas and stormless skies" which came to Australia under old "Coffin Face" forty-two years ago, were seventeen ships: "Connecticut", Captain Palmer; "Kansas", Captain Easton; "Minnesota", Captain Rattey; "Vermont", Captain Anthony; "Georgia", Captain Wills; "Nebraska", Captain Strickland; "New Jersey", Captain Russell; "Rhode Island", Captain Schutt; "Louisiana", Captain Stewart; "Virginia", Captain M'William; "Missouri", Captain Dow; "Ohio", Captain Wiley; "Wisconsin", Captain Press; "Illinois", Captain Stamford; "Kentucky", Captain Dawes; "Kentucky", Captain Blanchard; and "Panther", Captain Hipgrave.

Note that the "Missouri" was

among those present, one of the Fleet of "Peaceful seas and stormless skies" that anchored in Hobson's Bay. She lay there at anchor for some days. She was there on the 2nd. September, 1908—as thirty-seven years later a namesake of hers lay at anchor in another bay, that of Tokyo, on the 2nd. September, 1945, and had the Japanese surrender signed on board her.

That visit of the Great White Fleet in 1908 was an event of importance to Australia. It suggested to Australians that they should have a fleet of their own. As the Prime Minister of the day, Mr Deakin, said at the time: "But for the British Navy there would be no Australia. That does not mean that Australia should sit still under the shelter of the British Navy—those who say we should sit still are not worthy of the name of Briton. We can add to the squadron in these seas from our own blood and intelligence something that will launch us on

the beginning of a naval career, and may in time create a force which shall rank among the defences of the Empire. . . We live in hopes that from our own shores some day a fleet will go out not unworthy to be compared in quality, if not in numbers, with the magnificent fleet now in Australian waters."

Those hopes were realised. The Australian ships that lay at anchor in Tokyo Bay in September, 1945, with ships of the Royal Navy and the U.S. Navy, and the Australians that manned them, were in quality of ships and men the equals of their companions.

The embryo Australian Navy was present on that earlier occasion in Hobson's Bay. Rear-Admiral Sperry landed at St. Kilda's Pier, to be received by the Prime Minister and other public men. And on the pier was a guard of honour of fifty men of the Australian Naval Forces, under Lieutenant Burford, Sub-Lieutenant Barker, and Sub-Lieutenant

Peakes—whose obituary as Rear-Admiral Peakes appears in this issue of "The Navy".

What a lot of water has run under the bridge since "Coffin Face" came to Melbourne.

THE KING'S CUP— SATURDAY, 6th. MAY.

WHEN the King's Cup—Australian Rowing Championships—were held at Melbourne on Saturday, 6th. May, the distinction of carrying His Excellency the Governor of Victoria, Sir Dallas Brooks, was held by the Little Ship Club.

His Excellency wore his flag on the Club's Flagship "Louise," (Owner-Skipper Maurice Smith) and she was escorted down the Yarra by "Wynford" (Skipper Nicholson) and "Makama," (Skipper Jack Walsh) with "Pamkier" (Skipper Keir) astern as duty boat. During the afternoon the Commodore and Past-Commodore (Commodore L. Walsh and Past-Commodore S. Pawcett) were received by the Governor on board the Flagship.

Other Flag Officers afloat were Rear-Commodore F. Brilliant, wearing his pennant on "Wynford," and Vice-Commodore N. Coulehan, wearing his pennant on "Louise." The weather was dull with occasional showers. The New South Wales team won the King's Cup, and New South Wales also carried off the honours for the Sculls.

There was a pleasant exchange of courtesies when the 10,000-ton cargo ship "Duke of Sparta," inward bound up the Yarra as the race was about to start, stopped in a difficult part of the river while the interstate crews manoeuvred for position. Later His Excellency the Governor requested the Skipper of "Louise" to lay his craft alongside the "Duke of Sparta," and his personal thanks were hailed to Captain Brockwell, the "Duke of Sparta's" Master, for his courtesy and consideration in holding his ship so as not to interfere with the race.



The Flagship . . . and note the "Edina" ahead of her there.



The scene in Hobson's Bay with the ships of the Fleet lying at anchor.



Admiral A. W. Radford, Commander-in-Chief of the U.S. Pacific Fleet.

Our Recent Naval Visitor's Distinguished Career

Admiral A. W. Radford, Commander-in-Chief of the U.S. Pacific Fleet, Has Had Long And Active Service In Naval Aviation.

OUR recent distinguished naval visitor to this country Admiral Arthur William Radford, Commander-in-Chief, United States Pacific Fleet has had a long and outstanding career in the United States Navy, and has wide and practical experience in naval aviation. He was born in Chicago, Illinois, on 27th. February, 1896, and after attending public schools in Riverside, Illi-

ois, and Orinell, Iowa, entered the United States Naval Academy in 1912.

He graduated and commissioned as Ensign in June, 1916, and received temporary promotion to Lieutenant, both grades, during the war of 1914-1918, being commissioned in those ranks subsequent to that war, and progressing to Flag Rank, which he attained by his promotion to Rear-Admiral in December, 1942. He was promoted Admiral in April, 1949. He saw active service in the First World War in the battleship "South Carolina" with the U.S. Atlantic Fleet.

From December, 1918, to June, 1919, he was Aide and Flag Lieutenant on the staff of Rear-Admiral Carlo B. Brittain, Commander, Division 1, Battleship Force 1, Atlantic Fleet. There followed a period as Aide and Flag Lieutenant on the staff of Rear-Admiral Spencer S. Wood, consecutively Commander, Division 1, Pacific Fleet; and Commander, Train, Pacific Fleet. In April, 1920, Admiral Radford reported to the Naval Air Station, Pensacola, Florida, for Flight Training, and has served continuously with Naval Aviation since that time.

From October, 1921, to November, 1923, he served in the Flight Division of the Bureau of Aeronautics, Navy Department, Washington. There followed a sea period with his appointment to Observation Squadron 2, attached to the U.S.S. "Arctostook," where he remained until March, 1925. He then joined the aviation unit of U.S.S. "Colorado," and later that of the "Pennsylvania." In July, 1927, he was appointed to the Naval Air Station, San Diego, California, where he served until March, 1929. From April until November of that year he again had duty with Aircraft Squadrons, Battle Fleet, with additional duty as Officer in Charge of the Alaskan Survey Detachment, a survey begun in 1926 by an aviation expedition, in conjunction with representatives of the Departments of Interior and Agriculture to investigate forest and mineral resources of Alaska.

In November, 1929, he joined U.S.S. "Saratoga," and from July, 1930, until May the following year he commanded Fighter Squadron 1, based on that ship. There followed a period as Aide and Flag Secretary to Rear-Admiral (now Admiral, Retired) Harry E. Yarnell, Commander, Aircraft, Battle Force, of which "Saratoga" was Flagship. In June, 1932, he returned to the Bureau of Aeronautics, Washington, remaining there until 1935, when he joined the aircraft tender "Wright" as navigator.

From June, 1936, until June, 1937, Admiral Radford served consecutively as tactical officer and operations officer on the staff of Vice-Admiral (now Admiral) F. J. Horne, Commander Aircraft, Battle Force. He was Commander, Naval Air Station, Seattle, Washington, from June, 1937, until May, 1940, when he joined U.S.S. "Yorktown" as executive officer, remaining there until May, 1941. Then came brief duty in the office of Chief of Naval Operations, Navy Department, and he was then appointed Commander, Naval Air Station, Trinidad, British West Indies, remaining there until November, 1941.

From December, 1941, until April, 1943, he served as Director of Aviation Training in the Bureau of Aeronautics, Navy Department, with additional duties in the Bureau of Navigation: in the office of the Chief of Naval Operations; and as a member of the Aviation Planning Staff, Office of Civilian Defence, Washington. This was followed by sea appointments, from April, 1943, until July of that year as Commander, Carrier Division 2; and from July until December as Commander, Carrier Division II. In December he was transferred to duty as Chief of Staff and Aide to the Commander, Air, Pacific.

In May, 1944, he returned to the United States for duty as Assistant Deputy Chief of Naval Operations for Air, Office of the Chief of Naval Operations, Navy Department; and the following November he was assigned to duty as Commander, Carrier Division 6, Pacific Fleet, participating in the Fleet activities of 1944 and 1945 as a Carrier Task Group Commander. In September, 1945 Ad-

miral Radford was ordered to duty as Commander, Fleet Air, Seattle; and the following December he became Deputy Chief of Naval Operations (Air) at Navy Department, remaining in that position until February, 1947, when he was designated Commander, Second Task Fleet, under the Atlantic Command. In January of the following year he succeeded Admiral De Witt C. Ramsey, U.S.N., as Vice Chief of Naval Operations, Navy Department, and in April last year he relieved Admiral Ramsey as Commander-in-Chief U.S. Pacific and U.S. Pacific Fleet, and as High Commissioner of the Trust Territory of the Pacific Islands.

For his various services, Admiral Radford has been awarded the Legion of Merit, the Distinguished Service Medal, and the Gold Star in lieu of a second Distinguished Service Medal; while the Government of Great Britain has awarded him the decoration of Companion of the Order of the Bath.

U.S. SURVEY SEARCHES FOR SARDINES
Continued from page 18
fishing grounds where they are usually caught in abundance. In collecting information on spawning, growth, and the migration of sardines, the Institution will try to find out the present location of the fish.

Work leading to Master of Science and Doctor of Philosophy degrees in oceanography is offered at the Scripps Institution, and graduate courses include physical and chemical oceanography, marine meteorology, marine geology, marine microbiology, marine biochemistry, and biology of fishes; at present, graduate students from six foreign countries are among those enrolled at the Institution.

On a site of 170 acres fronting on the Pacific Ocean, the Institution consists of three main buildings and a number of smaller structures, and a specially equipped pier which extends out 1,000 feet from the shore. The situa-

U.S. SURVEY SEARCHES FOR SARDINES

tion makes a most convenient site for marine-collecting operations, and provides an unobstructed site for studies of weather conditions.

For the purposes of the present survey, an area 1,657 miles long and 400 miles wide has been mapped out off the western coast of the United States, extending from the mouth of the Columbia River, in the State of Oregon, to Cedros Island, off the coast of Mexico. At intervals of approximately 130 miles, position lines, each containing ten points approximately 40 miles apart, extend at right angles from the coast. These points mark hydrographic stations where the boats employed on the survey stop to take samples of sea water and sea life, at various depths down to 3,000 feet; these samples being later studied in the Institution's laboratories ashore.

into the water when the ship is motionless, to obtain samples of water and temperatures at the time of collection; a recently developed type of plankton net, which may be towed at high speeds at any desired depth, and is equipped with a meter that measures the depths reached by the instrument as well as the amount of water filtered; and the bathythermograph, an instrument for keeping records of sea temperatures at various depths.

In all, this Scripps Institution survey will cover an area of some 670,000 square miles of the Pacific Ocean, and, in view of the reported sardine shortages in other parts of the world, it is anticipated that the findings will benefit a number of countries besides the United States.

Among the equipment in the research vessels employed on this Scripps Institution survey, are sonar—an instrument that assists in locating schools of fish by reflected sound waves; plankton nets, which, made of fine bolting silk, are towed through the water to obtain microscopic plants and animals; Nansen bottles, lowered

into the water when the ship is motionless, to obtain samples of water and temperatures at the time of collection; a recently developed type of plankton net, which may be towed at high speeds at any desired depth, and is equipped with a meter that measures the depths reached by the instrument as well as the amount of water filtered; and the bathythermograph, an instrument for keeping records of sea temperatures at various depths.

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Commander John McLauchlan Adams, O.B.E., R.A.N.

THE subject of these notes, Commander John McLauchlan Adams, O.B.E., R.A.N., is the present Commander of the Royal Australian Naval College, where he was himself a Cadet Midshipman some twenty-odd years ago. The son of Mr. and Mrs. J. H. Adams, of Croydon Park, South Australia, he was born at Broken Hill, New South Wales, on the 3rd August, 1914—thus just anticipating the outbreak of the first World War—and entered the Royal Australian Naval College, then at Jervis Bay, in 1928.

During his four years at the College he gained his colours for cricket, rugby, swimming and hockey, and at Passing Out was awarded the Otto Albert Prize for Seamanship. His first ship was H.M.A.S. "Australia," in 1932. The following year he went overseas, and was appointed as Midshipman to H.M.S. "Sussex" in the Mediterranean, remaining in the Mediterranean until August, 1934, part of the time in "Sussex," and spending also four months in H.M.S. "Antelope," a destroyer of the Third Flotilla, and six months in H.M.S. "Durban."

During this period the ships did cruises to the South of France, the West Italian coast, the Greek Islands, the Adriatic, and the Levant Coast. These were the days when Admiral Sir William Fisher was Commander-in-Chief, Mediterranean, and they were busy, crowded days under his energetic leadership.

Towards the end of 1934 the young Adams went to the United Kingdom to do courses, and, returning to Australia, was at the beginning of 1936 appointed to the destroyer "Voyager" as Sub-Lieutenant for six months. Following this destroyer spell came an appointment to "Canberra" where he remained for some time until, about the middle of 1937, he went as No. Two to "Vendetta," remaining in that ship until she paid off in June, 1938. Then back to cruisers again, as Lieutenant, this time in "Sydney," where he remained until November, 1938, when he once more went overseas to England for the anti-submarine course.

On the outbreak of war, having completed the course, he was serving in H.M.S. "Osprey" on the staff of the Flag Officer-in-Charge, Portland, occupied in fitting out anti-submarine trawlers. There followed a period with the Anti-Submarine Training Flotilla, which consisted of four fine vessels, the large converted yachts "Conqueror," "Samara," "Valina" and "St. Modrem." Commander Adams' eye lights up appreciatively now at the thought of them. With the German subjection of France in mid-1940, he took part in the evacuation of the Channel Islands, and was also employed on Channel patrols.

From the end of 1940 until May of the following year, he was Group anti-submarine officer in the destroyer "Veteran," leader of the 6th. Escort Group working with Atlantic convoys. Mainly the Group was based on Liverpool, but during three months of 1941 it was based on Iceland. From May, 1941, until September of that year, he was in the destroyer "Brooke," which followed "Veteran" as leader of the 6th. Group. By this time the corvettes were coming along in numbers to help in the escort work, and from October, 1941, to January, 1942, he was at Tobermory, Argyllshire, the working up base for corvettes.

In March, 1942, he returned to Australia, where until the end of that year he was employed in instructional work at the Anti-Submarine School at "Rushcutter." He then went overseas again, and from February, 1943, to July, 1945, he was Squadron Anti-Submarine Officer on the staff of Commodore (D) Eastern Fleet, and took part in the Burma Campaign, and in the recapture of Rangoon. For part of this period—from April to July, 1943—he was on loan to Commodore (D) Levant, and took part in the Tunisian and Sicilian Campaigns.

Returning to Australia, Commander Adams was, in December, 1945, appointed to H.M.A.S. "Murchison," one of the new frigates, which ship he commissioned in command, and in which he was for six months in the Halmaheras, and Japanese waters. There followed two years—from May, 1946, to



Commander John McLauchlan Adams, O.B.E., R.A.N., Commander of the Royal Australian Naval College.

May, 1948—in command of "Murchison" as Radar and Anti-Submarine Training Ship, based on Sydney.

In June, 1948, he again went overseas to England, taking passage in "Kanimbra," to stand by the aircraft-carrier "Sydney," remaining in that ship subsequent to her commissioning and coming to Australia, until July, 1949. After leaving "Sydney," Commander Adams served on the staff of the

Flag Officer Commanding the Australian Fleet—Rear Admiral H. B. Farncomb, C.B., D.S.O., M.V.O.—as Operations and Intelligence Officer, until he came to his present appointment as Commander of the College.

He was promoted Commander at the end of June, 1949. Commander Adams was Mentioned in Despatches at the New Year, 1941, and was awarded the O.B.E. (Military Division) in 1941.

The Director Of Studies, R.A.N. College

Mr. Hugh Denney Simpson Has For The Best Part Of Thirty Years Been On The College Professorial Staff, And For Ten Years At Its Head.

"WHO", we are often asked, would sell a farm and go to sea? Well! It has been done or at any rate many a country lad has turned from ploughing the field to ploughing the waves. And here is a man who went from an agricultural college to a nautical college, which is something of a step in the same direction.

Hugh Denney Simpson, B.A., B.Sc., Hon., who has for many years been on the Professorial staff of the Royal Australian Naval College, and now heads it as Director of Studies, was born at Stockton on Tees, in the North of England in the county of Durham. He was educated at a Church of England Grammar School at Stockton, and later at Durham, and while still a boy came out to Australia, and started life in this country in the Education Department, South Australia.

Meanwhile he continued his studies, and went on to the University of Adelaide. One year there he came second for the History Scholarship, and the following year he won the John Howard Scholarship for English. He took his degrees, and entered on his career as a schoolmaster well-equipped to rise in his chosen profession.

His first appointment after leaving the University was at the Brighton Grammar School, Victoria, where he was Junior Master. Then, in 1916, he went to Dookie Agricultural College, up in the Goulburn Valley, and remained there until 1923, first, for a short while as Science Master, but for the greater part of his seven years with the College as Head Master.

It was in 1923 that he decided to forsake the land for the sea—at any rate in a professorial capacity—and in October of that year he joined the Royal Australian Naval College—then at Jervis Bay—as a Master. In 1932 he became Senior Master, and in January, 1941, was appointed to his present position as Director of Studies.

He has seen many changes during his period at the College. The change from Jervis Bay to Flinders Naval Depot. A considerable expansion, especially in the yearly list of applicants for entries into the College among the thirteen-year-olds of the respective years. In his early years there the annual applications would be in the neighbourhood of 200. Last year over 500 applied for entry. He has seen many of the lads who have entered as small thirteen-year-old schoolboys graduate to the higher ranks of their profession as naval officers, tested and proved by years of war and action with the enemy.

He has seen some of them return to the College in their professional capacity for periods—as for example Commander Plunkett-Cole, Commander Morrison, and the present Commander of the College, Commander Adams. He meets numbers of his one-time pupils at the Depot, for the Naval College is unique in that respect, and they often return to the Depot for duties of various kinds, so that a Master at the College, if he remains there over a lengthy period, seldom loses touch all together with his "old boys."

Nor does he lose touch with the outside world of education, for scholastic education at the College is closely linked with that of the various States in Australia, and the syllabus of work at the College is kept up to date with State educational curricula and also with developments overseas: and from time to time the syllabus is revised to keep it in line with what is being done outside, both in Australia, and overseas at the Royal Naval College. The high educational standard

which it has maintained since its establishment is one of the things of which the College is very proud.

Mr. Simpson shares with many of the present naval officers in the R.A.N. memories of past College days and personalities. Of Captain Fogarty Fegan, V.C., R.N., who was Commander of the College for a period in the Jervis Bay days, and won his posthumous V.C. for his gallant defence of a North Atlantic Convoy in the "Jervis Bay". Of Corporal Condor, who was Study Corporal at the College for over thirty years, and who was greatly concerned, at the annual visit of auditors, over the copy of "Davies' Calculus" which went astray from the library for many years, but mysteriously turned up again recently. Of Naval Instructor Keith Hannay, who played the bagpipes each year at the "Passing Out" ceremony. And of the dog Rory who, belonging to one of the Term Officers, bore no resemblance whatever to a French Poodle until some artistic Cadets on one occasion clipped him in the true Parisian style. It was a humiliating experience for any self-respecting dog. But he grew out of it in time.

And he remembers his period as Secretary of the College Golf Club at Jervis Bay, which played on links carved out of the bush under the energetic direction of Captain R. H. O. Lane-Poole, R.N., when Captain of the College.

One thing of which he, and others with long association with the College are proud today, is the advent over recent years of Naval Officers' sons at the College, following in the footsteps of their fathers as Cadet Midshipman. Tradition is growing.

Since 1941, as Director of Studies, Mr. Simpson has been on the Selection Boards which meet each year to select entrants from among those applicants who have successfully passed the qualifying examination. And in 1946 he

went to England in connection with his College duties, visiting various Royal Navy depots, the Royal Naval College at Dartmouth, and the Admiralty. It was at this time that the British Government was considering widening the entry into Dartmouth, as has since been done, and both the First Lord of the Admiralty, Lord Hall, and the First Sea Lord, Admiral Sir John Cunningham, were most interested in what Mr. Simpson was able to tell them about the methods of entry, and the results achieved, in the Royal Australian Naval College.

Apart from golf, Hugh Simp-

son could make a good spot by other means. He got his B.B. for Rifle Shooting while at the Adelaide University, and captained the University team for two years. And he is more than a little musical. While at Jervis Bay he looked after the musical side of the concerts and theatrical productions put on at the College; and many who knew the College in those days will remember the tuneful offerings of the Quartette, in which Mrs. Lane-Poole played the cello; Sister Carrie Saunders the piano; Lieut. Commander W. F. Cooke the violin; and the subject of these notes was the flautist.

BRIEF ITEMS

"OCEAN'S" TROOPING VOYAGE.

The light fleet carrier "Ocean" sailed from her home port of Devonport in April for her third trooping voyage to the Far East in less than a year. She is on a voyage which includes Mediterranean ports, Singapore, Hong Kong, and Japan, with stores and naval personnel to replace men who have completed their normal periods of overseas service. Those men who are relieved will return to the United Kingdom in "Ocean."

ROYAL MARINE BARRACKS AT CHATHAM TO CLOSE.

After having been in occupation by men of the famous Corps for nearly two hundred years, the Royal Marine Barracks at Chatham, Kent, are to close down, and the Marines will leave the town. The Royal Marines have occupied the Barracks since 1755. The actual date of the Corps being first quartered in the three Medway towns is uncertain, but there is a record of its having been at Rochester in 1708.

COMMUNAL AERIAL.

The Marconi Company has developed an "aerial splitter" which

permits a large number of private receivers to be operated from a single aerial. The advantages of the new device—which has been fitted in a number of ships—include the protection of receivers from interference from the ship's transmitters as well as that which might result from the close grouping of so many individual receivers, each with its separate aerial.

H.M.S. "CONWAY."

The steadily increasing number of applications for entry into the Mercantile Marine training ship "Conway" over several years, decided the Management Committee to expand the training establishment by setting up a shore base. A site was found on the banks of the Menai Straits near which the ship could lie, and a lease taken on part of the historic mansion home of the Marquis of Anglesey. Structural alterations as necessary were carried out, and thus extra accommodation has been provided for one hundred boys and staff. The Marquis of Anglesey formally declared the new "Conway" shore base open on Trafalgar Day last.



Hugh Denney Simpson, B.A., B.Sc. Hon., Director of Studies, R.A.N.



From our Correspondents in LONDON and NEW YORK

MERCHANT SERVICE AND R.N.R.

With the resumption of recruiting into the General Service Section of the R.N.R., the Admiralty have in mind the importance of not impairing the efficiency of the Merchant Service in time of war. Royal Naval Reservists will not be withdrawn from the Merchant Service in the event of an emergency except with the concurrence of the Ministry of Transport which, on its part, has undertaken to release such personnel to the Royal Navy as soon as possible.

VACCINATION IN ARGENTINE.

The Argentine authorities demand the compulsory vaccination of everybody in the country, and the crews of all ships visiting Argentine ports must produce valid vaccination certificates or be vaccinated again.

RED ENSIGN ABUSED.

The abuse of the Red Ensign by foreign vessels has been re-

ported, and an Admiralty investigator has been to the Mediterranean looking into reports of large-scale smuggling into France by yachts posing as British.

GIBRALTAR TUNNEL.

The old suggestion to drive a tunnel under the Straits of Gibraltar has been revived in Spain, where the latest estimate is that the work could be carried out for between £10,000,000 and £12,000,000.

BRITISH DOCK LABOURERS' PAY.

At the end of last year official returns gave the average earnings of dock labourers throughout Britain at £8/4/8 a week, the highest on record. Those in Grimshy had earned £10 a week for six months.

RADAR CHARTS.

British shipowners have been issued by the Admiralty with a number of experimental charts of the Western English Channel for use with Radar. The issue has been made with the object of ob-

taining the comments and criticisms of Masters and Navigators.

NAVAL ARCHITECTS

The British Council of the Institute of Naval Architects has announced that, commencing in this year, a prize is to be awarded annually in recognition of the best contribution during the year towards safety and/or efficiency in sea-going vessels. The prize will be provided by the income from a bequest of £2,000 made to the Institute. In the event of there being no suitable contribution, in any one year, the amount for that period will go to the Institute's benevolent fund.

MERCHANT SHIPS' LIBRARIES.

It has been stated by Dr Ronald Hope, the Director of the British Seafarers' Education Service, that something between 30,000 and 50,000 books a year are required to meet the increasing demand from ships requiring libraries. About 10,000 books have

to be written off annually from various causes.

FOR OIL CARGOES.

The harbour of Aruba, Dutch West Indies, which handles an immense amount of oil from Venezuela, has been developed to handle tankers of 25,000 tons deadweight.

FIGUREHEADS AGAIN?

With the development of the raked stem with the rounded top, the custom of putting a plaque carrying the device of the company's houseflag at the head of the stem has grown. This may develop into the revival of the old custom of adorning a ship with a figurehead. Something in this direction has already been done, the Norwegian cargo liner "Bataan" of the Fred. Olsen Line, having an attractive figurehead, in low relief, of a Filipino girl, the figure being about life size.

REFRIGERATOR SHIPS AS STORES.

At the end of last year the British Minister of Food, in reply to a question in the House of Commons, stated that five refrigerated ships were being held by his Department to store meat, at a monthly cost of £56,668.

SHIP REPAIRING COSTS COMPARISON.

In reply to a question in the House of Commons at the end of last year, the Minister for Transport said that two British ships were undergoing major repairs in Continental ports. The best British estimates for the work were 25 per cent. and 26 per cent. higher in cost respectively, and 30 per cent. and 100 per cent. longer in time, than the Continental quotes.

AND A SHIPBUILDING COMPARISON.

In contrast to the above, it is reported that the Alcoa Company of New York are having two ships built on the Tyne for 4,000,000 dollars each: as against the lowest American tender of 8,000,000 dollars.

BRITISH SEA CADETS.

The British Sea Cadet Corps continues to be a good source for recruitment into both the Royal Navy and the Merchant Service. In the June quarter of last year, 465 entered the Royal Navy—309 of them on long service—18 entered the Royal Marines, and 176 went to sea in the Merchant Service.

SCANDINAVIAN SHIP-BUILDING.

Obtaining, as it does, a large proportion of its shipbuilding steel from the United States, the Scandinavian shipbuilding industry is severely handicapped through the devaluation of Norwegian, Swedish, and Danish currency.

"IF SEVEN MAIDS WITH SEVEN MOPS . . ."

Melbourne Harbour Trust officials suggest that the Australian custom of farewelling passengers in liners with the colourful display of paper streamers may have to go. "Streamers are dangerous," one said, "because they get into the cogs of mobile cranes." Thousands of streamers were used when the P. & O. "Ranchi" left Melbourne recently, and it took seven cleaners an hour to tidy the wharf after she sailed. A ban would hit the streamer retailers, who buy each streamer for about twopence and resell it at sixpence.

TOURISTS FOR AUSTRALIA.

The Commonwealth Government intends to attract American tourists to Australia and so increase its dollar income, and with this object in view Cabinet decided last month to set up an Australian Tourist Division to encourage travellers to Australia on a national basis. The Minister for Supply, Mr. Beale, pointed out that the Matson Line was prepared to spend 20,000,000 dollars on refitting the "Mariposa" to bring tourists to the South West Pacific, and this ship alone could bring 4,000 tourists to Australia each year.

MELBOURNE WATERFRONT DELAYS.

During the first week of May the port of Melbourne was short of at least 1,000 waterside workers for three days in succession, preventing five ships from being worked, and delaying work on about eight others. During April and May 500 new members were admitted to the Waterside Workers Federation, and the Federation Secretary was hopeful that with all of these extra men being at work by the beginning of this month, the problem would be solved completely.

BOILER OIL FOR DIESELS.

Three years experience with the motor liner "Auricula" has, it is reported, proved quite unfounded the fears held that the use of boiler oil in diesel engines would so increase the wear of cylinder liners that there would be little economy.

THE SHIPS THAT NEVER RETURNED.

The head of the United States Maritime Commission has advised Congress that merchant ships placed at the disposal of Soviet Russia under Lease-Lend might as well be written off.

PAKISTAN MERCHANT SERVICE.

The Pakistani Government has formed a scheme to train ships' officers in the United Kingdom for three years as a start, by which time it is hoped to make an agreement for the use of Indian training establishments, or to start some of its own.

MAGNETIC DISTURBANCES.

It is believed by some authorities that magnetic disturbances were responsible for the recent stranding of four Norwegian steamers in a bay on the coast of Spitzbergen.

LOST PROPELLERS.

During one three-month period last year, seven merchant ships of over 1,000 tons, all built during the war and four of them "Liberty" ships, lost their propellers at sea. But they all reached port safely.

News of the World's Navies

BRITAIN'S LARGER NAVAL ESTIMATE.

Great Britain's Navy Estimates for 1950-51, at £193,000,000, are £3,750,000 more than was voted last year. Maximum numbers to be borne, 143,000 for the Royal Navy, the Royal Marines, and an auxiliary services such as the W.R.E.N.S. are less this year than last, and the First Lord of the Admiralty, Viscount Hall, explains that the increase in the Estimates is due to higher costs, the fact that wartime stocks are becoming exhausted, and that there is an increase in the non-effective votes and for the Reserves. In addition, the provision for production and research is increased by just over £10,000,000.

R.N. IN ATLANTIC RACE.

This month the world's most important yacht race—the Bermuda Race, over a distance of 630 miles, from Newport, Rhode Island, to Bermuda takes place, and the Royal Naval Sailing Association has entered the yacht "Samuel Pepys" among the fifty-odd competitors. The "Samuel Pepys" is one of a new class, known as the R.N.S.A. "Twenty-four" Class, as the water line length is 24 feet. These yachts are intended to make possible ocean racing without heavy expenditure on professional crews and maintenance. The crew of five of the "Samuel Pepys" are all serving personnel of the Royal Navy.

TRANSATLANTIC CROSSING.

Following the Bermuda Race, which it is expected will start on the 18th. of this month, the "Samuel Pepys" will be a contestant in the Trans-Atlantic Race, which will probably start on the 1st. July. The course of this race is 3,000 miles in length, from Bermuda to Plymouth.

RESERVE SQUADRON WINS AIR TROPHY.

The Boyd Trophy, awarded annually for the finest feat of aviation of the year in the Royal Navy, was awarded for 1949 to an R.N.V.R. Squadron No. 1830, based at the Royal Naval Air Station, Abbotsinch, near Glasgow. The trophy is a silver model of a Swordfish aircraft, which was given by the Fairey Aviation Company in 1946.

NAVAL SCIENTIFIC EFFORT.

British naval scientific effort over the post-war years has been chiefly directed to counter-measures against high-speed aircraft, high-speed missiles, and high-speed submarines. These demand guided weapons, longer range and more rapid radar, better anti-aircraft guns and "proximity fuses," and other new and improved weapons. All these call for more weight and space in ships of war, and to provide it the Admiralty have been developing more efficient propelling machinery which should occupy less weight and space.

BRITAIN'S ACTIVE FLEET.

Britain's active fleet at present consists of one Fleet Carrier, "Implacable"; four Light Fleet Carriers, "Vengeance," "Thetis," "Glory," and "Triumph"; fourteen cruisers; thirty-four destroyers; twenty-seven frigates; thirty-two submarines; and ten minesweepers.

COMMISSIONS IN THE ROYAL NAVY.

What was described by the Parliamentary Secretary of the Admiralty, Mr. L. J. Callaghan, as "a bit of a revolution in recruitment for Dartmouth," is the present method of entry in the Royal Naval College. Of the entry that went into Dartmouth in January of this year, forty-six candidates

came from independent schools, twenty-nine from direct grant schools, one hundred and eight from secondary grammar, technical and modern schools. Of the successful candidates, ten were from independent schools, three from direct grant schools, and nine from secondary grammar schools. In addition to this Dartmouth entry, up to twenty-five per cent. of the commissions in the Royal Navy were awarded from the lower deck.

THE MERCHANTMAN IN WAR.

In the House of Commons Debate on the Navy Estimates, the Opposition member for Renfrew, Mr. J. S. Maclay, pointed out that of the 21,000,000 tons of merchant shipping lost during the last war, 11,400,000 tons was British or Empire owned. Out of 180,000 men employed in the Merchant Service, about 35,000 were killed; while the Navy, with 500,000 men, lost 51,500. So long as the danger of war existed, every step consistent with the nation's resources should be taken to ensure that there was the most modern and effective defence for merchant ships from the outbreak of hostilities.

UNCLAIMED PRIZE MONEY.

To a recent date the Admiralty had paid out Prize Money amounting to nearly £5,000,000, the number of payments being approximately 520,000; at the same time 30,000 claims were being dealt with. It was, however, estimated that more than 100,000 eligible people had not yet claimed Naval Prize Money amounting to approximately £620,000.

TOUGH CANARY.

When the cold weather survival trials were being carried out recently by the Royal Navy in the Arctic, they included the victims of the experiment spending

five days on a tented life float in a rough sea and cold weather on a diet of two tubes of condensed milk, a small bag of coffee, and two-thirds of a pint of water daily. To ensure early detection of any toxic atmosphere which might have developed in the tent, two canaries were taken with the party. One of them, named "Tish" evidently a hard-boiled customer was sufficiently invigorated by the experience to lay an egg; possibly as a contribution to vary the monotonous and meagre diet of her companions.

SOUTH AFRICAN NAVAL FORCES.

The Minister of Defence of the Union of South Africa, Mr. F. C. Erasmus, announced recently that the Union Government had bought the British destroyer

"Wessex," which was in reserve at Simonstown. Saying that Britain had been most helpful in the matter, he added that it would now be possible to widen considerably the scope of training of the South African naval forces.

COMPARATIVE DEFENCE FIGURES.

The allocation of Britain's net defence budget for 1950-51, with comparative figures for 1949-50, is:

	1950-51	1949-50
	£m	£m
Admiralty	193.00	189.25
War Office	299.00	304.70
Air Ministry	223.00	207.45
Ministry of Supply	65.00	57.75
Ministry of Defence	.82	.71
	780.82	759.86

COMMONWEALTH AND COLONIES.

Discussing the British navies apart from the Royal Navy, the Parliamentary Secretary of the Admiralty recently said that the Commonwealth and the colonies were playing their part in the naval strength of the world. Australia and New Zealand, between them, disposed of a light fleet carrier, five cruisers, and several destroyers and frigates. The Australian Government proposed to acquire a second aircraft carrier when the "Majestic" was completed. The Canadian Navy, with the old fleet carrier "Magnificent" and other ships, was due to visit Londonderry later in the year to take part in anti-submarine exercises.



Choppy seas gave a test to H.M.A.S. "Tobruk" during her speed trials outside Sydney Heads on May 16. She was built at the Cockatoo Dockyard, Sydney.

Courtesy, "S.M. Herald."

WHAT THE NAVY IS DOING

SINCE last these notes were written, the most important naval event in Australia has been the promotion of the First Naval Member and Chief of the Naval Staff to the rank of Vice-Admiral. Vice-Admiral J. A. Collins, C.B., is the first graduate of the Royal Australian Naval College to attain this distinction, and "The Navy" takes this opportunity of offering its congratulations to Admiral Collins, to the Service, and to the College.

Congratulations are offered also to Rear-Admiral G. D. Moore, C.B.E., on his appointment as Australian Minister to the Philippines; and to Rear-Admiral H. A. Showers, C.B.E., on his promotion to Flag Rank and his appointment as Flag Officer-in-Charge, New South Wales.

An occasion of note last month was the visit to Australia of the Commander-in-Chief of the United States Pacific Fleet, Admiral A. W. Radford who, accompanied by Mrs. Radford, came here at the invitation of the Commonwealth Government to attend the Coral Sea Week celebrations. Our guests arrived by air from Pearl Harbour on 30th April, and remained until 9th May, visiting Sydney, Canberra, Melbourne, and the Royal Australian Naval Air Station at Nowra, N.S.W.

In announcing the impending visit on the 27th April, the Minister for the Navy, Mr. Francis, said that it was appropriate that Coral Sea Week should be marked by the presence of a distinguished American Admiral, especially one who had an enviable record as a naval airman, and he added: "The people of Australia will always remember with deep gratitude that, in the Battle of the Coral Sea, it was ships and aircraft of the United States Navy, which, helped by our own naval forces, prevented the Japanese from invading our mainland and struck them such a blow that they never repeated their attempt."

There have been some changes in command and in appointment. Captain D. H. Harries, R.A.N., has succeeded Captain R. R. Dowling, D.S.O., R.A.N., in command of H.M.A.S. Sydney. Among the smaller ships, Lieut.-Commander A. N. Dollard, R.A.N., has assumed command of H.M.A.S. Murchison in succession to Lieut.-Commander W. F. Cook, R.A.N.; and in H.M.A.S. Gladstone Lieut.-Commander A. W. Savage, R.A.N., has succeeded Lieut.-Commander R. A. H. Millar in command.

Some Engineer Officers have received new appointments. Captain (E) C. C. Clark, O.B.E., D.S.C., A.D.C., R.A.N., has been appointed Naval Engineer Officer on the staff of the Australian High Commissioner in London, and has been succeeded as General Manager of the Naval Dockyard, Williamstown, (Vic.), by Acting Captain (E) K. McK. Urquhart, R.A.N. Commander (E) G. McD. Wilson, D.S.C., R.A.N., formerly Engineer Officer of H.M.A.S. Hobart, has gone to the position of Director of Construction at Navy Office, Melbourne, in place of Captain Urquhart.

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. Sydney (Captain D. H. Harries, R.A.N.) is in Sydney, and departs early this month for

the United Kingdom, where she will embark new aircraft and stores, and members of the 21st Carrier Air Group, and other

personnel who have been undergoing training overseas. It is anticipated that she will return 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. It is anticipated that she will be available for leave and urgent defects from the 12th. of this month in Sydney.

10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Captain (D) 10, Captain A. W. R. McNicoll, G.M., R.A.N.) is in Sydney.

H.M.A.S. Bataan (Commander W. B. M. Marks, R.A.N.) was in Sydney at availability for leave and urgent defects until the 26th. of last month. She sails about the 7th. June for Japanese waters, where she will relieve H.M.A.S. Shoalhaven on duty with the Allied Naval Forces.

H.M.A.S. Tobruk (Commander T. K. Morrison, O.B.E., D.S.C., Commissioned last month, and is carrying out working up exercises based on Sydney

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 been on that duty since taking over there from H.M.A.S. Culgoa in February last. She returns to Australia on being relieved this month by Bataan.

H.M.A.S. Culgoa (Lieut.-Commander V. G. Jerram, R.A.N.) is operating under the 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 A. N. Dollard, R.A.N.) is carrying out training

... at Sea and Ashore

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.) is in northern waters, having departed from Sydney on the 25th. April and arrived at Singapore—whence she has gone for refit—on the 12th. of last month. On the completion of her refit, Telemachus will carry out exercises with the Far Eastern Fleet. With the finish of the exercises, Telemachus will return to Australian waters.

H.M.S. Thorough (Lieut.-Commander T. N. Devlin, D.S.C., R.N.) is based on Sydney, and is engaged in training exercises under the operational control of the Flag Officer-in-Charge, New South Wales.

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 direction of the Naval Board, and completed her two annual trips to Heard and Macquarie Islands, with her arrival in Melbourne from Macquarie Island on the 29th. April. Her voyages to these islands were in connection with the Australian National Antarctic Research Expedition, taking down scientists to relieve those who had spent twelve months on the islands carrying out meteorological and other research work. A number of Royal Australian Naval Reservists formed part of her ship's company on each of the two voyages.

Australian Minesweepers:

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

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

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

Survey Ships:

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

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

GENERAL

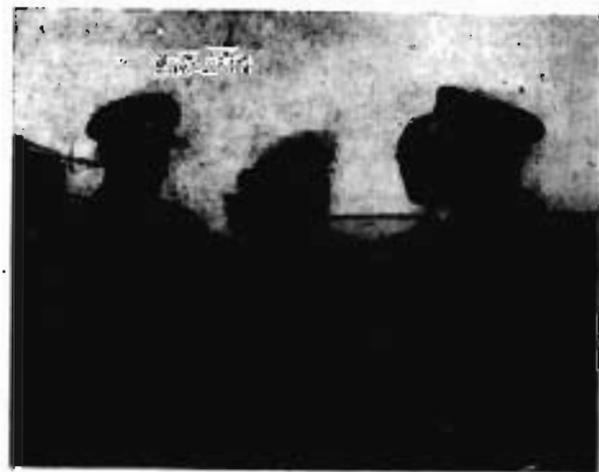
Submarine Berth at Jervis Bay.

A proposal that a berth capable of accommodating a submarine should be built at Jervis Bay is being investigated by the Department of the Navy and the Federal Works and Housing Department. It is desirable that such a berth should be provided so that one of the Royal Navy submarines based on Sydney could make periodic visits to Jervis Bay. There is, however, no foundation for the report circulated that a submarine base at Jervis Bay was to be built at a cost of several million pounds.

R.A.A.F. Officers Visit "Sydney" and "Albatross."

At the end of April about twenty Royal Australian Air Force officers who were undergoing the Staff Course at the Royal Australian Air Force Staff College at Point Cook, Victoria, visited the aircraft-carrier "Sydney" in Sydney Harbour, and later flew in an Air Force Dakota to the Royal Australian Naval Air Station, H.M.A.S. "Albatross," Nowra, N.S.W. While in Sydney they also visited Cockatoo Island, and there inspected the submarine H.M.S. "Thorough." Commenting on these visits, the Minister for the Navy said that exchanges of visits between officers of the different services were of great value, and the Royal Australian Navy would always be most happy to co-operate in them.

R.A.N. In Coral Sea March. Five companies, comprising more than 400 officers and ratings



Admiral Radford on his arrival by air at Laverton, Victoria. Left to right: Admiral Radford, Rear-Admiral J. A. Collins, the Rt. Hon. R. G. Casey and G. Jones, Chief of the Air Staff.

of the Royal Australian Navy, led the combined Services Coral Sea Battle Commemoration March, which took place in Melbourne on Friday, 5th May. Admiral A. W. Radford, Commander-in-Chief of the United States Pacific Fleet, took the salute in front of the Melbourne Town Hall. The five R.A.N. companies - four of which carried arms - were made up from men from H.M.A. Ships "Australia" and "Warramunga", and from Flanders Naval Depot. They marched six abreast, the four armed companies with fixed bayonets, and were headed by the massed bands of the Depot and the Australian Fleet.

C-in-C. Pacific's Busy Time.

Admiral A. W. Radford, Commander-in-Chief of the United States Pacific Fleet, had a crowded few days during his visit to Australia in the first half of last month. He and Mrs. Radford arrived by air at Laverton, Vic., on Sunday, 30th. April, being met there by the Minister for Air, Mr. White; the Minister for the Navy, Mr. Francis; the United States Consul General, Mr. S. J. Fletcher; the First Naval Member, Rear-Admiral J. A. Collins; and the Chief of the Air Staff, Air Marshal G. Jones.

On Monday Admiral Radford paid official calls, and was entertained at luncheon by members of the Naval Board on board H.M.A.S. "Australia" at Port Melbourne. After lunch he and Mrs. Radford visited Flanders Naval Depot, and the Admiral took the salute at a march past of divisions, and inspected the Royal Australian Naval College and addressed the cadets. On Tuesday Admiral Radford was guest speaker at the Coral Sea Luncheon at the Melbourne Town Hall, and in the evening he and Mrs. Radford were the guests of the Commonwealth Government at the Hotel Australia. Rear-Admiral and Mrs. Collins acting as hosts. The following day the two visitors flew from Melbourne to Can-

berra, leaving Laverton at 10.30 a.m. Following an official call on His Excellency the Governor-General (Mr. McKell) Admiral Radford attended a Commonwealth Government luncheon at Parliament House. He and Mrs. Radford dined at Government House, and spent the night there. Next day they flew to Nowra, inspected H.M.A.S. "Albatross," returning to Laverton by air during the afternoon.

From Friday until Sunday, Admiral and Mrs. Radford were the guests of His Excellency the Governor of Victoria, Sir Dallas Brooks, and Lady Brooks, at Government House, Melbourne, where a dinner party was given in their honour on the Saturday night. On Sunday morning, the 7th. May, they flew to Sydney, and on the Monday Admiral Radford inspected the Balmoral Naval Depot and visited the Captain Cook Dockyard. In the evening he and Mrs. Radford were the guests of honour at a reception at the official residence of the Flag Officer in Charge, Sydney, Rear-Admiral G. D. Moore; later proceeding to the Coral Sea Ball. They returned to Pearl Harbour by air the following day.

Rear-Admiral Eccles Visits Japan.

The Flag Officer Commanding the Australian Fleet, Rear-Admiral J. A. S. Eccles, visited Japan from 25th. April to the 16th. May, flying by R.A.A.F. Courier aircraft. The purpose of his visit was to gain first-hand knowledge of the living and working conditions of the ships of the Royal Australian Navy employed in Japanese waters, and to make personal contact with the authorities concerned in their administration and operation. Under the agreement by which Australia supplies the naval support unit for the British Commonwealth Occupation Force, there is, at present, at least one unit of the R.A.N. in Japanese waters. For a period after the ending of the Pacific War, Australia provided

the British Commonwealth Occupation Force with a cruiser and two destroyers, all of which were officered and manned by the R.A.N. Rear-Admiral Eccles is no stranger to Japan, having spent two-and-a-half years there—mostly at Kyoto in the early Nineteen-Twenties; and he is regarded as the Royal Navy's most fluent Japanese linguist.

PERSONAL.

Captain (E) K. McK. Urquhart, R.A.N., who has been appointed General Manager of the Naval Dockyard, Williamstown, is a graduate of the Royal Australian Naval College, which he entered in 1919. Previous to his present appointment he was Director of Construction, Navy Office; he was earlier—when the Battle class destroyer "Tobruk" was building—naval overseer at the Cockatoo Island Dockyard, Sydney, an appointment which followed that of first assistant to the Engineer Manager at Garden Island. He visited the United Kingdom last year with the Third Naval Member (Engineer Rear-Admiral J. W. Wishart, O.B.E.) to discuss naval construction problems with officers at the Admiralty, and leading officials at naval shipyards. He has been engineer officer of H.M.A.S. "Australia," and, during the Second World War, served in destroyers off the Burma coast and in the Pacific. He was mentioned-in-despatches for his services.

Captain (E) C. C. Clark, O.B.E., D.S.C., A.D.C., R.A.N., who has been appointed from the position of General Manager at Williamstown Dockyard to that of Naval Engineer Officer on the staff of the Australian High Commissioner in London, was General Manager of the Dockyard from September, 1945, until last month. He served in H.M.A.S. "Australia" during the Leyte Gulf and Lingayen Gulf operations in the Pacific, at the time she was the

Continued on page 33

SEAS, SHIPS AND SAILORS



INTERNATIONAL ADMIRAL!
ADMIRAL SIR THOMAS COCHRANE, R.N., 10TH EARL OF Dundee, FAUSELY ACCUSED OF FRAUD, WAS, IN 1824, FINED £1000, IMPRISONED FOR A YEAR, AND KICKED OUT OF PARLIAMENT. LEAVING ENGLAND HE ORGANIZED A NAVY FOR CHILE, THEN COMMANDED THE BRAZILIAN NAVY, AND AFTERWARDS TOOK CHARGE OF THE ICEBERG FLEET. CLEARLY AND SACRIFICED HE RETURNED TO ENGLAND IN 1830 AND RESUMED ACTIVE SERVICE WITH THE BRITISH NAVY.

MYSTERY LAKE.
FRESH-WATER LAKE ON GREAT SANDY ISLAND, GUESSLAND, 350 FEET ABOVE SEA. LEVEL RISES AND FALLS SEVERAL FEET SINGULARLY WITH THE OCEAN TIDES BELOW.



SEARCHED FISH SAITS AT A PROSPECTIVE MICAL. THE ACCURACY OF HIS OBSERVATION EVEN AT A RANGE OF THREE FEET IS ASTONISHING.



THE 'DEVIL'
FASTEST OFFICIAL ATLANTIC CROSSING UNDER SAIL IS 24 HRS. 54 MINS. MADE BY 'THE DEVIL' IN 1824. BUT RECORDS EXIST THAT A NOTORIOUS TORSAIL SCHOONER, 'THE DEVIL', SAILED FROM LONDON TO ISLAND IN 1872 IN 6 DAYS 18 HOURS. SUPERSTITION SAYS THAT HER NAMESAKE HELDED TO CREATE THIS RECORD.

NAME HEAVY BLOWS WITH A 25-LB. HAMMER WOULD HAVE BEEN NEEDED TO DRIVE THIS SWEDISH SPOUT THROUGH ONE-INCH SHEATHING, NINE INCHES OF PLANKING, AND THEN, FOUR INCHES INTO THE TIMBERS OF H.M.S. 'LEOPARD' THE SWEDISH DID IT IN ONE...



BORN AT SEA
A CHILD WAS BORN TO THE WIFE OF THE CAPTAIN OF THE GULFIC BARQUE 'AURELIA' ON PASSAGE FROM LIVERPOOL TO RIVER PLATE IN 1875 AFTER THE VESSEL HAD BEEN ABANDONED BY FIRE IN THE SOUTH ATLANTIC OCEAN, AND ALL HANDS HAD DRIVEN TO THE BOATS.

MOLE-IN-ONE
33

QUESTION BOX

CONDUCTED BY

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

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

J. D. Wilkinson, (Lower Hut, Wellington, N.Z.), asks a number of questions about the steamer "Rotomahana."

"Rotomahana", 1,777 tons gross, was built by W. Denny, Clydebank, her dimensions being 298.2 feet long by 35.2 feet beam by 23.7 feet deep. She was launched in June, 1879; she was with the steamer "Buenos Ayrean," the first steamer for ocean going trade to be built of mild steel, it having never been ascertained for certain which was the first. She left the Clyde on her maiden voyage on 9th August, 1879, arriving at Port Chalmers on 24th September, 1879, under the command of Captain Underwood, coming by way of the Cape of Good Hope. She was immediately engaged in the New Zealand-Sydney-Melbourne service until 1894 when she was placed in the Melbourne-Launceston service, running against the "Coogee."

She remained in this service until 1904, when the "Loongana" arrived to take up that run. "Rotomahana" then went into the Lyttelton-Wellington service, where she remained until the arrival of the "Maori," when "Rotomahana" came back to the Launceston-Melbourne run. She ran as companion ship with the "Loongana" until 1921, when the "Nairana" arrived, and "Rotomahana" was then relegated to the duty of relief ship, when the other two took their turns for overhaul. Her last passage would appear to be in October, 1924, when the "Nairana" was under overhaul.

On March 30th., 1925, it was announced that she was for sale,

and on 2nd. April, 1925, she was sold for the amount of £1,700 to the firm of Messrs. Powers and Davis, for breaking up. She was towed out through the Port Phillip Heads to a position 3½ miles south-west of Queenscliffe on 29th. May, 1928, and scuttled at 2.30 p.m.

During all her active career, she was owned by the Union Steamship Co. of New Zealand. She was laid up at the Railway Pier, Port Melbourne, from the time of her last passage until her sale. She was broken up at the same pier. Photos of her in commission (and possibly during her breaking up) could possibly be obtained from Mr. A. C. Green, 214 Union St., Brunswick West, N.12, Victoria, who was a commercial photographer for many years. Photos were published in the "Sun" newspaper on 30th. May, 1928, showing her laid up, and a number of photos of her towing out and sinking were published in the "Argus" newspaper for the same date. A photo of her being broken up was in the "Sun" for 24th. March, 1926. It might be possible to obtain copies from these papers. Addresses are "Sun" Newspapers, 62 Flinders St., Melbourne, and "Argus" Newspaper, 365 Elizabeth St., Melbourne.

The shipbreaking firm was formed to deal with the "Rotomahana," and dissolved partnership afterwards. To obtain a souvenir of the old ship at this late date would be difficult, unless some reader could oblige. The name of one of the partners was William N. Power, tailor, and

his name appears in the phone book at the address, 209 Bay St., Port Melbourne, Victoria.

"Waiotapu" was built in 1913 as the "Scolberg" by the Flensburg S. B. Co., Flensburg, for the German Australia Line (Black German Line) of Hamburg, her tonnage being 6035 tons gross, dimensions 451.0 feet long by 58.2 feet beam by 27.0 feet deep, draught 15 feet 5½ inches. She was surrendered to Britain after the 1914-18 War, being sold to the Union Steamship Co. of New Zealand, and renamed "Waiotapu." During the 1939-45 war, she operated under the control of the British Ministry of Shipping, and in 1946, was sold and renamed "Peak."

"Limerick" was a twin screw motor ship of 8724 tons gross, built in 1925 by W. Hamilton and Co. Ltd., Port Glasgow, for the Union Steamship Co., of New Zealand, dimensions being 460.5 feet long by 62.7 feet beam by 35.2 feet depth by 31 feet 2½ inches draught. She was one of a number of sister ships built about that time. She was transferred to the Indo-Pacific Shipping Co., which had its offices in the same building at 130 Leadenhall St., London, E.C.3, as the U.S.S. Co. She was sunk by a German submarine torpedo in position 28° 54' South, 153° 54' East on 25th. April, 1943, near Cape Byron, N.S.W.

"Kekerangu" was constructed in 1919 by the Tyne Iron Shipbuilding Co., Willington Quay, as the "standard type" ship "War Coast," one of a large number built at that time. Her tonnage was 3146 gross, dimensions being 331.3 feet long by 46.6 feet beam by 23.1 feet depth by 21 feet 9 inches draught, deadweight tonnage being 5,600. She was sold by the British Government to J. S. Ambrose in 1920 and renamed "Corso," then sold to the Union Steamship Co. of New Zealand in 1921 and renamed "Kekerangu,"

under which name she is still trading.

E. Jeham, Minto, N.S.W., came to this country in 1928 from the island of Guernsey, and travelled in the steamers "St. Julien" and "Orsova," and asks for some details of the two ships.

"St. Helier" and her sister ship "St. Julien" were built in 1925 by J. Brown and Co. Ltd., Clydebank, (builders of the "Queen Mary" and "Queen Elizabeth") for the Great Western Railway Co., being registered at Weymouth and engaged in the Weymouth-Channel Islands services. They were smart little twin-screw geared turbine steamers, having two funnels, one of which was a dummy. "St. Julien" was of 1952 tons gross, her dimensions being 282.2 feet long by 40.0 feet beam by 16.3 feet depth, draught 13 feet 3½ inches. Both ships rolled very heavily when first completed and proved unpopular with the travelling public, so much so that they were taken in hand for alterations. The second funnel was removed as was the high docking bridge aft and other fittings. This made them better behaved in the heavy seas of the Channel and they became quite popular.

On the outbreak of the 1939-45 War, "St. Julien" was converted into a hospital carrier and as such, did a magnificent job at the evacuation of the British Army from Dunkirk. Her story is given in the book "Dunkirk" by A. D. Divine, D.S.M., and when the Invasion of France came in June, 1944, "St. Julien" was there in her guise of hospital carrier. On 7th. June, she struck a mine in position 49°35' North, 00°32' West, off the beaches of Arromanches. She was towed to a British port, repaired and returned to her service. In 1946, she was reconditioned and returned to her original run, where she remains to this day.

"Orsova" was a twin screw steamer of 12,036 tons gross built in 1909 by John Brown and Co. Ltd., Clydebank, for the Orient Steam Navigation Co., her dimensions being 536.2 feet long by 63.3 feet beam by 34.3 feet depth, draught being 27 feet 8 inches, speed 18½ knots. She was one of five almost sister ships built at the same time, the others being "Otway," "Otranto," "Osterley" and "Orvieto." They became very popular ships, the "Orsova," the first of these new type ships, left London on 25th. June, 1909, for Australia, and continued in this trade until June, 1915, when she was requisitioned by the Australian Government as a troopship, being fitted to carry 217 officers and 1328 other ranks.

She left Sydney on 14th. July, 1915, as the troopship A67 for London with a full load of troops. After three voyages, she was transferred to the British Government, and on 14th. March, 1917, under the command of Captain A. J. Coad, she was torpedoed by a German submarine in the English Channel, three miles E by S4S from Eddystone Lighthouse, but reached Plymouth where she was repaired. This was not until January, 1919, and she made two

voyages, repatriating Australian troops, before being reconditioned for service.

In 1931, she was converted to a one-class ship, and on 18th. August, 1936, she left Melbourne on her last passage home. On 14th. January, 1937, she went ashore in the Clyde, whilst awaiting a berth in the shipbreaking yards, but was refloated and broken up. She steamed over two million miles at an average speed of 15.3 knots, carried 350,000 tons of cargo and 73,000 passengers.

WHAT THE NAVY IS DOING
AT SEA AND ASHORE
Continued from page 29

target for kamikaze aircraft and suffered considerable damage and casualties in five separate attacks. It was for his services on these occasions that he was awarded the O.B.E. and the D.S.C. He was Second Assistant to the Engineer Manager at Garden Island from 1930 until 1933, and during his term at Williamstown was responsible for the successful building and launching of the Battle Class destroyer "Anzac" there. He also is a graduate of the Royal Australian Naval College, which he entered in 1916.

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BOOK REVIEWS

By G.H.G.

"BASIC NAVAL ARCHITECTURE," by Kenneth C. Barnaby, O.B.E., B.Sc., A.C.G.I. Hutchinson's Scientific and Technical Publications.

THIS is a technical book that is easy to read—which is not always the case with technical books. It contains much interesting, and what is more important, practical information. It is well arranged, broken up into convenient chapters under commonsense divisions; and each of these chapters is subdivided into short numbered articles, so that reference is simple.

The book is sure to meet with the approval of the reader who is interested in the design and powering of varying types of vessel, and in their performance. Hull form: The Calculation of Areas. Moments, etc.: Fluids at Rest; Stability: Rules for Freeboard; Fluids in Motion: Surface Friction, and Waves; Propellers: Engines; Stresses; and Launching Calculations: all have a place.

As the author says in his Preface: "There seemed a need for a modern and comprehensive book on Naval Architecture, and especially for one written more from the standpoint of a practising designer rather than from the more professional angle of a teacher. It also seemed desirable to treat subjects 'from the ground up.' Those of us who are engaged in the daily preparation of 'working drawings' are apt to get a little rusty in our theory. We do not want to be obliged to ferret about in books of mechanics or mathematics before we can grasp a method. Much the same applies to a reader who is deeply interested in ships but has not had a theoretical training. These, at all events, are the excuses of the writer for this book—for the inclusion of much that is elementary; and the necessary exclusion

of many matters of great theoretical interest."

The book needs no excuses. As one who, years ago, struggled laboriously through technical books on ship construction when studying for a Certificate of Competency, this reviewer finds himself wishing that this book had been available then. It would have saved him much bewilderment and left him with a much clearer idea of what it was all about. Mr. Barnaby has a clarity of expression which is refreshing and an

"DREAM SHIPS," by Maurice Griffiths, G.M., A.I.N.A. Hutchinson's Scientific and Technical Publications.

Here is a book to make a yachtsman's mouth water. And it is written by an author who knows his subject thoroughly, and the way to present it to his readers. He has for over twenty years been editor of "The Yachting Monthly," and his earlier book, "Post-War Yachting," established what is believed to be a sales record in its sphere.

This present book is, as its title suggests, about the little ship that every yachtsman dreams about. It takes the reader through the preliminaries of designing a cruising yacht. It tells him what he may expect to get from different types of ship. And it takes him and tells him in an entertaining style which makes the book a pleasure to read merely as a book.

"For more years than I care to think," the author says in one page, "before and since the war, it has been my life to catch the 8.18 morning train to my London office, to return home about seven in the evening and, more often than not, to carry on with a further spell of writing, correct-

inestimable boon to one who, as he himself says, has not had a theoretical training. To such a reader it will be valuable indeed.

Ship construction is in the author's blood. His grandfather

Sir Nathaniel Barnaby—was descended from a long line of Chatham shipwrights dating back to the time of Charles II. Sir Nathaniel's grandson has had experience with shipyards in England, Scotland, France and Brazil, and over the last quarter of a century has been Chief Naval Architect to Messrs. John Thornycroft and Co., in which position he succeeded his father.

The book is simple and comprehensive. It is well-illustrated with diagrams and examples. And it has a useful glossary and index. It can be recommended to any one who wishes to study from the ground up the subject with which it deals.

ing manuscripts or designing for another two hours. When the lack of adventure, the very routine of it all has seemed almost intolerable, I have turned to Robinson's 'Deep Water and Shoal' or my battered copy of Slocum and dream, too, of running down the Trade in a staunch little ship . . . I am sure it is this innate desire for adventure, uncertainty, perhaps even a touch of fear, that draws men on to want to do such things . . . The urge to sail across the oceans, leaving the vexations of town life behind them, has troubled men's hearts since the first sail was hoisted in the dawn of history."

He utters a word of warning on Trade Wind Sailing, the story of the Norwegian ex-lifeboat, 42 feet long on the waterline, 16 feet beam and 7 feet six inch draft, which was running across the Atlantic before a very strong wind in 21 degrees North, 55 West, skippered by Erling Tambs.

"A shift of wind and an in-

crease to near hurricane strength had caused a confused, pyramidal and very dangerous sea, and Tambs was aware that he must heave-to or the ship would get out of hand. The storm jib, however, had carried away and the staysail had burst, and Tambs decided that there was nothing to do while they repaired the jib but to try to keep running under the double-reefed mainsail with the mizen stowed. This was a most unfortunate decision."

And so the ketch, "Sandefjord," roared on through the night with two men fighting her at the helm until they called out that they could no longer manage her." It was just after this that an extraordinary sea leapt up astern, lifted her fat quarters until she dug her bow into the back of the preceding comber, and carried her onward so that she actually tripped over, much as a runaway man can trip himself."

The stern of "Sandefjord" came right over her bow until she was keel uppermost, then she righted herself with mizen mast trailing verse to its shrouds, the mainsail burst, and the rigging strained."

The author says that this may sound a tall story to anyone who has not sailed very far off shore. It reminds this reviewer of the story told to him by a Merchant Service Master of the days of sail. Running the Easting Down, a large ship came up astern and overhauled them. It was the usual Easting Down weather, a strong Westerly gale and a long, high sea running; a day of occasional heavy squalls. The stranger, who was carrying all the canvas he could, and who was carrying too much aft, was just ahead of them about a couple of miles away, when a heavy squall drove up from astern, and they saw him lift aft and sail straight under—and there was nothing they could do about it.

"Dream Ships" has excellent chapters on the conversation of work boats to homely yachts.

Questions of costs—and of keeping them down—are dealt with. There are some pages on the choice of sails, rigs, and gear; and on how various types have shown up with experience. There is a chapter on the future in yacht design, and what it might hold in plastics, plywoods, pressed board and light metal alloys.

And there are many pages of designs of actual yachts. The book is excellently illustrated, with photographs and captivating

line drawings. And between its covers is full value for all interested in sailing, and the "dream ships" to sail in.

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THE LOSS OF THE "TRUCULENT"

THE successful raising of the submarine H.M.S. "Truculent" from the bed of the Thames Estuary a little more than two months after her sinking from collision with the Swedish merchant ship "Divina," ends that chapter of this unfortunate accident, and "The Navy" here presents the story of the sinking and the salvage as made available from information published in successive issues of the "Admiralty News Summary" during the period.

The collision occurred at 6.55 p.m. on the 12th. January. The submarine was proceeding on the surface at the time, having been out on trials following a refit, and then on her way back to Chatham. From the evidence given by her Commanding Officer—Lieutenant C. P. Bowers, R.N.—at the resultant Court Martial, he had altered course to 263 degrees to pass up Ooze Deep, and subsequently had twice to alter course to avoid large outward-bound ships, once to port and the second alteration, he steadied on 261 degrees, to pass close to South Ooze Bank.

When he sighted the "Divina's" lights, he realised that they could be the lights of a ship under way of which he was right ahead, or the lights of some sort of moored vessel to the northern side of the channel. He decided that it would be unwise to alter course to starboard, because of the closeness of the shoal; or to stop, because of the strength of the tide. He therefore altered course to port, estimating that the "Divina" was some three miles away. The next thing he remembered was losing sight of the "Divina's" green lights, and almost immediately catching sight of her silhouette and realising that she was much closer than he had estimated. He made no sound signals because he was concentrating on handling the ship, and the whistle handle was very stiff.

In a statement issued early in February, the Admiralty stated that immediately before the collision Lieutenant Bowers had ordered those on the bridge of the "Truculent" to go to their stations below, and at the same time had given the order to close the watertight doors. Only the look-out rating was able to obey the order to go below before the remaining officers and rating on the bridge were swept into the water by the collision. The order to close the watertight doors was acknowledged, but in the time available, and with the rush of water, a watertight boundary could not be established until as far aft as the forward bulkhead of the engine room. As a result, the whole forward part of the submarine, and the control room, were flooded, and the vessel foundered very rapidly.

It must at once have been apparent to the First Lieutenant, Jown below, that the damage forward was serious, since he immediately ordered all hands to move aft. Some fifty to sixty men were concentrated in the engine room and the after end of the submarine, and preparations were made for an immediate escape from both compartments. The decision to escape immediately was based on the fact that propeller noises were heard overhead, and that with the number of men concentrated in the after compartments the air conditions were likely to deteriorate very quickly.

The submarine carried one set of Davis Submerge Escape Apparatus for each person on board, with a margin of spares, and these were stowed, as is the normal practice, evenly throughout the submarine, which meant that some sets were necessarily unavailable on account of the flooding of the forward compartments. This being so, the limited number of escape sets were given to the weaker swimmers, the rest endeavouring to escape without them.

Meanwhile, up on the surface, it was not immediately known what had happened. From evidence given at a maritime inquiry held by the Swedish Consul-General on the 26th. January, it appears that the "Divina" took prompt and effective action to save life and that, so far as her Master could then appreciate the situation, he took all reasonable measures. Unfortunately, some time elapsed before he realised that his ship had sunk not a small craft carrying only a few men, but a submarine with a large crew. When he did realise this, it was impossible for him to make contact with the shore through his radio telephone.

The first intimation to reach the shore that there had been an accident of any sort was at 7.49 p.m., nearly an hour after the collision, when the Dutch steamer "Almadyk" reported by wireless that she was picking men up from the water. Her Master, however, knew nothing of the collision, and it was not until he learned the fact from the survivors he rescued that he knew that a submarine had been sunk. He sent a second signal—at 8.15 p.m.—reporting the loss of a submarine, and this signal was relayed on immediately by the General Post Office Wireless Telegraphy Station at the North Foreland, and was the first intimation the Naval Authorities ashore, and the Admiralty, had of the loss of "Truculent."

The "Almadyk" reported that the submarine had been in collision with "Divina" and had sunk, that the "Almadyk" had picked up five survivors, including the Commanding Officer and three other officers of the submarine, and that she and "Divina" were standing by to pick up other survivors.

Action was immediately taken on shore. All shipping was warned. Two lifeboats were sent out. The frigates "Cowdray," "Cadmus" and "Bicester"; the wreck dispersal ships "Damay" and "Rippon," and H.M. Tug

"Adherent", sailed from the Nose; and the destroyer "Finis-terre" was ordered to the Thames Estuary from Portsmouth carrying recompression gear.

But by the time the "Almadyk's" second signal was received on shore, all survivors must have already left the submarine. Of these, nine—including two civilian dockyard workers—reached the surface safely and were picked up. From them and those previously rescued it was established that there were seventy-nine men, eighteen of whom were dockyard workers, in the submarine at the time of the collision.

From those who escaped from the submerged vessel the tale of events down below was also obtained. The submarine had sunk in about nine fathoms of water within a minute. The senior officer left in her was First Lieutenant, Lieutenant P. J. Hinde, R.N., who was down below at the time of the collision. By his calm demeanour and clear orders he maintained perfect discipline, and was able to ensure that the greater part of those on board moved safely to the engine room and after end of the vessel before she sank. He then divided the men, probably about sixty, between the two compartments, and himself took charge of the escape arrangements in the after end. When all was ready, he opened the escape hatch but, in spite of having told one hand to hold on to him, he was blown violently out of the boat and was not seen again. The sense of order which he had instilled survived him, however, and it is probable that all those in the after end got clear of the submarine.

In the engine room, Chief Engine Room Artificer Hine took charge of the escape arrangements. He was an old submarine hand, and he performed his duty in this task faultlessly, taking care that the limited number of escape sets were allotted to the weakest swimmers, and ensuring that the least experienced men were carefully

reminded of the correct drill. He was himself the last man to leave the engine room, and it is known that he reached the surface in safety—but he was not picked up.

Of the seventy-nine men on board the submarine, sixty-five lost their lives; this being mainly due to the lack of immediate knowledge of the collision by the naval authorities and the consequent absence of surface craft at the time the men were escaping from the sunken submarine; the blackness of the night; and the strong ebb tide which carried away most of those who reached the surface.

The Master of the "Almadyk" did all that was possible with a deep draught ship in tidal waters, lost no time in making an accurate and informative signal, and showed every kindness to the survivors.

At first light on the day following the collision, tugs and high speed launches from Sheerness, and naval aircraft, joined in the search for further survivors, but without success. Diving operations began. But later on the same day the Admiralty, after considering reports from the divers, had to announce with regret that no hope could be entertained that there would be any further survivors from the "Truculent."

In the evidence produced for the defence at the Court Martial—which was held at Chatham in February—it was stated that the lights prescribed for dredgers might bear the appearance of those sighted from the "Truculent," and that it would have been unsafe to have turned out of the ship channel. The defence submitted that the action taken by Lieutenant Bowers was that of a reasonably careful and capable officer in the circumstances. It would have been an unseamanlike action to cross the Ooze Bank, or to remain, stopped close to it, without a much more accurate fix than had been possible to obtain. The lights which he had sighted were abnormal. If they were

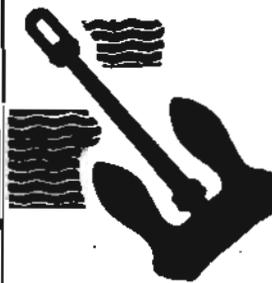
Continued on page 47

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Gravity Survey in Eastern Mediterranean

British Submarine At Present Employed On A Two Months' Task To Calculate Shape Of Sea Surface And Disclose Submerged Geological Structures.

LAST month the submarine H.M.S. "Talent" sailed from Malta to make a gravity survey of the Eastern Mediterranean. The expedition is under the auspices of the Royal Society, with the full co-operation of the Royal Navy. The scientific work is being undertaken by the Department of Geodesy and Geophysics of Cambridge University, under the direction of Mr. B. C. Browne.

Besides her normal company, the "Talent" will accommodate two British scientists, Dr. R. I. B. Cooper and Mr. P. L. Willmore. A deep water echo sounder, and other special equipment, including a pendulum apparatus lent by the Danish Geodetic Commission, has been fitted in the submarine. The cruise is expected to last about two months, during which at least 120 gravity measurements will be made.

The object of the expedition is twofold. In the first place, the gravity measurement will be used to calculate the shape of the sea surface in that region. This is important for navigation, because it is well known that large masses of material, such as mountains, attract the sea towards them and so cause the surface of the water near the shore to "slope" down slightly away from the coast. Ships, relying on astronomical methods of navigation, will therefore be misled when trying to fix their position by measuring the altitude of the sun or stars above the horizon. Near the south of Cyprus, for example, errors of up to half a mile are already known to occur.

Secondly, gravity measurements can be used to detect large masses of rock below the sea bed and so show up submerged geological structures. From work on land,

it is known that the Eastern Mediterranean Basin is a region of great geological interest. The coast of Africa, which lies immediately to the South, appears to be a very stable area which has probably remained almost unchanged for many millions of years, but to the North, Italy, Greece, and Turkey, have undergone great changes in comparatively recent geological times. Here, earth movements have caused the formation of mountain chains such as the Taurus and the Apennines, and, even now, very powerful forces must be at work, for the whole region is subject to earthquakes, and volcanoes are still active in Southern Italy.

To get a more accurate idea of what is taking place, it is necessary to know the conditions below the sea. Here the usual methods of geology cannot be used, for if a grab or trawl is lowered to the bottom, the seabed is found almost everywhere to be covered with mud, and rock specimens can only be obtained in a few areas. But gravity measurements can detect the presence of buried structures. Their attraction is often very small, sometimes only a few millionths of the attraction of the rest of the earth. But modern scientific apparatus is so sensitive that even these minute differences are detectable.

Unfortunately the very delicate instruments, which must be used, cannot be operated except under extremely steady conditions, and the pitching and rolling of a surface ship would make it quite impossible to use them at sea. This trouble was first overcome in 1926 by the Dutch scientist Professor Vening Meinesz, who installed his apparatus in a submarine and made his measurements while sub-

merged. At a depth of only a few hundred feet he found that even a rough sea could hardly be felt. Since then, many submarine gravity surveys have been made by the Dutch and other nations, and British expeditions have already made observations in the Atlantic—in 1946—and in the English Channel—in 1948.

The new survey will link up with previous French and Italian measurements in the Western Mediterranean, and also with land observations in Italy, the Dodecanese, Cyprus, Syria and Egypt. When completed, it will provide information of great value both to navigators and to geologists.

The working out of the results will involve reading nearly one-third of a mile of detailed photographic records, and the full significance of the work will not be known until several months after the end of the survey.

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

A Few Thoughts And Memories Aroused By The Recollection Of The Opening Words Of Article Fifteen.

IN fog, mist, falling snow, or heavy rain storms, whether by day or night, the signals described in this Article shall be used as follows, viz:— . . .

It is so long since the writer of these few notes was actively engaged in going down to the sea in ships, that he wonders if the advent of new devices for safe navigation has made any alteration in the wording following the "viz" of Article 15. But the ways of the sea are conservative, and it is likely that it remains as it was in his time.

Incidentally, reading through the Articles today, he marvels at the memory he must once have possessed to have had them all off pat, from the initial "These Rules shall be followed by all vessels upon the high seas and in all waters connected therewith" to the final word of Article 31. Many a deck plank had something of its thickness reduced in the process of embedding them—even though but temporarily—in his skull.

Fog! Probably the greatest bugbear of the shipmaster and navigator—once upon a time. There comes the memory of a one-time shipmate, the son of a Gravesend pilot, and himself now a Channel pilot. "I remember my old Dad asking me once," he said, "'Do you want to make your fortune, my boy? . . . I do,' I told him. 'Have you any ideas as to how to do it? . . . Yes! Invent something that can see through fog!'"

Well, with Radar something in that direction has been achieved, and fog robbed of a great deal of its terrors. Not that Radar, as an echo, is new in principle. "Lloyd's Calendar" quotes an example of sound signals in fog, in the following experience of a steamship commander of the pre-Radar days. "In fog, in the absence of ves-

sels, a means of ascertaining the nearest point of land is by making a sound signal and waiting for the echo, the direction of which solves the mystery. On one occasion, midway between the 'Royal Sovereign' and the Casquets, I steamed into a dense fog bank, when it became my duty to make the usual sound signals on the steam whistle. We were away well clear of the land, when suddenly I heard an echo of our whistle right ahead. For a moment I could not believe my ears, but in order to reduce the speed of the vessel, I reversed the engine to full speed astern. I now continued to sound the whistle, and proceeded slowly when almost immediately a large sailing vessel loomed up right ahead. This experience induced me to try experimenting which was favoured by our steaming out of the fog bank. For a considerable distance, possibly about six miles, and always with the same results, I sounded the whistle and listened to the echo coming from the direction of the vessel. I observed, particularly when near to, that the echo came from a spot situated in the centre of her spread of canvas. Subsequent tests always had the same marked results."

There will be those among our readers who will have read David Bone's "The Brassbounder", and will remember the story of the echo of the ship's foghorn from the iceberg when she was in high southern latitudes; its implication not being realised by the officer of the watch until too late, with a resulting collision.

But as an echo-sounder, the foghorn or whistle is not the equal of Radar. Not alone for the distance over which it is efficient, but because sound, in fog, is very tricky, and, often most deceiving.

How many of us have had that experience?

Night on the bridge. The fog as thick as anyone could wish; the foremast headlight barely discernible as a halo above the bridge, and the mainmast light rather imagined than seen. The whistle blaring its regulation prolonged blast every two minutes, and the anxious listening after each roar has subsided. How every slightest sound becomes exaggerated in the uncanny silence that follows that pulsation of noise; the muted swishing of the wash overside; the faint rattle of the steering rod as the helmsman moves the wheel; the clatter of a slice or shovel on the stokehold plates drifting from the fiddley. Blarc following blarc, and crowded silences between.

And then, in one of them, a new and awaited sound. A faint answering hoot from somewhere in the opacity ahead.

"Did you hear that?" asks the Old Man. "Right ahead!"

Someone thinks it was fine on the starboard bow. Another imagines it was broad on the port.

"Give another blast", and the whistle roars again; and everyone strains their ears as the shout cuts off. There it is again, slightly louder! It's ahead all right; but there is still no unanimity as to the bearing.

"Stop both!" The engineroom telegraphs clang. "Give him another blast." Once more the night is split by the bellow from our own funnel.

The following silence is more profound, more noise-filled, than before. That steady rumbling marmur of the engines has suddenly become apparent by its absence. The whisper of the dying wash overside is louder. There are creepy little voices of the ship. The answer from the other vessel follows quickly on our own whistle. It is very close. And close ahead. And before we can do anything, two dull yellow haloes high above slide swiftly past us to port. There is a foggy red glare from her port sidelight. The

was the of the two ships meet in a confused chattering. And then she is gone. And the blare of her whistle comes to us from somewhere astern.

"That was too close to be comfortable," says the Old Man. "Full ahead again."

The pulse of life stirs again in the ship. The whistle blares its regulation prolonged blast every two minutes. All on the bridge strain their ears after each roar has subsided.

The writer remembers just such a night, crossing the Bay bound for Plymouth. The fog had been as thick as a hedge from the latitude of Finisterre, and showed no signs of lifting. We had been feeling our way with the lead on a carefully timed line of soundings, and everything was working in well with the chart. The Captain was keeping her at a steady fourteen-and-a-half knots. To slow down to a speed whereby the ship would be unduly affected by the tides crossing the Chops of the Channel would be to get set to blazes from dead reckoning. So keep her going, keep sounding, keep the whistle going and your ears and eyes skinned.

The sea was like a millpond, pressed down by the weight of the fog. We got through the night safely; and through a following day of blank whiteness. The ship, in between the blasts of the whistle, was unnaturally quiet. It was a quietness that impressed itself upon all on board; so that passengers stood about the decks, peering over the rail, looking up to the bridge, talking together in hushed voices. We heard the occasional whistle of other ships; but none so close as that of the night before.

The sound of the Eddystone gun, during the mid morning, came when it was expected, and then a sudden lifting of the fog showed the lighthouse like a white spear against the vaporous background as the sun caught it. The clear was only for a few minutes, and by the time the anchor chain

rattled through the hawse pipe as we dropped the pick in Cawsand Bay the fog was down again as thick as ever.

Sound can be very confusing in fog. We lay there for hours, our bell clanging noisily, listening to the hooting of the whistle of the tender "Sir Francis Drake" as she played hide and seek with us. For all the noise we were making; for all that those on the tender knew of the locality; it was apparently like looking for a needle in a haystack to find a 12,000 ton ship by sound alone.

It would be easier today. That "something which can see through fog" prescribed by an old shipmate's father as a receipt for a fortune has gone a long way to solving the problem. Craft operating in crowded harbours can now proceed on their lawful occasions when the waters are mantled with woolliness guided by the Radar beam clear of obstructions to their destinations.

There was a winter fog in the London River earlier in this century which held ships in its grip, powerless to move, for weeks on end. One liner, homeward bound from Australia, was among the ships that cluttered Gravesend Reach, their bells filling the white void with music by day and night. She had on board foodstuffs for the Christmas market which it was essential to get ashore. And eventually she was towed stern first up to the Albert Dock, with a rowing boat on a line ahead of the towing tugs, feeling her way slowly and carefully up the fairway and round the bends of the river to the dockhead.

Those days, it would seem, are gone forever. Perhaps the fogs are not so thick, nor so long lasting, as of yore. Perhaps, with the advent of Radar, they know the game is not worth the candle. In any case their terror has been, to a great extent, removed; to the great relief of they that go down to the sea in ships.

Wishing You a Pleasant Voyage

By Hermon Gill

YOUNG Mr. Orris, the purser of the "Orinoco", was a very busy man. His responsibilities on this voyage were heavier than usual. Short pleasure cruises invariably imposed additional burdens on the backs of the ship's staff, and even so, this voyage was exceptional. The "Orinoco" was a new ship. This was her maiden voyage. That fact in itself was sufficient. But the management, to introduce her to the travelling public, instead of allowing her to take her place in the normal passenger running of the Line, had brought her to public notice by sending her on a ten-day cruise from Southampton to Madeira and Teneriffe.

The event had been much heralded by advertisement and press paragraphs. There had been photographs, columns of description of the luxuries to be enjoyed on board. The Tudor Lounge; the Renaissance Cinema Theatre; the Roman Swimming Pool; the Edwardian Dining Saloon; the Baronial Smoking Room, whose heatless electric fire producing an almost lifelike representation of a glowing Yule Log, was housed in a genuine Adam fireplace brought intact from a famous London mansion. There were sundecks, a gymnasium, shops, an American cocktail bar, Parisian restaurant and Hungarian band. And the fares, from the highest of the upper-deck suite to the lowest of the lower-deck cabin with private bath, were priced accordingly.

The passengers were priced accordingly also. Even those who slumped it in the lower-deck cabins with private baths were in the near-millionaire class. All of them that is, except Mr. Huntley Oliphant and Miss Edyc d'Estrange, who in private life were Mr. and Mrs. Fred. Mullins, and whose being in the near-millionaire class was one solely of physical proximity and positively for-

this appearance only.

Small wonder that Mr. Orris, with the burden of making the cruise a success on his shoulders, with the task of feeding the "Orinoco's" ever-hungry passengers on the choicest luxuries, of organising their games and entertainments, of smoothing their differences and charming away their worries and complaints, should tell his assistant that if he, Mr. Orris, were a camel, he, the assistant, would long since have broken his overloaded and encrusted back.

One of his smaller worries was troubling him just now. It was Mr. Huntley Oliphant. He had met Mr. Oliphant coming out of the Edwardian Dining Saloon after lunch and had passed the time of day with him. "Hello, Mr. Oliphant. A lovely day."

Mr. Oliphant had agreed.

Then that awkward question. "And how is--cr--Miss d'Estrange today?"

He always boggled that "Miss d'Estrange". Should he call her Miss d'Estrange or Mrs. Oliphant? Oliphant himself always referred to her as Miss d'Estrange. And yet they were apparently man and wife. They were sharing a lower-deck cabin with private bath, anyway. They must have been married. The Management would have seen to that. All the same, it was very awkward, this Miss or Mrs. problem. And yet that wasn't the only worry he had about Huntley Oliphant. There was something else, he was sure. He couldn't for the life of him remember what it was, but he was certain that there was something. His assistant should know. But he was worse than useless, especially on a cruise like this. Why the Office had sent him a . . .

"Oh! I'm so sorry to hear that," Mr. Orris, whose expression had become somewhat brooding at the thought of the shortcomings of his assistant, assumed

a sympathetic cast on hearing that Miss d'Estrange was still confined to her cabin with a migraine. "She seemed so bright last night," he said, "that I thought--"

"Yes," Mr. Oliphant cut in, leaving the Purser's thoughts unuttered. "She's always the same on board ship. Always off colour during the day, but quite all right in the evenings. Her medical adviser says it is something to do with the motion of the ship during daylight which doesn't affect her once--cr--" he finished on a poetic note--"darkness falls o'er the scene."

"Dear me," said Mr. Orris. It seemed inadequate, but it was all he could think of at the moment. For once he was glad to have his eye caught by that of old Mrs. Montague. She would have some complaint, of course; but this sense of something in the background of his mind regarding the Oliphants, or Oliphant and d'Estrange, whichever they were, worried him. He jumped at the chance to break off the conversation.

"Excuse me!" he said. Mr. Huntley Oliphant bowed, and retired gracefully. A minute or two later he was tapping softly at the door of Cabin 45 on C Deck, and turned the handle as a faint voice told him to come in.

Miss d'Estrange, a stoutheaded, golden-haired lady in a faded peignor, who had been reclining on the settee, sat up eagerly as he entered. "Thank heavens it's you, Fred," she said. "I'm simply ravenous. Did you get anything?"

"Not much, I fear me," answered Mr. Oliphant. He drew a slightly crumpled bread roll from one trouser pocket and a banana from the other. "They're filling, anyway," he said.

"They'd need to be," observed Miss d'Estrange. "What," she asked a moment later with her mouth full, "did you have?"

"Lil!" said Mr. Oliphant solemnly. "Lil, I have a confession to make."

"Turkey?" asked Miss d'Estrange. "And ham, perhaps? With some broccoli and new potatoes. Continued on page 46"

NAUTICAL QUIZ

- (1) How would you describe a "chine"?
- (2) Ships being feminine it is but natural that they should have bonnets and aprons. But what are they?
- (3) For what achievement is Commodore Sir Nathaniel Dance noted?
- (4) Some 440 years ago the world's most illustrious stow-away landed in Darien. Years later Keat's robbed him of his great achievement. Who was he?
- (5) What is a lee-board?
- (6) Have you any idea of how many members of the British Merchant Service lost their lives in the last war?
- (7) "Degaussing" was a wartime measure adopted to demagnetise ships and make them safe from the magnetic mine. What was "wiping"?
- (8) Winston Churchill, who had previously been First Lord of the Admiralty, became Prime Minister of Britain. This was reversed in the case of an Australian statesman. Who?
- (9) What is "smelling the land"?
- (10) What is a "lizard" in nautical parlance?

Answers on page 41

EX-NAVAL MEN'S Association of Australia

Patron-in-Chief



His Majesty The King

Federal Council

THE Association Rules which were amended at the January, 1950, Federal Conference and which are now in operation, makes provision that no person who, at the date of the General Meeting at which his or her application for membership is to be considered, or who at any time prior thereto has been a Communist, shall be eligible for or admitted to membership of the Ex-Naval Men's Association of Australia.

Mr. F. F. Anderson (Federal President) who has recently been on a visit to Western Australia, has returned to duty in Sydney. Mr. Anderson had the opportunity of again meeting the State President (Mr. N. B. Bicker), and Hon. State Secretary (Mr. W. W. Wayman) whilst in Perth. Reports to hand indicate that the Navy Club at Fremantle is progressing very favourably, thanks to the keen interest taken by the members of Fremantle Sub-Section, amongst whom are several ex-Prisoners of War who served aboard H.M.A.S. "Perth."

During the unavoidable absence of Mr. Anderson from the meeting of Federal Council last month, the Federal Vice-President (Mr. H. S. Peebles) presented a framed Diploma of Merit which had been unanimously awarded to Mr. F. W. Birt, the retiring Hon. Federal Treasurer. Mr. Birt, at present a member of the Sydney Sub-Section, has just completed 25 years' membership in New South Wales; he was sincerely thanked by all members of the Federal Executive and Council for his unstinting services to the Association. Mr. C. R. Barrie, another member of Sydney Sub-Section,

has been elected to and taken over the duties and office vacated by Mr. Birt.

Mr. J. Benjamin (A.C.T. Section's Federal Councillor) has returned to Sydney from Canberra where he spent a well earned leave from his duties in the Patents Office.

Mr. N. C. Plant (Hon. Organiser of the Papua Section) has now received the authority to officially inaugurate the Section at Port Moresby Federal Council has sanctioned the incorporation of prospective members residing in New Guinea and the Islands of the Western Pacific under the jurisdiction of the Administrator.

Mr. and Mrs. P. H. W. Forbes, both members of the Queensland Section, returned to Brisbane last month after spending their holidays in Sydney. Mr. Forbes met a few old shipmates at the Anzac Day march and later called on the Federal Secretary, to whom he gave first hand information of the progress being made in the Queensland Section. Mr. P. Arber, a former member in N.S.W., is the President of the Association in Brisbane. At the conclusion of the May General Meeting a debate was arranged on the subject:—"Is compulsory Naval training essential for the defence of Australia." Result of the debate was not known when this report went to press.

The Committee is proposing to have an Honour Board placed in a conspicuous position at the Alice St. Naval Depot, in honour of all Naval personnel enlisted in Queensland, who lost their lives during the 1939-1945 War.

Mr. P. Pramberg (Hon. Secretary of Toowoomba Sub-Section)

is making efforts to secure a livelier interest and more members for his local district Sub-Section. Prospective members may contact Mr. Pramberg at his address in Ruthven St., Toowoomba.

Canadian Co-operative Leader seeks contact with former Australian Prisoners of War. Message sent through the courtesy of the Co-Operative Union of Queensland.

In forwarding a message of greeting to the recent Congress of Queensland Co-Operatives held in Brisbane recently, Mr. G. Douglas Hughes, Secretary of the Ontario Co-Operative Union, Toronto, Canada, expressed the hope that his message would reach what he terms "many of the fine boys from your beautiful country whom I knew in Prisoner of War Camps in Germany." Any reader knowing Mr. Hughes in German P.O.W. Camps and desirous of contacting him, may write to G. Douglas Hughes, Secretary, Ontario Co-Operative Union, 38 Duke St., Toronto, Ontario, Canada.

G.W.S.

Queensland State Council.

Queensland started the year 1950 with a membership of 280, after a very successful Children's Xmas Party and a happy Family Xmas Meeting. At the January meeting, after the official business was completed, Mr. Brear entertained members with a film entitled "Round The World With H.M.A.S. 'Australia,'" which was very enjoyable.

At this meeting, 8 new members were admitted and welcomed by the President, Mr. G. M. Arber and those present.

February's meeting concluded with a Grand Tombola Evening at which "Raggy" Leasegang practically "scooped the pool," winning 3 full cards and one line.

Much satisfaction has been expressed in this Section at the news that the 10th. Federal Conference is to be held in Brisbane some time in 1952.

At the March meeting, Monsignor (better known as "Padre")

Steele, of Braudesert, Queensland, entertained members and their friends, as well as R.N.O. Brisbane (Commander Chesterman) and his staff, by showing films taken during a tour, in 1947, of Tobruk and Gallipoli.

So, the first quarter of 1950 has gone, with a membership of approximately 290.

W. MACDONALD.
Hon. Sec.

Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH. APPOINTMENTS, Etc.

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.—Lieutenants Frank McCarthy and John David Graham Hewitt are appointed on loan from the Royal Navy, with seniority in rank of 16th July, 1943, and 1st September, 1947, respectively, dated 10th February, 1950. Lieutenant Michael Kane MacGwire is appointed on loan from the Royal Navy, with seniority in rank of 1st May, 1945, dated 5th March, 1950. Walter Harry Brookes Douglas, Eric Graham Francis and Keith Ronald Kimmorley are appointed Instructor Lieutenants (Acting) (on probation), dated 3rd March, 1950. The Reverend Reginald Kenneth Heriot is appointed Chaplain (on probation), dated 1st March, 1950. Senior Commissioned Gunner (T.A.S.) William Jesse Offen is appointed on loan from the Royal Navy with seniority in rank of 1st October, 1946, dated 6th March, 1950. Acting Senior Commissioned Gunner John Henry Williams is appointed on loan from the Royal Navy, with seniority in rank of 1st October, 1945, dated 6th March, 1950. Senior Commissioned Communication Officer

Thomas William Pick, D.S.C., is appointed on loan from the Royal Navy, with seniority in rank of 1st April, 1947, dated 6th March, 1950. Commissioned Boatswain Francis Ernest Perkin-Ball is appointed on loan from the Royal Navy, with seniority in rank of 14th December, 1944, dated 6th March, 1950. Commissioned Communication Officer Wyndham Thomas Rich is appointed on loan from the Royal Navy, with seniority in rank of 28th January, 1945, dated 6th March, 1950.

Promotions.—Lieutenants William Stuart de Burgh Griffith and Robert William Dunn are promoted to the rank of Lieutenant-Commander, dated 16th February, 1950, and 1st March, 1950, respectively.

Confirmation in Rank.—Commissioned Airman (Acting) Bryan Maurice Seymour is confirmed in the rank of Commissioned Airman, with seniority in rank of 14th October, 1948.

Resignations.—The resignation of William Richard Jackson of his appointment as Lieutenant is accepted, dated 21st October, 1949 (amending Executive Minute No. 4 of 24th January, 1950). The resignation of Keith Morley of his appointment as Instructor Lieutenant is accepted, dated 21st December, 1949.

Termination of Appointments.—The appointment of Lieutenant John Edward Bullen is terminated on reversion to the Royal

Navy, dated 23rd February, 1950. The appointment of Lieutenant (S) James David Charter is terminated on reversion to the Royal Navy, dated 23rd February, 1950.

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

Appointment.—John Maxwell Lamb is appointed Sub-Lieutenant (S) (on probation), dated 1st March, 1950.

Promotion.—Lieutenant Lloyd Russell Greentree, D.S.C., is promoted to the rank of Lieutenant-Commander, dated 24th February, 1950.

ROYAL AUSTRALIAN NAVAL RESERVE.

Transfer to Retired List.—Lieutenants Lindsay Douglas Money and William Skelvin Reynolds are transferred to the Retired List, dated 9th March, 1950.

Resignation.—The resignation of Robert Edward Leslie of his appointment as Commissioned Bandmaster (on probation) is accepted, dated 10th February, 1950.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Malcolm Harvey Rae is appointed Lieutenant, with seniority in rank of 19th August, 1946, dated 9th January, 1950. Douglas Norman Thompson is appointed Lieutenant, with seniority in rank of 10th January, 1948, dated 28th January, 1950. Albert Halewood Brew is appointed Acting Engineer Lieutenant-Commander, with seniority in rank of 28th March, 1949, dated 20th February, 1950 (seniority as Engineer Lieutenant 13th June, 1944). William Henry Shelton is appointed Commissioned Boatswain, with seniority in rank of 4th November, 1946, dated 15th February, 1950.

Transfer to Special Branch.—Lieutenant-Commander William Darrivill Wright is transferred to the Special Branch, dated 31st December, 1949—(Ex. Min. No. 32—Approved—19th April, 1950).

JOS. FRANCIS,
Minister for the Navy.

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BRITISH TRAMP A MODEL SHIP Continued from page 11

houseflag and the old "Red Duster", which are painted in these reproductions, all the colour in them is that of the various woods used. These two pictures are the work of a retired Denholm boatwain, now living ashore in Greenock.

The "Carronpark" carries two apprentices, who live in the mid-ship house, port side, each in a single-berth cabin about the size of a four or six-berth halfdeck of the past, and these two lads share a third room—a study. Their training is well looked to by the firm, which has arranged for them to carry out correspondence courses with a nautical school during their apprenticeship, and they have to sit for an annual examination to indicate their progress in their profession.

The crew lives 'aft, also in single-berth cabins. Bathing, shower, and lavatory accommodation is in line with the general standard of this excellent ship, and the supply of fresh water is unstinted, showers being fresh; and the crew have their own recreation and messrooms. Refrigeration is provided for the ship's domestic purposes, but she has no refrigerated cargo space. A large galley runs athwartships in the midship section, with oil-fired ranges and the latest galley equipment. A Bendix washing machine is provided for all domestic washing on board.

All but two of those on board are Scottish, and the names of the Master, Officers and Chief Engineer set the pattern in this regard, the Master being Captain Alexander Cant, the Chief Officer Mr. T. D. Macdonald, the Second Mr. K. J. Turner, and the Third Mr. K. Mackenzie; the Chief Engineer is Mr. Todd.

Captain Cant was one of those who suffered as a guest of the Japanese during many months of the recent war. He was Master of the "Wellpark", when she was sunk in mid South Atlantic, be-

ing one of the 22 vessels known to have fallen a victim to the German surface raider No. 10—the "Thor". As a prisoner of war Captain Cant was taken to Japan—where "Thor" was eventually destroyed by fire—and while there had the pleasure of seeing the German liner "Scharnhorst", which had just completed fitting out as a raider in Japan, torpedoed and destroyed during an allied air attack.

Out of all evil comes good. From the tremendous destruction wrought on the British Merchant Service during the war, a new Merchant Service is rising Phoenix-like, and the "Carronpark" is a fine example of the renaissance.

She is not alone as one of the high standard which is being set by owners as enlightened and as far seeing as Denholms. There are other tramp owners who are building similar ships. But there are others again who are sticking to the old, outmoded traditions. To the Denholms of the British shipping world a considerable debt is owed, not alone by the men who man their ships and whose interests are thus being watched, but by the seafarer at large, whose standard is thus raised by precept and example. And it is up to all who play any part in the working of such ships—the seamen themselves, and the water-side workers and all who can help to make the running of such ships, with their greatly enhanced capital and running costs, a financial success—to play the game in ensuring their efficient operation, in their own interests, and that of the community generally.

"Carronpark", which made her maiden voyage to New Zealand with a cargo of cement last year, and then took a wheat cargo from Australia to India, is at present on charter to the British Phosphate Commission, making five voyages with phosphates from Nauru and Ocean Island to New Zealand and Australia.

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**WISHING YOU A PLEASANT
VOYAGE**

Continued from page 41

and plum-pudding and brandy
sauce afterwards, and....

"No! I'm serious."

"My goodness," said Miss d'Estrange. "So am I. I'm like an explorer in the jungle or somewhere seeing those things that vanish when you get near them. You know, Fred. Serious! If you knew how hungry I am you wouldn't say you were serious about turkey and ham."

"No! But I am serious." He continued hurriedly before his wife could interrupt. "Lil! I've done in five hob of the seven and six."

"Fred!"

"Yes!" said Mr. Oliphant miserably. "I took a ticket in the sweep on the day's run. Four hundred and fifty six miles. The damn ship went too fast, and did four hundred and fifty seven. Which is where," he observed bitterly, "she differs from any blessed horse that I've ever backed."

"Still," said Miss d'Estrange a few minutes later, "you did it all for the best, and it would have been nice to have had a run ashore at Teneriffe. Funny! All my life I've wanted to see some of these foreign places. And now we go there, travelling first class and all, and all I can see of them is through the port hole. Like Moses and the Promised Land," she mused in theological strain. "But never mind. Think of poor Old Tony."

They sat together, side by side on the settee, in silence, each thinking the same thoughts. Of the three of them, they and little Tony Corbett, the character actor, digging together in London in rooms in Chelsea. Down and out. No engagements, and living on prunes and rice. Of the offer from the theatrical agency for two entertainers, male and female, to go on this cruise in the "Orinoco", all found on board, and twenty guineas fee payable when their contract was finished with their arrival back in England. Nothing to do on board but be pleasant to the other passengers and sing at the

piano in the Tudor Lounge each night after dinner.

Urged on by Tony they had rushed the job. "Right into your hands," he had said. "Half your luck."

The trouble was that after they had got Huntley Oliphant's dinner suit out of pawn, all that Miss d'Estrange had to do the cruise in was an evening dress and a quite expensive-looking fur coat. The fur coat had looked good on the boat train down, from London to Southampton, but one cannot wear an evening dress all day long on board ship, even so expensive and high-class a ship as the "Orinoco." Hence Miss d'Estrange's migraine which vanished with the fall of eventide, and allowed her one square meal a day in the Edwardian Dining Saloon and an hour or two's entertaining in the Tudor Lounge afterwards.

"Never mind, Fred," said Miss d'Estrange. "If we can't go ashore we can't waste money. And after all, we're having a better time than poor old Tony. And we've still got half a dollar, anyway."

Even luxury cruises must end. Even those that entail such as Mr. Oliphant shunning the convivial hospitalities of Ye Olde Inne which was adjacent to the Baronial Smoking Room, and of the American Cocktail bar, from lack of wherewithal to return the shout; and such as Miss d'Estrange's migraine.

The arrival of the ship back in Southampton lifted the burden from Mr. Orris's shoulders, and he was quite gay with his farewells. He was especially effusive with Mr. Huntley Oliphant, for now he knew what it was about that gentleman that had been worrying him.

He had found the envelope at the back of the drawer of his desk, into which he had thrown it in the bustle of leaving port ten days earlier. "It came down for you from the Office just before we left," he explained to Mr. Oliphant. "It must have got overlooked in the rush."

Mr. Oliphant opened it in the train on the way up to London.

It was from the Oceanic Company, owners of the "Orinoco." It contained four crinkly five-pound notes, and a letter which, brief but courteous, and signed by the Passenger Manager, read: "Enclosed please find the sum of Twenty Pounds (£20) which—additional to the sum agreed upon as professional fees, which will be paid as per contract on the return of the "Orinoco" to England—is for entertaining allowance while on board. May we take this opportunity of wishing you a pleasant voyage."

THE LOSS OF THE "TRUCULENT"

Continued from page 37

those of a ship steering directly for him she had no right to be where she was, and the position would be dangerous if he were to stop directly in her track. To alter course to port was the correct action. The "Truculent" never crossed the "Divina's" bows, nor was there any evidence that the "Divina" ever sighted her red light.

The Court, however, while acquitting Lieutenant Bowers of "negligently or by default losing his ship," found him guilty of "negligently or by default hazarding his ship," and sentenced him to be severely reprimanded. The charge was found proved in that, although the lights might include those of a ship under way, he altered course across the channel and across the "Divina's" course, contrary to the rule of the road, and thereby endangered his ship; and that he made no sound signal.

The "Truculent" was brought to the surface in March, her periscope breaking surface at dusk on the 14th March, and gradually the conning tower with the name "Truculent" was revealed in the powerful arc lights astern of the lifting vessels "Energie" and "Audauger," which raised the submarine in a cradle of four double nine-inch steel hawsers. Slowly she was lifted until the length of her hull was exposed

and then, towed by four tugs, she was moved up river in the darkness to Cheney Spit, a sandbank near Sheerness, where the work of repairing her damaged bows was begun. Later she was beached higher on the sandbank, and the work of pumping water from her hull, and welding prepared plates over the damage, was undertaken to enable her to be towed into Sheerness Dockyard for drydocking.

Weeks of work were involved in the salvage, in which more than ten vessels co-operated. For weeks before the actual salvage could be attempted, naval and civilian divers were employed under extremely difficult conditions on the muddy bed of the estuary, completing preliminary work in the face of gales and strong tides. Four messenger wires, used to haul the steel lifting wires into position, were taken beneath the hull and placed correctly in pairs towards the stern and bows. Air bolt connections were also made to the ballast tanks, which were blown by air lines when the lift was made. The lift was started at low tide with the "Energie" and "Audauger" moored alongside one another, positioned with their sterns almost over the submarine. The hawsers were taken to purchases on each of the lifting craft, capable of raising six hundred tons, and at the speed of twenty feet an hour the "Truculent" was raised from the nine fathoms in which she lay.

His Majesty the King approved of the posthumous award of the Albert Medal to Lieutenant Frederick Joseph Hindes, R.N., and to Chief Engine Room Artificer Francis Walter Hine, D.S.M., R.N. The citation concluded with the comment that "The conduct of all who went down in the submarine was in full accord with the great traditions of the Royal Navy, but the splendid example set by Lieutenant Hindes and Chief Engine Room Artificer Hine was beyond praise."

Answers to Nautical Quiz

(1) When the frame curvature is changed abruptly at a knuckle, the points of inflexion lie on a line known as a "chine." Cruisers and other warships may have a chine near the upper deck forward to limit the breadth of the fore-castle deck and save weight. The main objects in hard chine motor craft are to keep down the height of the bow wave and get additional lift. Sailing craft are often given chines in the belief that it makes building easier.

(2) A bunnet is additional canvas laced below the foot of a sail. An apron is a shaped piece of timber abaft the stem.

(3) In his celebrated action against Admiral Lincolin, Commodore Dance in charge of a convoy of East Indiamen unescorted by men-of-war, drove off a French squadron of five men-of-war, one of them a 74-gun ship.

(4) Vasco Nunez de Balboa, native of Xeres, Spain, and the first European to sight the Pacific. Hounded for debt in Hispaniola, he stowed away—in a cask—in a vessel bound for the Spanish Main, thus leading to his famous discovery; which

Keats, in his sonnet "On First Looking into Chapman's Homer," attributed to Cortez in the lines:
"Or like stout Cortez when
with eagle eyes
He star'd at the Pacific—
and all his men
Look'd at each other with a
wild surmise—
Silent, upon a peak in
Darren."

(5) A lee-board is a type of false keel, lowered from the lee side of a barge, to increase the lateral resistance and enable the vessel to beat with a minimum of leeway.

(6) According to a recent statement in the House of Commons, out of 180,000 men employed in the Merchant Service, about 35,000 (19.5 per cent.) were killed. The Royal Navy, with 500,000 men, lost 51,500 (10.3 per cent.).

(7) "Wiping" was a measure to attain temporary safety against magnetic mines. Instead of fitting a ship with permanent degaussing cables a large cable was placed alongside the ship's hull and through it a powerful electric current was passed from shore supply. This process had to be repeated every few months.

(8) William Morris Hughes. Earlier Australia's Prime

Minister, he was for a period during the recent war Minister for the Navy.

(9) "Smelling the land" is a phenomenon caused by a vessel's stern being drawn towards a hidden bank or shoal, owing to the suction of her passage, causing her head to take a sheer away from the obstruction.

(10) A lizard is a short length of rope with an eye at one end.



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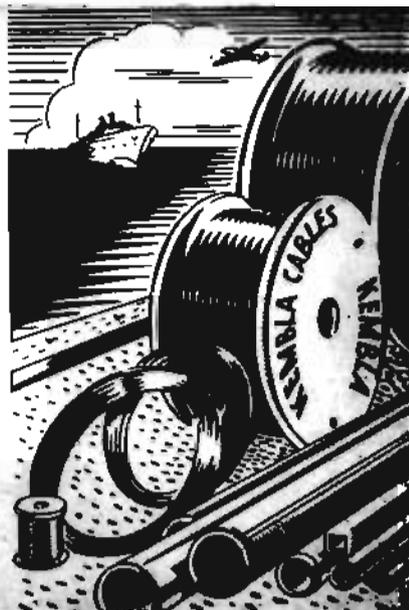
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July, 1950.

CONTENTS

Vol. 14

July, 1950.

No. 7.

EDITORIAL

	Page
Letters to the Editors	5
Editorial	10

ARTICLES

Foul Anchors	12
Some Old Flap Ships	14
Flinders Memorial Chapel Linked with Temple Church	19
New Federal Liner "Dorset"	20
Ocean Survey Concerns Australia	26

PERSONALITIES

The Late Rear-Admiral Harry James Foster, C.B.E.	38
---	----

OVERSEAS NEWS.

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

SPECIAL FEATURES

Sea, Ships and Sailors	18
Nautical Question Box	20

NAVAL OCCASIONS

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

BOOK REVIEWS

"Steel and Ships"	39
-------------------------	----

GENERAL

The Navy for Next Month	3
Nautical Quiz	35
Naval Appointments	40

ASSOCIATIONS, CLUBS.

The Navy League	9
Ex-Naval Men's Association of Australia	36

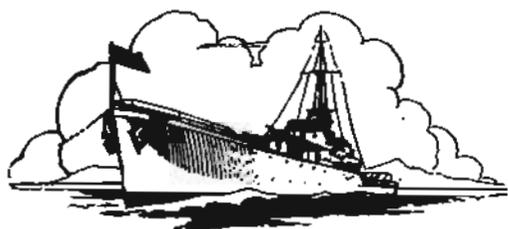




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THE NAVY FOR NEXT MONTH

WE have had a number of requests from readers lately for articles on specific subjects, and in a number of cases we hope in the near future to meet those requests by publishing material on the subjects indicated. Meanwhile, for the August issue we have some articles in preparation which will, we think, provide interesting reading, and a selection from them is here listed:

NEW BLUE FUNNEL LINER "JASON"

Following on with our endeavour to provide in each issue of "The Navy" a descriptive article on one of the latest merchant vessels to enter the Australian trade, we have got our contributor James A. Stewart to prepare an article on the new Blue Funnel, turbine-driven passenger-cargo liner "Jason," which arrived in Sydney on her maiden voyage in April of this year. Mr. Stewart has dealt comprehensively with this vessel in an illustrated article which will appear in the August issue of "The Navy."

THOSE "DITS"

Most of us remember various "Dits" which were spun at sea during the war years, and in a vein of light humour in "Spin Us A Dit, Sailor," Bob Chambers—a contributor whose work has previously appeared in our pages—recalls, possibly, some to us; and spins some others which may be new to us. But old or new, they are good; the already heard being worth repeating, and the new ones giving us an excuse to ask "Have you heard this?"

ON THE SUBJECT OF GALLEYS.

Not the galley which figures in the old shanty "There's fire in the galley," but the galley of the "Quinquereme of Nineveh" of Masfield, and its successors—and predecessors—will figure in an article which we have asked John Clark to write for us in response to a request from a reader.

GENERAL

And all the usual features of "The Navy," News of the World's Navies, Maritime News of the World, What the Navy is Doing, A merchant ship, fiction, and the latest news from the Navy League and the Ex-Naval Men's Association.

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LETTERS TO THE EDITORS

"MONSIEUR VINCENT" AND GALLEYS.

Sir,

It is probable that many of your readers will have seen that superb French film "Monsieur Vincent" which was recently showing in Melbourne. The Galley scene was one of many striking episodes that left an enduring impression of a remarkable production, permeated with deep human interest. The suggestion conveyed was that at the period covered by the film—in the 17th. Century—Galleys were in use by, or were under the jurisdiction of, the French Navy. The then patron of St. Vincent de Paul was one Phillip de Gondi with some such title as the General of the Galleys. The latter appointed St. Vincent Chaplain General with the rank of an officer in the Mediterranean Fleet (some of these particulars I obtained from an article in the "Argus" Weekend Magazine of the 8th. April). Assuming that the continued existence of Galleys in 17th. Century France is historically correct, it would be of interest to me and possibly to your readers, if you could inform us what purpose they served. Was it as a part of the machinery of the French Penal System, or did they fulfil some other naval function? In regard to your magazine, I venture to make the suggestion that occasional items of news as to the Navy League Sea Cadets might assist in stimulating public interest and support.

Yours, etc.,
F. R. Baker,
49 Middle Crescent,
Brighton, S.5.

Thank you for your letter, and for the interesting points you raise. Apparently the historical basis of the film "Monsieur Vincent" is sound. According to the

"Concise Universal Biography", St. Vincent de Paul was captured at sea by Turkish pirates and sold into slavery at Tunis in 1607. Following his escape to France, he became Almoner to Margaret of Valois. He later became cure of Clichy, and in 1619, having in the meantime become tutor to the "Commandant of the Galleys at Marseilles", he was appointed "Almoner of the Galleys." Galleys were certainly in use in the French Navy in the Seventeenth Century. In Guise's "History of France", it is stated that Richelieu, with the desire to establish a Navy at heart, was appointed by the King "Grand Master of Navigation". "Harbours repaired and fortified, arsenals established at various points on the coast, organisation of marine regiments, foundation of pilot-schools, in fact, the creation of a powerful marine which, in 1642, numbered 63 vessels and 22 galleys, that left the roads of Barcelona after the rejoicings for the capture of Perpignan and arrived the same evening at Toulon — such were the fruits of Richelieu's administration of naval affairs." Frank Bowen, in "The Sea, Its History and Romance", says that "Galleys were never particularly popular in the British Navy, although they survived in the Mediterranean well on into the era of steam. Ships called Galleys, however, appear in the Navy List and records of the times. In fact, it came to be that a ship was frigate-built when she had poop and forecabin, and galley-built when she was flush-decked. These ships had oars as an auxiliary form of propulsion, just as any other small men-of-war did, but they were not the galleys proper. At the same time, the British Navy in the Mediterranean made considerable use of half-galleys, as they were called—vessels, 120 feet long, with a beam of 18 feet, pro-

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LETTERS TO THE EDITORS

pelled by forty oars and carrying
five guns." The period here re-
ferred to is the Eighteenth Cen-
tury.

As you suggest, it will probably
be of interest to our readers if we
could go further into this subject;
and we propose to publish an
article on galleys in the forth-
coming issue of "The Navy".

Regarding what you say about
Sea Cadet news. We quite agree
that the publication of these in
each issue of "The Navy" is de-
sirable, and we are endeavouring
to arrange for a regular supply of
news and notes from the various
Sea Cadet Companies, for publi-
cation in future issues of the
magazine.

Ed., "The Navy".

ANNIVERSARIES OF THE MONTH.

Sir,

In "Anniversaries of the
Month" in the February issue of
"The Navy", John Clark stated
that "February, 1940, saw the de-
parture from Australia of the
First Convoy of Australian and
New Zealand troops to take part
in the war of 1939-45", a state-
ment which I would like to cor-
rect. The first convoy sailed at
noon on the 10th. January, 1940,
from Sydney, and reached Fre-
mantle on 18th. January, leaving
that port on the 20th. January.
The convoy could not even be
said to have left Australian waters
during February, 1940, as by 30th.
January it was well clear—in fact,
on that date the convoy arrived
at Colombo. I was in a party of
fourteen R.A.N.V.R. officers and
about six R.A.N.R. ratings, all of
us Asdic-trained from "Rushcut-
ter", who took passage in that first
convoy, the troopship I was in
being "Otranto". I understood
that the mail landed at Fremantle
was purposely delayed for security
reasons, and it appears possible
that the news of the convoy's de-

parture was similarly withheld and
was possibly not actually released
until February, so giving the im-
pression that the convoy did not
leave Australia until February.

Yours, etc.,
M. G. Rose,
Commander,
V.R.D., R.A.N.V.R.,
C/o 330-336 George
Town Road,
Launceston,
Tasmania.

Thank you for your letter, and
for the correction, which we are
grateful to receive. No! I am
afraid that we cannot shelter be-
hind any possible delay in the de-
livery of the Fremantle mails.
Both John Clark and the Editor
nodded on this occasion; Mr.
Clark in making an erroneous
statement, the Editor in not pick-
ing it up.

Ed., "The Navy".

THE STATE NAVIES.

Sir,

Regarding the request by C. J.
Batelier, Albany, West Australia,
in the May issue of "The Navy",
for an article on the old "Pro-
tector", in view of the recent ac-
count you published of the
Queensland Navy, would it be
possible to publish some articles on
other of the pre-Commonwealth
navies, of South Australia, and
Victoria, etc.? I would like to
submit a few questions to Cap-
tain Dunn's "Question Box". In
1912 the Federal Line built three
five-masted steamers, "Wiltshire",
"Shropshire", and "Argyllshire";
the "Wiltshire" was wrecked on
Great Barrier Island, New Zea-
land, in May, 1922; the "Shrop-
shire", renamed "Rotorua", was
lost during the recent war; and
"Argyllshire" was transferred to
the Clan Line, I believe under the
name of "Clan Urquhart". I
would like to know the fate of
the last-named ship. Since the
war ended there has appeared in
New Zealand Shipping Company
advertisements a ship called
"Rakia". Could you please give

some particulars and history of
this ship? The emigrant ship
"Empire Brent" seems to be one
of the Cunard single-funnel ships
built in the 1920s. Could you
give me some particulars and his-
tory of this ship? She resembles
the Anchor-Donaldson "Letitia",
sister ship to "Athenia", as shown
in Talbot-Booth's "What Ship Is
That". Some time ago, whilst
crossing Sydney Harbour Bridge,
I obtained a rather fleeting glimpse
of a ship at Circular Quay that
appeared to resemble the former
Australian interstate liner
"Katoomba". The shipping news
in the papers gave the name of
the ship occupying that berth as
"Columbia". Could you please
tell me if "Katoomba" has been
so renamed? I always find your
magazine very interesting.

Yours, etc.,

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

Thank you for your letter! We
are glad to hear that you find
"The Navy" interesting. Ar-
rangements are being made for a
series of articles on the old State
navies, and we hope to start publi-
cation in the not distant future.
Your "Question Box" questions
have been sent to Captain Dunn,
and replies will be published in
our August issue.

Ed., "The Navy".

STAMP COLLECTING.

Sir,

The purpose of this letter is
twofold. Firstly, to compliment
you on such an interesting and
worthwhile publication. I really
look forward to receiving it each
month from my bookseller, and
appreciate your efforts to provide
such varied and interesting mat-
erial. Secondly, I must admit I am
on the scrounge for some infor-
mation. Whilst on naval service
during the last war I linked my

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holds fast!



ANCHOR BRAND

interest in naval affairs (both Mercantile and Service) with my pet hobby of stamp collecting, to commence a collection of ships and those who have sailed them. I have endeavoured to write up the histories and particulars of all these stamps and am now finding myself, temporarily at least, unable to glean information from present sources for stamps I have not yet mounted. Noticing that you have been able to supply information to others through your pages I write to see if you can oblige me also in at least some of the ships mentioned below: "Abegweit", Canadian Train Ferry; "Discoverer" (or "Distributor"), Canadian River Boat; "Lark", Gunboat (shown on Liberian stamp); "Katori", "Kashima", "Hiyie", Japanese warships; when and where sunk if possible; "Rodina", Bulgarian ship; H.M.C.S. "Nimaroo"; "Century", freighter; "Tannenbergl", German liner; "Arthur Middleton", U.S. Coastguard transport during the war. Also the dimensions, etc., of Infantry Landing Craft carried by these transports: "Umbria", Cunard liner; "Wilhelm Gustloff", German liner; "Pasteur", French liner. Also the dimensions, etc., of U.S. Liberty Ships. I realise this is a lengthy list, but even information regarding some of them would be of considerable help. Once again many thanks for an exceedingly interesting journal.

Yours, etc.,

R. L. Smith,

56 Sandwich Road,

Beckenham,

Christchurch, N.Z.

Thank you for your letter and appreciative remarks, which we appreciate. An endeavour will be made to answer your questions in the August issue of "The Navy".

Ed., "The Navy".

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Australia's War

THE PEACE OFFENSIVE

THE statement, made last month at the International Socialist Conference at Copenhagen by Mr. Morgan Phillips, the secretary of the British Labour Party, that the Communist peace campaign was spurious, and that Soviet policy was based on the assumption that the Kremlin could gain more by wrecking unity than by friendly co-operation, was a timely utterance.

The Kremlin's claim to be the leader of the forces of peace is a cleverly designed propaganda weapon aimed at undermining the strength of the democratic powers. That weapon's own strength—unlike that of Sir Galahad, which was as that of ten because his heart was pure—lies in the fact that the claim is false. With no one to gainsay it, the Kremlin can continue to build up the forces of war within the Union of Soviet Republics and the satellite countries while continuing to profess no desires but for peace and the welfare of the human race.

They have thus successfully robbed the democracies of the great moral weapon which was theirs in the years before the outbreak of war in 1939. Then the Axis powers openly glorified war, and

made no secret of their intention to secure their aims by force. Thus with little effort on their own part, the democracies were cleared before the bar of free world opinion of any suggestion—both before the outbreak of war, and when the British Commonwealth and France declared war on Germany in September, 1939—that they were acting from the spirit of aggression or love of war. This factor had a great influence on the outlook of peoples throughout the world, especially in countries which, with many of the democracies, had a long tradition of high living standards and protected life.

This factor is now lacking, since the democracies are in practice barred from attempting to use the slogans of peace. They cannot in practice do so nearly as effectively as the men of the Kremlin who, exercising complete control of the masses of all the Russias, can speak with as many tongues as they wish without any risk of being taken up by their own people. With the different conditions prevailing in the democracies, where the voice of the many-headed can make itself heard to considerable effect, the majority would demand unilateral disarmament as a proof of sincerity were their governments to carry on as intensive and vigorous a peace campaign as that conducted by the Communists. This was made quite clear by events in the democracies in the years between the two world wars, when there were strong movements for

peace and disarmament in most of the democratic countries, and some governments actually carried out some of the proposals put forward by pacifist organisations.

We cannot now afford to forget how very near we came to disaster then through that very fact. For us to do the same today would play right into the hands of the Russian rulers. As it is, the cynical emotive appeals which issue from the Kremlin and its mouthpiece throughout the world, make it difficult enough for the democratic governments to explain to their peoples the necessity for maintaining their own military strength in order to avoid being swallowed up by the devotees of "peace" behind the iron curtain.

SELF CONFESSED FALSITY

THE falseness of the Soviet "peace" campaign and branding of the democratic governments as "warmongers" is self-confessed. It is a carefully planned offensive to win away from those governments the confidence and support of their peoples. It is aimed at the public. Its objects are to foment discontent against defence measures, and by organising and encouraging pacifist sentiments to weaken the defence effort of the democratic countries; to appeal to scientists and other intellectuals connected with atomic energy and other forms of defence; and to provide a screen for the Kremlin's own aggressive manoeuvres.

That the Soviet Government's manoeuvres are aggressive, and that one means of furthering those aggressive aims is to weaken the democracies, is made clear by the Soviet's own utterances. "To the same group of examples of the concealment of predatory ends behind noble principles," stated the "Soviet History of Diplomacy" in 1945, "also belong the instances of the exploitation of the idea of the disarmament and pacifist propaganda in the broad sense of the word for one's own purposes. From time immemorial, the ideal of disarmament has been one of the most favoured forms of diplomatic dissimulation of the true motives and plans of those governments which have been seized by such a sudden 'love of peace'."

In an essay he wrote "On the Problems of Leninism" in 1926, Josef Stalin quoted a statement of Lenin's made by him in 1919: "We are living not merely in a state, but in a system of states, and the existence of the Soviet Republic side by side with imperialistic states for a long time is unthinkable. One or the other must triumph in the end. And before that end supervenes, a series of frightful collisions between the Soviet Republic and the bourgeois states will be inevitable. That means that, if the ruling class, the proletariat, wants to hold sway, it must prove its capacity to do so by its military organisation."

SOVIET POLICY UNCHANGED

THAT there has been no change, either of heart or policy, at the Kremlin, continues to be made clear in frank statements that emanate from time to time from Communist mouthpieces. As an example, a uniformed major of the Soviet Military Administration in Berlin, speaking in May of last year during a series of lectures on "Bolshevik Strategy and Tactics," said: "... the ultimate aim of Communism—world revolution—remains unchanged; only the means... change from time to time... the decisive factor is correct timing. When the enemy is stronger, it is of no use kicking against the pricks. The time to attack an enemy and destroy him is when his force, after an interval, have begun to disintegrate."

This is in line with another Lenin axiom, that "The most powerful enemy can be conquered only by exerting the utmost effort, and by necessarily, thoroughly... and skillfully taking advantage of every, even the smallest, rift among the opponents... and by taking advantage of every opportunity... of gaining a mass ally, even though this ally be only temporary, vacillating, unstable, unreliable and conditional." Since 1939 the Russian rulers have evidenced their reliance on this policy: first in their gaining a "mass ally... temporary, vacillating, unstable, unreliable and conditional" in Germany; secondly, in their "skillfully taking advantage of every, even the smallest, rift" among the democracies since 1945.

NO ROOM FOR "PEACE" IN RUSSIA

MEANWHILE, the Soviet and satellite countries have no use for talks of "peace" within their own borders. In a leading article in "Svobodnyy Nop" in April of last year, the Communist Minister for Defence in Hungary, Farbas, spoke of a certain pacifism which was making itself felt within the ranks of the party. "Slogans like 'we want no more war' are very significant of this pacifism. First of all, therefore, we have to overcome this feeling of pacifism within our own party in order to be able to fight it down in the masses... a considerable feeling of pacifism is reigning among our people, particularly among our women and peasants... we must, however, continuously point out to them that what they fear—war—is wanted by the imperialists." As evidence of the truth of which the Soviet Government alone is keeping more than 4,000,000 men under arms, and the former Soviet "Union of Sovieties for Assisting in Defence" has now expanded into three daughter unions called Dorarm, Dorav and Dor-

Continued on page 48

FOUL ANCHORS

by Captain Brett Hilder.



A Tale Of Ground Tackle Which Points The Moral:
"Cast Your Kellick Carefully, Keep A Clear Hawse,
And Always Have Plenty Of Anchors."

ANCHORS are wonderfully comforting pieces of tackle, enabling storm-weary mariners to secure the ship in peace against the unwelcome forces of the tides, currents, seas, and the wind, except when it reaches full hurricane force. In that emergency the two bowers and their full cables have to be helped by the engines at slow speed, and the ship steered to keep her from yawing.

The early improvements to the design of the anchor were solely intended to make it grip, or dig into the ground, while the later designs have enabled it to be stowed snug in the hawse-pipes. The difficulty of breaking it out of the ground in order to weigh it has not been paid much attention, but that is a difficulty which arises mostly in the coral seas. Breaking out the anchor from sand, mud, or respectable types of rocks is not difficult, and is helped by bringing the ship ahead over

the hook to trip it, just before it becomes a-weigh. If it cannot be broken out, it may be officially referred to as a "foul anchor," in addition to less official but more colourful terms.

When a ship has lain at anchor too long in the same place, as warships in peacetime, the cable will generally become hitched around that arm and fluke which is not buried in the ground: when the anchor is weighed the cable may hoist it up by the arm, instead of by the ring, in which case it is likewise called a foul anchor, because of the added difficulty of cutting and fishing it while clearing the turns of cable away.

Having an anchor fouled by the cable is a reflection on the good luck and seaworthiness of the ship, as well as some slur on the seamanship of the men who may have dropped it carelessly. In fact, it is regarded as derogatory and land-lubberly, as when a fisherman gets his line entangled

The Flag of the Lord High Admiral of England was apparently designed by a heraldic artist who made a fine flowing design of an anchor garnished by a hempen cable, but it received the highly irreverent nick-name of "The Sign of the Foul Anchor", as though it were a sign-board for a land-lubbers' hostelry.

Since the Office of the Admiralty has been executed by My Lords Commissioners, the design of a Foul Anchor has found its way on to most of the badges connected with the Naval service, though the anchor has changed with the times to a patent stock-less one with a chain cable. Some of the designs show some complicated fouling, as in the artistic example at the head of this article by G. C. Ingleton.

When an anchor gets fouled on the harbour floor by a wreck, ledge of rock or coral reef, it is almost impossible to break it out without damage. In some ships

the anchor carries a buoy on a heavy line, which serves to locate and recover the anchor when the cable has parted, or been slipped in an emergency. When an anchor refuses to break out by heaving on the cable, it may be possible to get it out by the buoy-rope, which may be fast to the crown, or one of the arms.

Most of the early navigators had some trouble with their ground tackle catching under shelves, branches and mushroom of the coral growth. When William Dampier anchored off Callafufing in the South East Celebes, he had this to record:—"We staid here till but the 12th. Day (of December, 1687) because it was a bad Harbour and a foul Ground. . . . When we went to weigh our Anchor, it was hooked in a Rock, and we broke our Cable, and couldn't get our Anchor, though we strove hard for it; we went away and left it there."

Cook had the same sort of trouble after he had stranded on Endeavour Reef, for he used five anchors to heave the ship off, after which he had trouble in weighing them. According to his private log:—"1 PM. Sent the longboat to weigh the stream anchor, purchased the anchor, but lost the cable among the rocks. 5 PM. Got up the best bower and other stream anchor, but found it impossible to save the other bower, so cut it away at a whole cable."

Hempen cables must have been very easily stranded when foul of the sharp teeth of coral reefs, while chain cable comes to no harm as it is harder than the coral. My own experience in the Pacific has been comparatively free from foul anchors, which is remarkable because we do an enormous amount of anchor-work in the island ships of the Burns Philp Line. I have seen some anchors lost by the anchor-shackle parting when the hook has caught in the coral, but every time the anchor is dropped the

shackle is hammered between anchor and cable. This eventually causes a fracture to develop, and each time the hook is hoive up the shackle should be inspected for hairline cracks in the crown.

As soon as the anchor gets foul, the attempts to break it out of the ground bring great strains on all the gear, and the cable gives in its weakest link. The windlass must be much stronger, to avoid collapse under the jarring strain. A more unusual case of the weakest link occurred in New Guinea waters before the war. We had just succeeded in breaking out the anchor at Bulka Passage, but when the end of the cable came into sight it only had the shank hanging from it, the arms being still wedged in the coral ground, and we had only succeeded in breaking the shank out of the crown.

The next case occurred only last year, in a real graveyard of anchors, Sydney Bay at Norfolk Island. Cook and La Perouse had each called at this island, and soon after Phillip had landed at Sydney he sent Lieutenants Ball and King in H.M.S. "Supply" to found a settlement at Norfolk Island. The anchorage in Sydney Bay is very exposed, so that it was a week before the party could be landed through the surf. In the process the ship lost her anchor, and after spending four whole days sweeping for it she returned to Sydney. That was the first anchor lost there, and during the succeeding years so many have been lost there that every time an anchor is weighed there is a good chance of fishing up an older kelly with it.

H.M.S. "Sirius" was wrecked in Sydney Bay in 1790, when that clumsy old vessel was trying to come to anchor. She missed stays, refused to wear, and a hastily dropped anchor did not save her from the dangerous lee-shore. One of her anchors was recovered from her remains in 1907, and erected in Sydney at

Macquarie Place with a new stock and anchor ring.

The steamers "Makambo" and "Morinda" have each spent about twenty years on the run to Norfolk Island and the New Hebrides, and each added their quota to the collection of antiques on the rocky floor of the anchorage. Generally the trouble of dragging for an anchor is of little avail, for even if it be found it would still be foul. The chances of finding the right hook is very remote in Sydney Bay and you might find enough ground tackle to fill the maritime museum at a dockyard before you found one that would fit your hawse. But what a fine series you would have for an exhibition of the "Evolution of the Anchor"!

During the war the "Morinda" arrived in Sydney after an unlucky trip to Norfolk Island, and had to steam about in Watson's Bay because she had no anchors left!

Only last year we arrived at Norfolk at the end of the January cyclone, when there was still a very heavy swell running into Sydney Bay from the departing storm centre. The cable parted between the ship and the rocky bottom, costing us a bower anchor and 32 fathoms of cable, another case of the "weakest link."

The moral of this tale is to cast your kelly carefully, keep a clear hawse, and always have plenty of anchors!

'The Navy'
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to Naval Affairs



LLOYD'S



The Navy

SOME OLD FLAP SHIPS

IN WHICH THE AUTHOR TELLS SOMETHING OF THE NAVAL VESSELS BUILT BY THE POWERS IN THE YEARS IMMEDIATELY PRECEDING THE WORLD WARS OF THIS CENTURY

by "L.B."

IT was customary, during the 1914-18 war, to allude to the sudden order to "raise steam immediately" as a "flap" (panic). If you remember, the "Q" boats "flapped". But actually the Royal Navy—and its offshoot, the Royal Australian Navy, has followed suit—has never "flapped", nor ever will. If an operation was brought off successfully, it was "posh".

In the fifteen years prior to 1914, a number of naval vessels, both British and foreign, "flapped", either due to war or to maritime causes; and it is in regard to these that this article deals.

In February, 1899, the U.S.S. "Maine" mysteriously blew up in Havana Harbour. The old cigarette cards from the packets of "Cameos" of our youth pictured the "Maine" being raised. As a result of her sinking, the U.S.A. declared war on Spain, occupying Cuba and Porto Rico, whilst Admiral Dewey bombarded Manila and occupied the Philippines. It was a most successful war for Uncle Sam, the Spaniards, in addition to their other losses, paying four millions in cash as part of the price of defeat.

Admiral Dewey's flagship, the "Olympia," a second-class cruiser built in 1895 at San Francisco, was of 5,870 tons, mounted four 8-inch and ten 5-inch guns, and had a speed of 21 knots. She originally cost about £550,000 to build, and was partially reconstructed in 1903, being still in commission in 1914.

Do you remember Noel Coward's splendid picture "Cavalcade", and Herbert Munding, por-

traying the hero from the veldt, remarking when questioned as to his experiences in the Boer War: "All I know it was bloody 'ot". Well, the Naval Brigades found the enemy, the disease, and the koppies precisely as described by Herbert Munding in that succinct phrase. On the outbreak of the Boer War—which, in the opinion of many, was the real beginning of the war of 1914-18—certain European powers fairly chortled with glee to see Perfidious Albion buckling on her armour. The Cape Station was considerably strengthened. Various naval vessels were disposed to protect the vital route between Britain and South Africa. And the Union-Castle ships and Bullard and King's "Um" boats reaped a rich harvest in troopings.

The Commander-in-Chief of the Cape, Rear-Admiral Sir R. H. Hains, K.C.M.G., flew his flag in the cruiser "Doris", Captain R. C. Prothero. Built in 1894, she was of 5,600 tons, mounted eleven 6-inch guns, had a speed of 18½ knots and a complement of 450. Other light cruisers of her class were "Eclipse", "Talbot" — a blitzer ship at the Dardanelles — "Minerva", "Venus", "Juno", "Diana", "Dido" and "Isis". Some Diggers of the 1914-18 war may remember "Doris", for she escorted some Australian troopships in the Indian Ocean during that shemuzzle. "Juno" will also be remembered by some Australians, as she served on the Australia Station.

Captain Prothero commanded "Doris's" brigade in the Boer War until he was severely wounded. Under Captain Frank Lorke, R.N., this fine old cruiser did good work along the Levantine

coast during the early days of the 1914-18 war.

Another light cruiser of those days, "Philomet" — her sister ship, "Wallaroo", was on the Australia Station — will be remembered by New Zealanders of the First World War. Under the command of Captain P. Hall Thompson, she took part in the occupation of Samoa in 1914, and escorted the first echelon of the New Zealand Expeditionary Force to Albany, finishing up with some good work in the Red Sea and the Mediterranean. In the days of her youth she had seen service in the Benin Expeditions of 1894 and 1897, when Commander J. E. Bearcroft, R.N., commanded her brigade.

The "Barrosa", an old third class cruiser built in 1889, with a speed of 16 knots, also took part in the Benin affair; as did the "Forte", which, of 4,360 tons, had been built in 1893 and mounted two 6-inch and eight 4.7-inch guns, and had a speed of 19½ knots. "Forte's" brigade, under Captain E. P. Jones, R.N., did excellent service. Others of her class were "Astrea", Captain A. C. Sykes, R.N., who took part in the bottling up of "Koenigsberg" in 1914; "Cambrian", a one-time flagship on the Australia Station; "Charybdis"; "Flora"; "Fox"; "Hermione"; and "Bonaventure", which was used as a submarine depot ship.

Among ships supplying reinforcements to the Naval Brigades were "Tartar", Commander J. T. White, R.N., a third class cruiser of 1,770 tons and 16½ knots, built in 1886; "Thetis", Captain G. M. Henderson, R.N., a second class cruiser of 3,400 tons and 20

knots, built in 1890; "Magicienne", of 2,950 tons and 19 knots, built in 1888; and "Raccoon", Commander G. H. Hew, R.N., a third class cruiser built in 1868, with a speed of only 11 knots.

Guardship at Simons Bay during the Boer War was the old third class battleship "Monarch", of 8,930 tons and 15 knots, which had been built in 1869. Her C.O. was Captain R. D. B. Bruce, R.N., and her Number One was Commander R. A. Allenby, R.N., who retired in 1918 as a Vice-Admiral, D.S.O., M.V.O., and was a younger brother of the "Bull", the late Field Marshal Lord Allenby, of Palestine fame. Depot ship, and tender to "Monarch" as a prison ship, was "Penelope", another child of the 'Sixties, having been built in 1868, of 4,470 tons and 11 knots.

Among those present was the little Torpedo Boat No. 60, commanded by Warrant Officer T. J. S. Lyne. She did excellent service on the blustering South African coast until she broke her propeller shaft, 100 miles from land. Nothing daunted by this mishap, Lyne rigged awnings for sails, and sailed his ship into Saldanha Bay, whence "Forte" towed her to Simons Town. His Majesty conferred a Lieutenancy on Lyne, who crowned a remarkable career by reaching the rank of Rear-Admiral, C.B., D.S.O., his last command being the Boys'



The Italian armoured ship "Italia", 1913. Forerunner of the all-big-gun ship.

Training Ship "Impregnable", which he had himself entered as a boy.

The activities of H.M.S. "Powerful" have already been described in the pages of "The Navy". Her sister ship "Terrible", en route to China, was diverted to Durban, her Captain, Percy Scott, the gunnery expert, arranged the mounting of naval guns for use ashore, and was appointed Military Governor of Durban defences. "Terrible's" Number One, Commander A. H. Lempus, commanded her naval brigade. Prior to 1914 Rear-Admiral Lempus was employed in the Turkish Navy. Owing to some unforeseen freak of misplaced chivalry, he was not appointed to command the Dardanelles Squadron in the 1914-18 war, but was appointed Admiral Superintendent at Malta — many miles from the Turks, whom he knew from their bastinado spots to the tops of their turbans.

It might be mentioned in passing that all the naval officers who

served in the South African War received rapid promotion, and many awards.

John Chinaman caused a "flap" in 1900. This stormy petrel, Lieutenant R. J. Keyes, R.N., of the T.B.D. "Fame", carried out a series of brilliant operations. The Keyes family had been associated with the naval and military history of England for centuries. The former C.O. of "Fame" died, an Admiral of the Fleet, in 1947.

Britain's successful emergence from the China and Boer Wars, and especially the rally of the Empire to the Flag, gave the less friendly Powers of Europe cause for thought.

Probably a "flap" caused the Admiralty to lay down the eight battleships usually referred to as "The Wobbly Eights" or "Bebe-moths", from the beast, probably the hippopotamus, described in the Book of Job. The "King Edward VII" class comprised the "King Edward VII", "Commonwealth", "Dominion", "Hindustan", "Zealandia" (ex "New Zealand"), "Hibernia", "Africa", and "Britannia". They were all built in 1902, and were of 16,300 tons, mounting four 12-inch, four 9.2-inch, and ten 6-inch guns. Of 19 knots, each had a complement of 777. They cost nearly £1,500,000 each to build, and in 1914 they each cost £120,000 annually to run with a full crew, and £50,000 with a two-thirds complement. They were the last battleships to be designed by Sir William White, and served in the Grand Fleet as the 3rd. Battle Squadron.



One of the "Wobbly Eights" in the 1914-18 War. "Africa" in the South Atlantic, a photograph taken from an Australian troopship.

In 1903 the battleships "Triumph" and "Swiftsure" were purchased from Chile. Of 11,800 tons, they mounted four 10-inch and fourteen 7.5-inch guns, and had complements of 700. Their speed was 20 knots, and they were both fast for short sprints, but could not maintain speed. Heavy coal eaters, they were hated by the stokers.

Many readers of "The Navy" will recall the Russo-Japanese War of 1904-5. Britain backed the Rising Sun against the Bear who had menaced the peace of the Far East, especially in the area of the Khyber Pass and Persia. In August, 1904, the Japanese destroyed the Russian fleets at Port Arthur and Vladivostok. There followed the marvellous manoeuvres of Admiral Rozhdestvenyky's fleet. During its voyage from the Baltic to the Far East, it in sheer panic sank some of the Grimsby fishing smacks in the North Sea. Then came a leisurely sojourn at Madagascar, a slow progress across the Indian Ocean; and then, via the Straits of Malacca, to the Straits of Tsushima, and final destruction at the hands of Admiral Togo.

Disaster after disaster dogged the forces of the Czar of all the Russians, and thousands of unfortunate yapping poodles were named "Togo" in honour of the Japanese admiral. The naval history of the Russo-Japanese War is a fascinating study of an outstanding general fleet action. Among the old-time ships which "flapped" on that occasion a few are worthy of mention here.

There was the Japanese battleship "Mikasa", of 12,500 tons, with four 12-inch and eleven 6-inch guns and a speed of 18 knots. She was built by Vickers in 1902; and she blew up as the result of an internal explosion in September, 1905, being salvaged and reconstructed in 1908. Another Japanese vessel was the coast defence ship "Yashima", built at the Elswick yard in 1896. Of 12,300 tons, she was armed with four 12-inch and ten 6-inch guns, and

had a speed of 18 knots. In May, 1904, she struck a mine and sank off Saabeo.

The Russian losses were truly appalling. Out of five battleships alone, only the "Slava" remained after Tsushima. All were practically new ships; the "Borodino", "Imperator", "Aleksandr II" and "Kniaz Savauroff" were sunk. The "Orli" was captured, and renamed "Iwame". Each of 15,000 tons, carrying four 12-inch and twelve 6-inch guns, and with a speed of 18 knots, they cost on an average a million and a half to build.

It is interesting to note that the "King Edward VII" class battleships of the "Wobbly Eights", practically identical ships, served in the 3rd. Battle Squadron with the Grand Fleet in the 1914-18 War.

Another Russian loss was that of the battleship "Rivizian", which, built at Cramp's Philadelphia yard in 1900, was of 12,000 tons, and was armed with four 12-inch, and twelve 6-inch guns. She bobbed up and down the Yellow Sea like a cork. Torpedoed and sunk at Port Arthur on the 9th. February, 1904, and salvaged, she was subsequently battered at the Battle of Round Island, and was scuttled at Port Arthur in 1905. The Japanese eventually raised her, and she was renamed "Hisen".

The "Pozlava", built in 1894, of 11,000 tons and mounting four 12-inch and twelve 6-inch guns, was sunk at Port Arthur in 1904. Salvaged and refitted, she was renamed "Tango" by the Japanese in 1905. Costing nearly a million each, the "Peresvet" and "Pobeda", built in 1899, were both scuttled in 1905. They were each of 13,500 tons, and mounted four 10-inch and ten 6-inch guns. The Japanese raised them, and renamed them "Sagami" and "Suwo" respectively, reconstructing them both in 1909.

Among the "flapping" Russian cruisers of the period were "Narvik", built in 1900 by Cramps, a protected cruiser of 3,000 tons with two 6-inch and four 4.7-inch guns. She was sunk at Port Arthur, and was raised and renamed "Sutsuyz" by the Japanese in 1906. Another cruiser, the "Varyag", built in 1899, also by Cramps, was of 6,500 tons, and was armed with twelve 6-inch guns, and had a speed of 21 knots. She was sunk at Chemulpo in February, 1904, and was salvaged in August, 1905, and renamed "Soya" by the Japanese. The "Pallada" was built in 1899, of 6,000 tons and armed with eight 6-inch guns. She went down at Port Arthur in October, 1904, and was salvaged in August, 1905, and renamed "Tsugaru". In 1913 she was still

armed with her original Russian guns.

Then there was the first class cruiser "Bayan", designed in France in 1900, of 7,800 tons, and armed with two 8-inch and eight 6-inch guns. The Japanese, for a change, captured her, in 1904, and altered her name to "Aso". The Russian battleship "Tsesarevitch" was one which escaped the Japanese. Torpedoed at Port Arthur in February, 1904, she was repaired, sailed and engaged the Japanese, and got into Kiaochao in August, 1904, where she was interned until the end of the war.

The Peace of Portsmouth (U.S.A.) engineered by the dynamic ex-Colonel of the American Rough Riders and Spanish-American War veteran, President Teddy Roosevelt, clewed up the war—which was one in which the British observers with the Japanese must have had some most interesting reports to send in to the Lords Commissioners of the Admiralty.

In 1880 the Italians constructed the armoured cruiser "Italia", of 15,654 tons, armed with four 10-inch guns, eight 6-inch, and four 4.7-inch; following her in 1883 with the "Lepanto", of 15,900 tons. They were of particular interest in 1914, for they embodied the idea of the "all big gun ship"—the maximum power and speed combined. The "Dreadnought" carried the thought a step further in 1906, and the "Lion" in 1910. But the "Dreadnought" idea was of Italian origin. The United States "South Carolina" and "Michigan", built in 1908, of 16,000 tons and mounting eight 12-inch and twenty-two 3-inch guns, and with a speed of 18½ knots, were laid down after the "Dreadnought", but were projected before her; so they may be considered the first "Dreadnoughts".

From 1904 to 1910, Lord Fisher was First Sea Lord, and it was entirely due to his genius that England produced the "Dreadnought" ahead of her rivals. The

vessel was laid down at Pompey in 1905, and was very hastily but strongly built by 1906. Of 17,900 tons, she mounted ten 12-inch guns and had a speed of 21 knots, costing £1,797,497 to build. Her most unusual feature was that the officers' quarters were forward, and the crew's aft. She was an extremely steady gun platform, and in consequence a very wet ship. Her advent certainly caused a stir in naval circles all over the world.

In 1915 she sank the German submarine U29, thus avenging the loss of "Aboukir", "Cressy", and "Hogue" earlier in the war; for the commanding officer of U29 was Otto Wedegen, who had commanded U9 when she got the three cruisers with a series of shots, like sitting ducks, as they were patrolling the "Broad Fourteens" off the Dutch coast.

"Light on the port bow, sir!" How many of us have thrilled to see the flash of St. Catherine's. From the Needles, past Hurst Point to Calshot, is that lovely stretch of water the Solent. Here, on the 25th April, 1908, the "Gladiator" was rammed and sunk by the American liner "St. Paul" of the now defunct International Mercantile Marine Company; the "St. Paul" being a vessel of 11,629 tons with a speed of 19 knots.

"Gladiator", of 5,750 tons, mounting ten 6-inch guns and with a speed of 19 knots, was built in 1897 along with her sisters "Arrogant", "Furious" and "Vindictive"—this last of Zeebrugge fame. All of these ships were designed as rams.

Among French "Flap ships" were the "Jena", "Charlemagne", "St. Louis" and "Gaulois", battleships of 1896 vintage, of 11,260 tons, mounting four 12-inch and ten 5.5-inch guns, and with a speed of 18 knots. "Charlemagne", "St. Louis" and "Gaulois" all did fine service at the Dardanelles in 1915.

Among some British cruisers of the period which have made names in our naval annals are

"Monmouth", "Kent", "Haze", "Lancaster", "Berwick", "Domegal", "Cornwall", "Saxse" and "Cumberland". "Bedford", of this class, was wrecked in China in 1910. Built in 1901-1903, they were of 9,800 tons, and mounted fourteen 6-inch guns and had a speed of 23 knots.

But for a speech made by Mr. Lloyd George, then Chancellor of the Exchequer, at the Bankers' Annual Dinner on the 21st. July, 1911, it is a pretty sure guess that Germany would have declared war on France. The affair is alluded to as the Agadir Crisis. The "Admiral of the Atlantic"—Kaiser Wilhelm—sent the gun-boat "Panther" to the Moroccan coast. She was built in 1901, of 1,000 tons, mounting two 4.1-inch guns with a speed of 14 knots. She certainly stirred up the Powers to a greater realization of the danger of Prussian aggression.

Those sailors and soldiers who served at Gallipoli must remember the "Edgar", "Endymion", "Thebes", "Grafton" and "Gibraltar", with their blister sides. They were all built in 1891, of 7,350 tons, mounting two 9.2-inch and ten 6-inch guns, with a speed of 19½ knots. Then there was the "Hawke", which in 1911 lost her ram in collision with the Atlantic liner "Olympic". "Hawke" was sunk in action on the 14th October, 1914.

On the 25th September, 1911, the French battleship "Liberte" blew up with appalling loss of life. Other ships of her class were the "Democrate", "Justice" and "Verite". Built in 1904, of 14,900 tons, these ships mounted four 12-inch, ten 7.6-inch guns, and were of 18 knots. They cost over £1,425,000 each. The "Verite" served in the Dardanelles in 1915.

Such are a few of the old "Flap ships" of the pre-1914 years. Their names may bring back memories of the days of "The Navy". If they do, may those memories be of the happiest.



A quaint-looking vessel to present-day eyes. An Ecuadorian warship, ex-French "Papie". Built 1886, mounting two 8.5-inch and smaller guns. 811 tons, 12 knots.

PRESSURE PLUS!
 THE EXTREME PRESSURE ON THE HULL OF AN AVERAGE SUBMARINE OF 800 TONS, SUBMERGED TO A DEPTH OF 300 FEET IS 185,000,000 LBS. PRESSURE IS ABOUT 45 LBS PER SQUARE INCH FOR EVERY 100 FEET OF DEPTH.

ACCIDENT!
 IN 1868 TWO SQUATTERS STROLLED AIMLESSLY INTO A COLLING ST. BUILDING TO HEAR AN AUCTIONEER, BUT A FEW MINUTES LATER WERE AMAZED TO FIND THAT IN THE COAT OF ARMS, THEY WERE THE OWNERS OF A WRECKED CLIPPER SHIP, THE "EVANHOE", ASHORE AT EVANHOE BAY, TASMANIA. AFTER REPAIRING, THE SHIP WAS REBUILT FOR £1,000, AND SAILED FOR LONDON WITH A FULL LOAD OF WOOL. HER FIRST VOYAGE SHOWED A CLEAR PROFIT OF £7,000, AND FOR THE NEXT THIRTY YEARS THIS FINE SHIP SAILED UNDER THE SQUATTER-OWNERS' FLAG!!

MIRACLE
 IN USE FOR 15 YEARS (1907-1922) ST. ANDREW'S, ST. JAMES' AND ST. GEORGE'S, LONDON, DISCOVERED COLUMBUS IN AMERICA WHICH WAS INVENTED IN 1492.

FINGERLESS!
 CAPT. HOWARD BUCKNER OF GLOUCESTER, U.S.A. WHO HAD PREVIOUSLY LOST ALL HIS FINGERS, HIS TOES, AND PART OF ONE FOOT BY FROSTBITE, SAILED HIS 90-FOOT SLOOP, THE "GREAT HUSTON" ACROSS THE ATLANTIC TO GLOUCESTER, ENG. SINGLEHANDED, IN 29 DAYS. HE REPEATED THIS FEAT IN 1901, IN A 28-FOOT BOAT, TO ICEBERG, IN 38 DAYS.

GREENLAND.
 THE HUGE 786,518 SQUARE-MILE ISLAND IN THE NORTH ATLANTIC, 280 MILES FROM BAFFIN LAND, IS MOVING WESTWARD TOWARDS AMERICA AT THE RATE OF SIXTY FEET EACH YEAR.



Flinders Memorial Chapel Linked With Temple Church

The Gift Of An Historic Tile From The Floor Of The Church Of The Knights Templars In London Creates An Inspiring Association With The Centre Of Empire.

THROUGH the actions of a woman artist in England, and the Melbourne Society of Women Painters, the Protestant Naval Memorial Chapel at Flinders Naval Depot will have a link with the Church of the Knights Templars, in London.

The Temple Church is one of the oldest in England, and is the largest of the four remaining round churches in that country, the other three being at Cambridge, Northampton, and at Little Maplestead in Essex. The round portion of Temple Church is only part of the structure, and was erected, of Transition-Norman

workmanship, in 1185. The other portion, the rectangular choir, is of Early English masonry, and was built in 1240.

The original circular nave was built on the model common to churches of the Knights Templars generally, the Church of the Holy Sepulchre at Jerusalem. The church houses some sepulchral effigies of great interest, these being nine recumbent effigies of armed knights in chain mail, with swords, shields, and other accoutrements; and, in the rectangular portion, the effigy of a mitred and veated bishop bearing a pastoral staff, in the act of giving

the benediction. The effigy of the knight commemorated important personages who lived during the Twelfth and Thirteenth Centuries, including Geoffrey de Mandeville, Earl of Essex; and William Marshal, first Earl of Pembroke, and his two successors. The bishop is believed to be Silvester de Everdon, Bishop of Carlisle, who died in 1255.

The Temple Church was one of those which survived the Great Fire of London—though it came near to destruction, the flames licking the walls of the circular nave portion. Both portions of the church were restored in 1847. And the church suffered very severe damage during the German air raids on London in the blitz of the recent war.

During the restoration of last century, a floor of special tiles ornamented with appropriate designs, was laid in the rectangular choir portion of the building. This floor was so badly damaged during the blitz that it is now being replaced entirely by a flooring of Portland stone and Purbeck marble.

Such tiles as were not damaged were not used again, but were disposed of, the proceeds of their sale going to the restoration fund. During the war — and since — the Melbourne Society of Women Painters has sent many food parcels to London to women artists there. A number of the Temple Church tiles came into the possession of one of these artists—Mrs. Stanley Grimm—and in appreciation of the food parcels, she sent three tiles, each of a different design, to the Melbourne Society of Women Painters.

The Society has now in turn presented these three tiles to where their tradition can best be continued in Australia — one to St. Andrew's Cathedral, Sydney; one to St. Paul's Cathedral, Melbourne; and the third to the Protestant Naval Memorial Chapel, Flinders Naval Depot. The Naval Memorial Chapel tile, a

Continued on page 11

NEW FEDERAL LINER "DORSET"

The Twelfth New Ship Built By Alexander Stephens For The Associated Federal And New Zealand Lines Was In Australia At The Beginning Of The Year On Her Maiden Voyage.

By "Supercargo".

THE new Federal cargo liner "Dorset" is the third vessel of that name in the history of the Company. The first "Dorset" was built in 1903 by John Brown & Co. at Clydebank. She was a twin-screw steamer of 6,990 tons gross with a speed of 13 knots and after years of good service was finally broken up in 1927.

The second "Dorset" is of more recent fame. This ship was built in 1934 by Workman Clarke & Co. at Belfast, and was a twin-screw motor vessel of 10,624 tons gross. She was the sister ship of the present "Durham." This ship met her end in the "Classic Convoy" which left England for Malta in August, 1942. The convoy of fourteen merchant ships was under constant aerial attacks, during one of which "Dorset" received three near misses on each side, wrecking the engines and starting a fire among her cargo—which included cases of aviation petrol. There being no means of extinguishing the fire, she was abandoned. Her entire company got away safely and were picked up by the destroyer "Bramham." An attempt was made to tow her to Malta, but she was again hit by bombs and sunk.

The gallant service of this "Dorset" was officially recognised by the award of the Distinguished Service Cross to her Master, Captain J. C. Tuckett; Mr. J. Trotter, chief officer; and Mr. T. Spence, the chief engineer. The Distinguished Service Medal was awarded to Apprentice P. Gordon; while Mr. F. W. Newman, second officer; Mr. R. G. Bush, third officer; and Mr. W. J. Andrews, second engineer, were mentioned in despatches.

Her successor, the present "Dorset," is a single screw steamer of 9,800 tons gross, with a speed of 16 knots. Launched in May, 1949, she was christened by Mrs. Howe, wife of Mr. W. C. Howe, one of the Directors of the Associated Companies. This ship is the only steamer in the present construction programme, since she is intended as a sister ship to the "Devon" and "Somerset," which were built in 1946. A photograph of the "Somerset" appears here, together with one of the "Hertford," a new Federal Line motorship. The external appearance of the "Dorset" is very much like that of the "Hertford."

Since the ships of the Federal Line are high class specialised

cargo liners carrying no passengers, it has been possible to accommodate the entire ship's company amidships. The Federal Line has always paid great attention to the comfort and wellbeing of their crews, and the accommodation in the new ship is evidence of that consideration. Officers and Petty Officers are housed in single berth cabins which are mechanically heated and ventilated, and equipped with hot and cold running water. Cabins for the Chief Officer, Chief Engineer, and Second Engineer, each have a private bathroom adjoining. The Master has his suite of rooms on the boat deck.

Deck and Engineer Officers share a large dining room, off which an annexe is provided for duty engineers. Petty officers, scamen, greasers and stewards, have separate mess rooms. The large galley, which is combined with the pantry, is conveniently situated to the dining saloon and mess rooms. Deck officers and engineer officers each have a smoke room. A feature of the deck officers' smoke room is the oil painting of the previous "Dorset," painted by Mr. Stanley Pellett from a photograph which appeared in the Government publication—"Merchantmen at War". The painting, which shows the "Dorset" under aerial attack, was presented to the ship by Mrs. Howe at an informal ceremony held on board before the "Dorset" left England.

The cargo spaces are well laid out, and the five hatches are served by twenty 10-ton, and one 30-ton capacity derricks. The cargo winches are electrically operated. Each hatch has upper and lower 'tween decks, the bulk of which are insulated for the carriage of refrigerated cargo. The insulated space totals 405,000 cubic feet, while the general cargo space amounts to 145,000 cubic feet.

A comprehensive fire detecting and extinguishing system is installed in the ship; the detecting cabinet, which is on the bridge,



THE FEDERAL LINE'S STEAMER "SOMERSET", OF WHICH "DORSET" IS A SISTER IN TYPE.

is equipped with an automatic alarm enabling carbon dioxide gas to be directed through jets above each compartment.

Navigational equipment is of the most modern type, and includes radar, Sperry Mk XIV gyro compass, with one steering repeater and one bearing repeater; electric log; stability indicator; and electric sounding machine.

Propelling machinery consists of a set of Turbines of Parsons type, constructed by the hull builders at their Linthouse engine works.

The ship has the following dimensions: Length overall, 470 feet; Breadth moulded, 64' 6"; Depth, 42' 6"; Draught loaded, 29 feet; Deadweight, 11,800 tons.

In command of "Dorset" is Captain R. G. Rees, of Ruialip, Middlesex. Captain Rees began his seafaring career 31 years ago as an apprentice with the Union Castle Mail Steamship Co. On completion of his indentures in "Balmoral Castle," he joined his present company in March, 1923, as fourth officer of the "Cumberland."

He was chief Officer of the "Essex" at the outbreak of war, but in June, 1940, he was given command, and he was Master of the "Somerset" when that vessel was sunk in May, 1941. After a period of service in the "Tongariro" and "Gloucester," he was loaned to the P. & O. Company

to take command of the "Empire Governor," which was formerly the Italian passenger liner "Esquilino." He remained in that ship for two-and-a-half years before returning to his present company as Master of the "Tekoa," which was engaged in carrying supplies from New York to troops in the Philippines. Captain Rees transferred from the "Pipiriki" to his present command.

Chief Engineer of the "Dorset" is Mr. G. M. Rhodes, of Liverpool (Eng.). Mr. Rhodes served his engineering apprenticeship with the Elder Dempster Lines at their Mersey Engine Works. He began his seagoing career with the Lancashire Shipping Co. Ltd. After a period of service with the "K" Steamship Co. Ltd., and Elder Dempster Lines Ltd., he joined his present company in 1929 as fourth engineer of the "Devon." He was appointed Chief Engineer of the "Leicester" in 1947, and transferred from her to "Devon," from which ship he joined the "Dorset."

CARGOES

Divers working in the Gulf of Genoa have recovered from the bed of the sea there pottery which is established as being 2,000 years of age, and which is believed to be from the wreck of an ancient Athenian merchant vessel.

FLINDERS MEMORIAL CHAPEL LINKED WITH TEMPLE CHURCH.

Continued from page 19

photograph of which is reproduced here, bears the design of a mounted Knight Templar, and will be embodied in the building of the Chapel as construction progresses.

In another practical direction Australian artists are contributing towards the Chapel. Some time ago, at the request of the Melbourne artist Esther Paterson, a number of her fellow artists contributed examples of their work in the form of original paintings and sketches to make up a book to be sold, the proceeds to go to benefit the Royal Australian Navy in some form or other.

Miss Paterson has suggested to Commodore H. J. Buchanan, D.S.O., R.A.N., that the book might be devoted to the cause of the Memorial Chapel building fund; and Commodore Buchanan has accepted it for this purpose, and is making arrangements for its sale. Whoever gets it will secure a good collection of small, original works by leading Australian artists. Those represented in the book include Harold Herbert, John Rowell, William Rowell, Dora Wilson, Nora Wilkie, Isabel Tweedle, Margaret Pestell, Betty Paterson, Len Annois, Pegg Clarke, Mrs. Rupert Wilkes, Esther Paterson, Frank Norton, Roy Hodgkinson, Dora Serle, Elsie Barlow, Jessie Laver, Margery Wilcock, McCrae, Armstrong, Alex. Gurney, and Harold Browning.

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THE FEDERAL LINE'S MOTOR SHIP "HERTFORD", WHICH "DORSET" CLOSELY RESEMBLES IN APPEARANCE.

News of the World's Navies

"ARK ROYAL" LAUNCHED

Larger than any carrier now in service in the Royal Navy, H.M.S. "Ark Royal" was launched by Her Majesty the Queen at Birkenhead on the 3rd. May. The Queen christened the new vessel with the name of her famous predecessor before more than 50,000 spectators of the launch at Cammell Laird and Company's yard. More than a thousand guests of the Commander-in-Chief, Plymouth, Admiral Sir Rhoderick McGrigor, K.C.B., D.S.O., viewed the ceremony from the aircraft-carrier "Illustrious," which went round from Plymouth to Liverpool for the occasion.

BERMUDA DOCKYARD

Although, after discussions in London between a Delegation representing the Government of Bermuda, and Mr. Alice Lord Hall, and the Secretary of State for the Colonies, it was decided with regret by the British Government "that in all the circumstances there is no economically justifiable alternative to the complete closure of the Bermuda Dockyard," the American and West Indies Squadron will continue to use Bermuda as its headquarters; and the Commander-in-Chief's residence, together with the necessary recreational facilities for the Ships' Companies, will be retained in Bermuda. In this way the traditional association of the Royal Navy with Bermuda will be preserved. The Squadron will, however, be maintained by ships from the Home Fleet, and refits and repairs will normally be carried out in the United Kingdom.

AWARD FOR SAVING A SUBMARINE.

The award of the British Empire

Medal has been made to Leading Electrician's Mate C. C. Anderson for saving the submarine H.M.S. "Sceptre" from foundering when she was suspended, partly flooded following an explosion, from salvage wires over 500 feet of water in August of last year. The citation states that "Fully aware of the danger"—the vessel being filled with chlorine gas, and the risk of her flooding with water and sinking being apparent—"Anderson volunteered to enter the submarine. He reached the pump room, connected the main ballast pump, and gave the submarine sufficient buoyancy to float her. It was undoubtedly due to his courage, skill, and determination that the submarine was saved."

R.N. SHARES FRENCH PRIZE MONEY.

The French Government has made an award of 617,000 francs (valued at approximately £629) for the assistance rendered by the aircraft carrier H.M.S. "Hermes" in the capture of the German steamship "Santa Fe" during the war. "Hermes" was at the time serving with the French Force X in the South Atlantic, and was present at the seizure of the "Santa Fe" in a position of Freetown, Sierra Leone. The French award is made in the "old style," that is, to people present at the capture, instead of the prize money going into a central fund. As a result about 670 officers and men who were in "Hermes" at the time (October 25th, 1939) or the relatives of those on board who have since died, will share in the prize money, which will vary in individual amounts between £8 for the ship's captain to about five shillings for ordinary ratings.

R.N.—U.S.N. CO-OPERATION.

One of the Royal Navy's midget submarines, the X.E.7, is carrying out exercises with ships of the United States Navy, operating from a base on the east coast of America. These exercises continue the normal policy of co-operation between units of the two navies. The British Admiralty has for some time specialised in the development of the midget submarine, and units of the "X" class were successfully used against the German battleship "Tirpitz," and on several other occasions during the recent war.

AUSTRALIA'S SECOND CARRIER AIR GROUP.

The formation in Great Britain of No. 21 Carrier Air Group for the Royal Australian Navy, which group will consist of Nos. 808 and 817 Squadrons, equipped with Sea Fury and Firefly aircraft, was marked by a ceremony on the 25th. April, Anzac Day, at the Royal Naval Air Station at St. Merryn, Cornwall.

WESTERN UNION DEFENCE.

When, during his recent visit to Canada and the United States, the First Sea Lord, Admiral of the Fleet Lord Fraser of North Cape, G.C.B., K.B.E., was asked for his views on policies which aim at integrating naval techniques between Canadian and American ships, he said that Britain was doing the same thing. He also said that the British, Canadian and American naval authorities were working together in developing anti-submarine methods, and he believed that they were keeping pace with such developments as were involved in new submarine building.

CANADIAN ANTI-SUBMARINE TRAINING.

H.M. Submarine "Astute" has been made available to the Royal Canadian Navy and the Royal Canadian Air Force for anti-submarine training, and has been based on Halifax, Nova Scotia, for three months ending with the 1st. of this month. The opportunity has been taken to provide Canadians who specialise in the torpedo anti-submarine branch of naval work with practical experience in submarine detection, and the carrying out of attacks. Mr. Claxton, the Canadian Minister of National Defence, has announced that the Grumman Avenger aircraft has been adopted for anti-submarine work, and that negotiations have been completed for the purchase of machines from the United States Government.

N.Z. FRIGATES IN THE MEDITERRANEAN.

The New Zealand frigates "Taupo" and "Hawea" are in the Mediterranean, where they are on six months exchange with frigates of the Mediterranean Fleet, H.M. Ships "St. Austell Bay" and "Veryan Bay." This is the first time that two vessels of the Royal New Zealand Navy have served on exchange at an overseas station. The crews of the New Zealand ships were selected from volunteers, of whom there were enough to man three frigates. It is expected that other New Zealand frigates will later succeed the "Taupo" and "Hawea" on the Mediterranean station.

AIRCRAFT-CARRIER "CAMPANIA" FOR FESTIVAL.

The aircraft carrier "Campania" is to be used for the Festival of Britain next year, and her conversion is being taken in hand by Cammell Laird and Company, at Birkenhead, the Admiralty giving advice and guidance in preparing drawings and specifications, and in overseeing the conversion, as a naval contribution to the Festival.

An Exhibition will be housed in the long hangar, in which galleries will be built to add to the display area. The flight deck and shelter deck will also be used. The flight deck will carry open-air exhibits including motor boats and yachts, and there will be an area for recreation and amusements. Amidships, a large awning-covered space will house demonstrations and sports displays, and may be used on special occasions for dances. The forward part of the flight deck will be used as an open-air cafe with tables set among small exhibits. Refreshments will also be obtainable in the Hangar-Deck Restaurant, and there will be a licensed bar on the gallery deck. The ship will visit a number of ports including Southampton, Dundee, Newcastle, Hull, Plymouth, Avonmouth, Cardiff, Belfast, and the Clyde. During her time as Festival Ship "Campania" will fly the red ensign, will be manned by a Merchant Service crew, and will be managed on behalf of the authorities by Furness Withy and Company.

R.N. IN THE NETHERLANDS

Last month, as a part of the Western Union Co-operation in defence measures, two flotillas of fast patrol boats from H.M.S. "Hornet," at Gosport, visited the Netherlands Naval base at Den Helder during a summer cruise of Royal Navy Coastal Forces. They remained there from the 10th. to the 26th. of June, it being the first peacetime visit of a Coastal Forces Mobile Unit to Holland.

NO MORE CEREMONIAL NAVAL UNIFORM.

It has been decided by the Admiralty that, as there is little possibility of reintroducing the range of ceremonial naval uniforms previously worn, in the foreseeable future, such dresses and accessories as Full Dress, epaulettes, cocked hat, frock coat, etc., may no longer be worn, even if held

by officers. The Monkey Jacket or ordinary Blue Day uniform alone remains, and His Majesty the King has therefore approved the alternative wearing on this uniform of Orders, decorations, and medals, or some of them, as appropriate.

PRINCESS ELIZABETH TO UNVEIL NAVAL MEMORIAL.

In October of this year, Her Royal Highness Princess Elizabeth will unveil the Chatham Port Division Naval War Memorial to the 14,000 officers and men who lost their lives in Chatham manned ships during the Second World War. The Memorial consists of ten stained glass windows and the decoration of the chancel in St. George's Church in the Royal Naval Barracks at Chatham. Designed and executed by Mr. Hugh Easton, R.A., the windows will contain the Crests and Badges of the 94 Chatham manned ships which did not return to port, and also Badges representative of the Submarine Service and the Landing Craft. The Chancel is to be enriched in its colours, which are predominantly blue and gold, under the direction of Mr. Eward Maufe, A.R.A., the principal architect for the United Kingdom of the Imperial War Graves Commission.

PERMANENT COMMISSIONS IN R.N. FOR EXTENDED SERVICE MEN.

To augment the permanent list of Naval Officers during the period of transition from war to peace, the Board of Admiralty decided at the end of the recent war to offer a four to five years' extension of service to reserve officers. From a large number of applicants, over 600 were selected and given extended service commissions in 1946 and 1947. From among these, fifty permanent commissions have been awarded, the unselected officers for these permanent commissions will be released from the Service and their commissions terminated at any time between the completion of four and five years' service.



From war Correspondent in LONDON and NEW YORK

THE THREE L'S

Lecturing some little time ago on "Navigation at Sea," the Deputy Principal Examiner of Masters and Mates in Great Britain, Captain H. Topley, uttered a timely warning, it was that "Modern electronic instruments are marvels of reliability, but they do break down at times. A fuse blows, a valve burns out, and until the fault has been traced and rectified the instrument is useless. Let the navigator always remember to check, whenever possible, by the normal navigational methods, and above all, remember, that the three L's—Lead, Log and Lookout—are as important today as they were hundreds of years ago."

BOILING OCEAN

Early last month the ocean off the western coast of Hawaii was boiling up to a mile from the shore, where three streams of lava from erupting Mount Loa were spilling into the water. Coast-guardsmen who cruised off the

island at the time said that explosions in the churning water threw red hot rocks and geysers of water forty feet into the air, and their boat moved through scalding hot water.

FIRST AUSTRALIAN-BUILT PASSENGER-CARGO SHIP

The first passenger-cargo ship to be built in Australia the 4,600 ton motor ship "Dongara" was launched at Newcastle, N.S.W., dockyard on the 3rd June. The "Dongara," when completed, will enter the Western Australian coastal trade between Fremantle and Broome.

IMPROVEMENT IN MELBOURNE PORT

It was announced at the beginning of last month that Melbourne port was operating normally after nearly six months of congestion; and the crowd of ships lying in Hobson's Bay awaiting berths—on occasion up to twenty-two or three ships were lying there together, for lengthy periods—had

ceased to be a familiar sight from the waterfront. The Melbourne Harbour Trust officials believe the main factors in improving the position are: the reduction of the lay period for cargoes from five days to three, the appointment of four new traffic managers responsible for keeping cargoes moving through the port; greater co-operation from all bodies concerned with the turn round of ships.

COLD REPAIR OF CASTINGS

A development in the repair of ferrous and non-ferrous castings, used for some years in America, has now been applied in some cases in British ship repairing. It is a process of making cold repairs on cracked, broken or weakened machine parts or pressure vessels of cast, and in some instances, forged metals. The process entails the insertion of a prefabricated, specially designed alloy key of precise dimension into a prepared aperture in the parent metal. The size and number of

keys used vary with conditions and amount of strength to be restored to the fractured metal. The apertures are cut transverse to the fracture, and the keys are inlaid by cold working into the parent metal.

RESULTS IN PRACTICE

The "Metalock" method, as the above-mentioned process is called, has shown good results in practice. A large tanker, lying in the London River, had the top blown off the exhaust chest of the low-pressure cylinder, the fracture being 84 linear inches in extent. "Metalock" operators restored the fractured casting, replacement being out of the question as the engine was of German origin. The entire operation was performed in less than three weeks to Classification requirements and the ship was back in the transatlantic service.

THORNYCROFT FUNNEL DESIGN

Built by Thornycroft to the order of a French firm of steamship owners, the passenger-cargo vessel "Commandant Quec" has been fitted with a new type of cowl designed by Thornycroft engineers. This prevents smoke and fumes from drifting over the after part of the deck, to the discomfort of passengers and crew—a fault often encountered in modern steam and diesel ships with their broad, squat funnels (necessarily broad because they house tanks, silencers, and other services, as well as the funnel proper) says an article in the journal "Design." The unusual shape of the Thornycroft funnel is the outcome of wind-tunnel tests which indicated air flow and smoke trail at different wind velocities and directions, and showed that to avoid downwash the uptake duct must be surrounded by a correctly streamlined cowl which enables the air streams immediately below the issuing gases to slow-in smoothly.

HORIZONTAL AIR STREAMS

In the new Thornycroft design the air streams are kept horizontal by the use of air intakes at the front of the funnel casing, with horizontal stabilising plates extending back from them. The displaced air need only flow round a narrow inner funnel of streamline cross-section instead of having to eddy-out, with much greater disturbance to its flow, round the whole oval casing. The success of the new device does not depend upon the smoke issuing from the funnel at high speed, and therefore no additional draught is required. Moreover, the high smoke level is maintained when the wind is ahead or astern or is blowing from any quarter within about thirty degrees of the fore and aft line.

SQUARE RIGGED FILM

A review in the "Merchant Navy Journal" of the Gaumont-British instructional film "Proud Canvas" tells something of the record made on board the Finnish four-masted barque "Passat" on a voyage from Karlshamn to Cape Town with a cargo of timber in 1947. On board her sailed a British film unit, possibly the first and only occasion on which a professional motion picture cameraman has made a voyage in a square rigger on commercial service. The film in its final form—says the review—is technically accurate as a record of the handling of one of the last survivors in sail, with their relatively small and youthful crews. The technical adviser to the unit was Duncan Carse, who served in sail in the "Archibald Russell" in 1932. Now a radio actor, he wrote and speaks the commentary to the film, and perhaps the professional seafarer's only quarrel with the picture as a whole will be with the rather idealised conception of life at sea given by the commentary.

MALTA CONVOY ECHO

One of the most striking—and eerie—sequences in the British Admiralty film "Wonders of the Deep," is an underwater tour of the bridge, holds, and cabins of the "Breconshire," now lying on her side in ten fathoms of water off Marsa Shlok, sunk in one of the Malta convoy battles of 1942. The film was made possible by the development of an electrically driven, neutrally buoyant camera; and that of the "frogman" diving gear and technique. Some details of the making of this film were given in the article "Frogmen Photographers' Fascinating Film" in "The Navy" of October, 1949—page 24.

CLEAR VISION

The "Princess Norah," a passenger steamer employed in the Canadian Pacific Railway Company's British Columbia Coast services, has been fitted with an Electrapane, a view screen designed to ensure clear vision even in conditions of sleet and snow. The Electrapane, colloquially known as "hot glass," is a product of the Libbey-Owen-Ford Company. The glass screen is given heat-conducting properties by a coating of oxide only 20-millionths of an inch thick through which current is fed to the glass surface by thin electrodes concealed along the edges. No wires appear in the screen. The Electrapane was developed during the war for use by the United States Army, and its use commercially for de-fogging and de-icing purposes is only recent.

LARGE SHIPPING SHED

When the Los Angeles, California, modern marine passenger-cargo terminal is completed shortly, the American President Lines—to which a total area of eight acres of the terminal has been allocated—will have one of the largest shipping sheds ever constructed, its dimensions being 1,008 feet in length by 120 feet wide, a two-storey structure.

Ocean Survey Concerns Australia

The Commonwealth Is Interested, Both Financially And From The Likelihood Of Scientific Benefits To Be Received, In The Survey At Present Being Carried Out By "Discovery II" In Australasian Waters.

IN THE JUNE ISSUE of "The Navy," an article described something of an ocean survey being carried out by United States authorities off the Pacific coast of North America, the main object of which is to discover something of the habits of sardines. Now we go to the other end of the ocean fauna scale, in telling of a British ocean survey at present in progress, and which is largely concerned with whales.

It is a survey in which Australia, both financially and from the point of view of benefits to be gained, is directly interested.

This month the Royal research ship "Discovery II" arrives at Fremantle after a voyage which commenced at Plymouth at the beginning of May, and has so far brought the ship via the Mediterranean and Red Sea to the Indian Ocean, Ceylon, and Australia. An oil-burning steamship of 1,036 tons, "Discovery II," built in 1929, was specially designed as a research ship. In recent months she has undergone an extensive refit, and is now supplied with very comprehensive equipment for deep sea work.

Her total complement is about fifty-six officers and men, including four scientific officers and three assistants. Commander J. F. Blackburn, D.S.O., R.N., is in executive command of the ship, and Dr. H. F. P. Herdman is the senior scientist in charge of the work at sea. The work of the "Discovery II" is principally in continuation of the "Discovery Investigations," so called because the work at sea began some 25 years ago with Captain Scott's old ship "Discovery"—now lying off the Thames Embankment—which was continued under the

guidance of the Discovery Committee appointed under the Colonial Office in 1924.

Between that year and the outbreak of war in 1939, the Committee organised a series of expeditions, mainly concerned with deep sea oceanography and whales, to the region of the Falkland Island Dependencies and other parts of the Antarctic. The old "Discovery" was used from 1925 to 1927, the "William Scoresby" — at present carrying out an oceanographical survey off the North West coast of Australia, see "The Navy" for March of this year, page 35—from 1926 to 1938, and the "Discovery II" from 1929 to 1939. In 1949 the Discovery Investigations were transferred from the Colonial Office to the Admiralty, and now forms part of the National Institute of Oceanography, which is concerned with all aspects of oceanography, and which receives financial aid from the Admiralty, the Colonial Office, the Development Commission, and the Governments of Australia, New Zealand, and Ceylon.

The main purpose of the present voyage of "Discovery II" is to round off a general oceanographical survey of the Southern Ocean which had been nearly completed by the former Discovery Committee before the war. This survey is important for two reasons: firstly it gives the necessary background to investigations on whales and other oceanic life in the far south with which the Committee was specially concerned, and secondly it is itself an important step forward in the exploration of the oceans, and will give opportunities for carrying out many special investigations of

basic importance to the science of oceanography.

There is a relative simplicity in the water circulation and distribution of life in the Southern Ocean, so that generalisations can often be made from fewer observations than in other regions and principles can be established which apply to all oceans. The voyage is to last about a year and a half, and the ship will work mainly in the Indian, Australian and Pacific sectors of the Southern Ocean between sub-tropical waters and the fringe of the pack ice. The work will not, however, be confined to these regions, for on the outward voyage "Discovery II" made a line of deep sea observations in the little known central Indian Ocean.

This more important line of research followed limited scientific work which was carried out on the voyage to Colombo. Since leaving that port, the work began in earnest, the ship steaming southward on the meridian of 90 degrees East, and stopping at regular intervals "on station" while, by means of specially designed water sampling bottles, deep sea thermometers, and fine meshed nets, the temperature, density and chemical constituents of the water were ascertained from the surface to the bottom, and the plankton was examined from the surface to a depth of about 1,500 metres.

From Fremantle, "Discovery II" will complete the same line of stations in the Indian Ocean southwards to the pack ice. Thereafter she will work eastwards, carrying out similar work between ports in Australia and New Zealand, and in the Antarctic. These lines of deep sea stations form the essence of the whole programme. Taken with the work done before the war, they provide a network of observation covering the whole Southern Ocean, from which the main water masses and currents, and the various forms of oceanic

Continued on page 28

NAUTICAL

QUESTION BOX

CONDUCTED BY

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

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

P. McLay (St. Helier's Bay, Auckland, N.Z.), sends a number of questions, and asks for answers.

The losses of the Hain Steamship Co. of London are as under: "Trebartha," 4397 tons, sunk by bombs and gunfire of enemy aircraft, 4 miles south-east of Aberdeen, 11th November, 1940.

"Trecarrell," 3271 tons, sunk by an enemy submarine torpedo, in position 47°10' North, 31°00' West on 4th June, 1941.

"Tredinnick," 4589 tons, believed sunk by an enemy submarine in the approximate position 27°15' North, 49°15' West, on 25th March, 1942.

"Trefusis," 5299 tons (ex War Aconite), sunk by an enemy submarine torpedo in position 43°50' North, 14°16' West on 5th March, 1943.

"Tregarthen," 5201 tons, sunk by a submarine torpedo in position 46°17' North, 36°20' West on 6th June, 1941.

"Tregenna," 5242 tons, sunk by an enemy submarine torpedo in position 58°22' North, 15°40' West on 17th September, 1940.

"Trehata," 4817 tons, (ex "Nohata"), sunk by an enemy submarine torpedo in position 56°30' North, 32°14' West on 8th August, 1942.

"Trekieve," 5244 tons, sunk by an enemy submarine torpedo in position 25°46' South, 33°48' East on 4th November, 1942.

"Trelawny," 4689 tons, sunk by German battle cruisers "Scharnhorst" and "Gneisenau" in position 47°12' North, 40°13' West on 22nd February, 1941.

"Trelissick," 5265 tons, sunk by an enemy aircraft bomb 3½

miles from Sheringham buoy, Cromer, on 23rd June, 1941.

"Treminnard," 4694 tons, sunk by submarine torpedo in position 10°40' North, 57°07' West on 2nd August, 1942.

"Tremoda," 4736 tons, believed sunk by an enemy submarine torpedo in approximate position, 53°36' North, 16°40' West, on 27th August, 1941. She was last seen on 28th August, in position 50°08' North, 15°28' West.

"Tresillian," 4743 tons, was sunk by an enemy submarine torpedo in position 44°40' North, 45°30' West on 12th June, 1941.

"Trevalgan," 5299 tons, sunk by an enemy submarine torpedo in position 09°40' North, 59°15' West on 30th November, 1942.

"Trevanion," 5299 tons, sunk by the German armoured cruiser "Admiral Graf Spee" in position 19°40' South, 04°02' East on 22nd October, 1939.

"Trevarrack," 5270 tons, sunk by an enemy submarine torpedo in position 48°46' North, 29°14' West on 8th June, 1941.

"Treverbyn," 5281 tons, believed sunk by an enemy submarine torpedo in approximate position 51°00' North, 19°00' West on 21st October, 1941.

"Trevethoe," 5257 tons, sunk by an enemy motor torpedo boat torpedo in position 52°46' North, 01°57' East on 11th March, 1941.

"Treville," 5296 tons, sunk by an enemy submarine torpedo and gunfire in position 04°40' South, 07°50' West on 12th September, 1942.

"Trewellard," 5201 tons, sunk by German armoured cruiser

"Admiral Scheer" in position 72°26' North, 32°34' West, approximately on 5th November, 1940.

"Treworlas," 4692 tons, sunk by an enemy submarine torpedo in position 10°52' North, 60°43' West on 28th December, 1942.

"Empire Cyprus," was re-named "North Britain," was built in 1945 and is 7200 tons gross; "Empire Prome" renamed "Mar-tagon," built 1945, 7086 tons;

"Empire Calshot," renamed "Der-rycunthy," built 1945, 7133 tons; "Empire Athelstan," renamed "Benalbach," 7803 tons, built 1946; "Empire Tobago," renamed "Crowborough Hill," built 1945, 7321 tons; "Empire Ad-miral," renamed "Peter Dal," built 1945, 7842 tons; "Empire Cromer," renamed "Corrientes," owners Donaldson Line Ltd., Glasgow; "Empire Balfour," re-named "Barton Grange," Houl-der Bros. and Co. Ltd., London;

"Empire Baron," renamed "Ruby-stone," Alva S. S. Co., London; "Empire Kinaman," renamed "Umzinto," Bullard, King and Co. Ltd., London; "Samaritan," renamed "Vandalia," Cunard White Star Ltd., Liverpool;

"Samaye," now "Historian," T. and J. Harrison, Liverpool; "Sam-dak," now "Ledbury," Capper, Alexander and Co., London;

"Samfaithful," renamed "Balantia," Royal Mail Lines Ltd., Lon-don; "Empire Coral," renamed "Derwent River," Houlder Bros. and Co. Ltd., London; "Empire Cyprus" renamed "North Brit-ain," H. Roberts and Son, New-castle on Tyne; "Samphill" re-named "Berbice," Royal Mail Lines Ltd., London; "Samsoar-ing," renamed "Fraser River," Houlder Bros. & Co. Ltd., Lon-don; "Samspring," renamed "Beresina," Royal Mail Lines Ltd., London; "Samstrac," renamed "Sneaton," Headlam & Son, Raithwaite, near Whizby; "Sam-strule," renamed "Artemisia," H. M. Thomson, London; "Sam-thar," renamed "Barranca," Royal Mail Lines Ltd., London; "Sam-trusty," renamed "Lakoni,"

Donaldson Line, Glasgow; "Samtyne," renamed "Argentine Transport," Holder Bros. & Co. Ltd., London; "Empire Tobago," renamed "Crowborough Hill," Counties Ship Management Co., London; "Empire Athelstan," renamed "Benalbach," W. Thomson and Co., Edinburgh; "Empire Canyon," renamed "Holmby," Capper, Alexander & Co., London; "Empire Irving," renamed "Bellerby," Sir Robert Ropner & Co., West Hartlepool; "Empire Morley," now "Parracombe Hill," Counties Ship Management Co., London; "Empire Mortimer," renamed "Lord Gladstone," Ship Finance and Management Co. Ltd., London; "Empire Nerissa," renamed "Daydawn," Claymore Shipping Co., London; "Empire Peak," renamed "Charmouth Hill," Counties Ship Management Co., London; "Empire Perdita," renamed "Navarino," Ensign Shipping Co., London; "Empire Citizen," renamed "Queenworth," R. S. Dalgleish Ltd., Newcastle-on-Tyne; "Empire Admiral," renamed "Peter Dal," Dalhousie Steam and Motorship Ltd., London; "Fort Brandon," renamed "Laurentian Hill," and "Fort Assiniboine," renamed "Laurentian Lake," both owned by Laurentian Shipping Co.; "Ocean Wanderer," renamed "Ruysdael," Bolton S. S. Co., London; "Ocean Vigour," renamed "Ramillies," British S. S. Co.; "Ocean Vestal," renamed "Farningham," Thompson S. S. Co., London; "Ocean Vista," renamed "Saint Edmund," and "Empire Heywood," renamed "Saint Gregory," both owned by Saint Line Ltd., London; "Empire Rock," renamed "Admiral Codrington," and "Samfairy," renamed "Admiral Cunningham," both owned by S. G. Embiricos, Athens, Greece; "Empire Flag," renamed "Carimia," Donaldson Line, Glasgow; "Samfoyle," renamed "Vardulia," Cunard White Star Ltd., Liverpool; "Samglory," renamed "Seristan," F. C. Strick & Co. Ltd., London; "Samhope" now "Suc-

cessor," T. and J. Harrison, Liverpool; "Samindoro," renamed "Sandsend," Headlam & Son, Raithwaite, near Whitby; "Samkansa," renamed "Cerinthus," Hadley Shipping Co. Ltd., London; "Samlamu," renamed "Kingsbury," Capper, Alexander & Co., London; "Samlistar," renamed "Hurworth," Sir Robert Ropner & Co., West Hartlepool; "Samnebra," renamed "Pentire," Chelver Nav. Co. Ltd., London; "Samothrace," renamed "Talaca," Pacific S. N. Co., Liverpool; and "Samovar," renamed "Colonial," T. and J. Harrison, Liverpool. "Empire Favour" is now the "Epsom," owned by Watts, Watts & Co., the Britain S. S. Co.

Regarding "Reuben Ranzo's" mythical ship named "Nonsuch," I can vouch that there was such a ship for I was aboard her in Taganrog in 1910. She was a turret decked steamer of 1826 tons gross, built in 1906 by W. Doxford & Sons, Sunderland, for Bowles Bros., 34 Great St. Helen's, London, E.C. Her dimensions were 350.5 ft. long by 50.2 ft. beam by 22.4 ft. depth. She was commanded by Commander A. G. Alstone, R.N., in 1909, when she was fitted with submarine signalling and wireless, unique for that type of steamer at that time. Comdr. Alton was succeeded by Captain C. Pickthorn, both of whom I knew.

"Nonsuch" was sold to A. Yule & Co., the anglo-Oriental Nav. Co. Ltd., London, about 1913, and renamed "Clearaway." She became the "Efstarchios," then "Werner Kunstmann," then in 1938, she was renamed "Hermann Fritzen," owned in Stettin, and she was still in the 1939-40 Lloyd's. She was apparently a war loss, for she has disappeared from the 1945-46 Register. I cannot explain that R.N. after Alton's name. She was all that has been said of her, her fittings being far ahead of her time.

OCEAN SURVEY CONCERNS AUSTRALIA

Continued from page 26

life can be mapped out not only horizontally, but also in vertical sections.

Many subjects are receiving special attention during and between the principal lines of "stations." Echo soundings will be taken wherever the ship goes, sometimes with the continuous recorder; deep cores of the sea bottom will be taken from time to time; and some measurements of the depths of ocean sediments will be made with the scintimio sounding apparatus developed in recent years. Direct observations will be made on the distribution and habits of whales, and on seals, fish, and birds, according to opportunities. The "convergences"—certain surface boundaries between important water masses—will receive attention; the seasonal distribution of pack ice will be studied; and there may at a later stage be opportunities to examine and chart a little-known part of the Antarctic coast.

Various authorities and individuals will benefit as a result of the work carried out. The Hydrographic Department of the Admiralty will receive soundings and amendments to charts; routine observations will be made for the Meteorological Office; physiological work is being undertaken in consultation with the Royal Naval Personnel Research Committee; and material is being collected for certain institutions and research workers.

Since much of the work is being carried out in the oceans around Australia and New Zealand, liaison has been established with the Governments of both Dominions. Through this liaison it is likely that discussions in which any particular needs of either Australia or New Zealand—or both—are brought forward will result in the inclusion in "Discovery II's" programme of investigations of more particular local interest to those Governments.

BOOK REVIEWS

By B.H.C.

"STEEL AND SHIPS." The Story of John Brown's, by Sir Allan Grant. Michael Joseph, London, 23/6d. (Our copy from F. W. Chesbire Pty. Ltd., 338 Little Collins Street, Melbourne.)

THE story of John Brown of Clydebank is closely linked over the past ninety years with that of the British maritime services—both naval and merchant—and over half of that period with the Royal Australian Navy, for John Brown's built the first "Australia," the battle-cruiser; and the second "Australia" and the "Canberra" at the famous Clydebank yard.

Sir Allan Grant, the author of "Steel and Ships," joined the firm of John Brown's in 1911 as assistant to the directors. He was subsequently for some years managing director of the firm; so he is in a position to write with authority on his subject. And a very interesting subject it is, and very well treated by him. His is a book certain to appeal to readers of "The Navy".

John Brown was born in the city of steel—Sheffield—in 1816. Sheffield, says Sir Allan Grant, "appears from time immemorial to have had some sort of iron manufacture, traces of iron smelting having been found, probably of Roman origin or even earlier." Early in its history it was known for the cutlery it produced. One of Chaucer's characters in "The Canterbury Tales" carried a "Sheffield thwyrtel," which "bear he in his hose".

The grinding wheels of those younger days in the industry were water-driven, using the power of the small streams in or near Sheffield. "In 1637 there were in Sheffield some 400 master workmen occupied in grinding at about 30 water-driven wheels; in 1770 the number of wheels had grown to 133, while by 1863 there were 165 wheels of which only 32 will

relied on water power".

The advent of steam-driven machinery gave an impetus to Sheffield, but "the great stimulus which the iron and steel industry received was caused by the introduction of railways, closely followed by iron shipbuilding." It was part of the industrial revolution. And with it came the gradual cleavage between worker and employer. The end of the "little master," the independent craftsman who carried on his trade in his own home, selling the finished goods at a fixed rate of payment to the merchant firm which employed him, and which assumed the commercial risks. The factory system came into being.

It was into such circumstances that "men of the type of John Brown were born. Men of strong personality and character, whose pride in their handicraft and in their town made Sheffield steel renowned throughout the world. Amongst these pioneers of the industry will be found such names as Jemop, Vickers, Firth, Brown, Cammell, and many others."

John Brown was the second son of a Slater in poor circumstances. His father wished to make him a linen-draper; but the boy, then fourteen years of age, wished instead to be a merchant. He got his way, and was for seven years apprenticed to a local firm of merchants trading in the staple wares of Sheffield. His apprenticeship over, he was not long of age when he decided to start on his own, and opened small works which were the genesis of the later great Atlas Steel Works. Here he first manufactured crucible steel files; but the rapid

expansion of railways at the period created a great demand for railway springs, buffers, and other accessories, and the Atlas Works went on from strength to strength, aided by their owner's invention and patenting of the conical spring buffer in 1848.

Six years later he was able to purchase, for approximately £12,000, an established works on a site of three acres, one of which was built on, and "The Atlas Steel and Spring Works" came into existence. Progress—and extensions—were rapid. He began to make iron suitable for conversion to steel—up till then it had come from Sweden and Russia—and he was soon producing 100 tons a week. Within a year or so he was associated with Henry Bessemer, producing steel under licence by the Bessemer process, being the first manufacturer to make railway rails of steel.

His association with ships followed shortly. On a Continental tour, John Brown sought permission from the French authorities to go on board the "Gloire"—which antedated by some three years the fitting of the first British warship, the "Warrior", with armour plate. John Brown was not allowed on board the French vessel, but he made an examination of the exterior and found that the plates were five feet long and two feet wide and four-and-a-half inches thick, and were made by hammering. He was convinced that he could make thicker, larger, and finer plates by rolling; and he erected a rolling mill at the Atlas Works—and by 1867 his rolling mills, on which he expended £200,000, covered an area of 21 acres; and it was reported that three-quarters of the ironclads of the British Navy were defended by armour plates made at the Atlas Works.

In 1864 John Brown's business was turned into a public company with John Brown—now Sir John—as chairman of directors, a position he retained until 1871 when, in consequence of differences

which had arisen at the board—due to his inability to share administration of the company—he parted with all his shares except his preference shares, and was no longer qualified as a director. His subsequent business career was not happy, and he eventually died almost in poverty. "It was," says Sir Allan Grant, "his very strength of character and determination which, in later years, when his judgment was not as sound as it had been, caused the unhappy diminution in his fortunes and closed a life of usefulness under such a shadow."

But, like the soul of his famous NAVY. 19/6/50. L.W. namesake, the name of John Brown goes marching on in that of the firm to which he gave birth. As a company, that firm continued to advance. It was in 1898 that fell the important date so far as the shipbuilding activities of the company were concerned. Some time earlier the firm had put down a very large forging plant, particularly for the manufacture of heavy forgings for guns and marine shafting. It was the desire to find an automatic outlet in the shipbuilding trade for these forgings that led the company to purchase one of the best equipped and most successful engineering works and shipyards in the United Kingdom, that of J. and G. Thomson, of Clydebank, and the following year John Brown were able to announce, in their new role, that they had completed the Japanese battleship "Asahi", the Cunarder "Saxonia", and five destroyers for the Admiralty, and that the shipyard was well employed.

The history of the Clydebank establishment, acquired by John Brown's dated from 1846. Thomson's first efforts were directed to marine engineering. At that time the Thames held first place in shipbuilding (its last big job was the dreadnought "Thunderer", built at the Thames Ironworks and launched in 1911) if not in marine engineering. It

was in 1851 that Thomson's established the Clydebank Shipbuilding Yard—the seventh firm organised in Glasgow for shipbuilding, the other six being Napier's; Tod and McGregor; Barclay, Curle and Company; Thomas Wingate and Company; Alexander Stephen and Son; and Smith and Rodgers—of the seven, only three now surviving.

Thomson's original yard was at Salterscroft, Govan; but early in the Seventies the growth of Glasgow as a port forced the shipbuilders down river, and Thomson's found an extensive site opposite the confluence of the Clyde and the Cart, the first ship launched from the new yard being "Balmoral Castle" in 1873.

Thomson's built many Cunarders, the Cunard Company for many years going to Clydebank for all their fast new steamers, among those built by Thomson's being "Russia", "Abyssinia", "Algeria", "Gallia" and "Servia".

In the year 1890 Thomson's was converted into a limited liability company, one of the first important contracts after the change being that for H.M.S. "Terrible", which was launched on 27th. May, 1895, fourteen months from laying the keel.

Sir Allan Grant records that in 1884, at a dinner given to celebrate the inauguration of new engine works, Mr. J. Grant, one of the executive board of the company, said "he visualised the day when the great passenger liner of the future would launch into the mouth of the Cart." This statement was received with incredulous laughter. But Mr. Grant prophesied well, for fifty years later, when "Queen Mary" was launched in 1934, the mouth of the Cart was dredged and enlarged to give ample room for the giant "534" to take the water.

Meanwhile, John Brown's interests continued to expand, with various amalgamations—that with Firth's of stainless steel fame, for example—while the acquisition of a large block of shares gave the

company a controlling interest in Harland and Wolff Ltd., while collieries and other associated businesses were purchased.

The list of famous ships built by John Brown's continued to grow. Early in the present century came "Carmania", first turbine Cunarder; then the "Lusitania", which was completed in 1907; in which year also the battle-cruiser "Inflexible" was completed. There followed a slump in shipbuilding, but John Brown's was kept busy at Sheffield; and in the Coventry Ordnance Works, which the firm had purchased in 1904 from Cammell Laird, and of which Admiral Bacon was later appointed managing director.

Shipbuilding looked up again, and John Brown's turned out the "Aquitania", the cruiser "Southampton", and the machinery for the battle-cruiser "Queen Mary". These were busy years in all departments. Clydebank received the order for the battle-cruiser "Tiger" and the battleship "Barham", and did a considerable amount of foreign shipbuilding; and in 1913 fitted their first merchant ship so equipped—"Niagara"—with oil fuel boilers.

The year 1914 was John Brown and Company's jubilee year, by which time they were the largest producers of coal in South Yorkshire, with an output of 2,500,000 tons annually; the value of share capital and plant had advanced from £500,000 to £5,000,000; and John Brown and dependent companies employed 55,000 men.

During the 1914-18 war Clydebank was busy. "Tiger" was completed in 1914; "Barham" in 1915; "Republie" the following year; the light cruiser "Ceres" in 1917; "Hood" and the Orient liner "Ormonde"—the first geared turbine job turned out by the firm—in that same year. In addition Clydebank built thirty destroyers each of 1,125 tons displacement and four of 1,420 tons,

and three "E" class submarines.

The history of the present post-war years was anticipated in that of those after the 1914-18 war. Sir Allan Grant writes of that period: "Foreign competition was severe both from Belgium and Germany. The Belgians were delivering basic pig iron into Britain at £5 per ton, whereas the cost price in England was £8/15/- to £9 per ton. £800,000 were being imported at £8/15/- per ton against an English cost of £13/10/-. South Yorkshire coal was sold in June, 1914, at 11s. per ton; in 1921 it was over 34s. per ton. The corresponding prices for blast furnace coke were 12s. in May, 1914, and 65s. 9d. during the year under review. West coast hematite pig iron price pre-war was 74s.; in May, 1920, it was selling for 260s. In shipbuilding, a liner which would cost under £500,000 in 1914, cost in 1920 £1,500,000."

There followed years of depression in the shipbuilding industry, years in which the order for the two Australian cruisers in 1924 came as a bright spot. "The whole of the period from about 1920-30 was one of extreme difficulty involving a severe time of tribulation not only to the management concerned but more especially to members of the staff and the men who found themselves unemployed and with apparently little prospect of re-engagement."

The depression continued and was accentuated by the world financial depression of the early Thirties. Negotiations between Cunard and John Brown for the building of "No. 534"—"Queen Mary"—proceeded during 1930-31, but shortly after building commenced the shipowners had to ask for a suspension of the work because of the financial troubles of the world. Work was resumed on "534" in 1934, and gave employment to nearly 2,000 men at Clydebank, and an order was received from the Admiralty for the cruiser "Polyphemus"—

later named "Southampton"—but "it must be remembered that at this particular date shipbuilding as a whole remained at a very low ebb, the numbers actually employed in British shipyards being roughly little more than one-third of the numbers employed either in the years immediately before or immediately after the war."

They were bad times for John Brown's as well as for others, even though during those years Clydebank also completed the Canadian Pacific vessels "Duchess of Bedford", "Duchess of Richmond" and "Duchess of York", and the magnificent vessel "Empress of Britain".

The rearmament period, and the revival in merchant shipbuilding, however, brought prosperity again in the late Thirties. Then came the war, and strenuous production in all departments. During the war years, the Atlas Works at Sheffield produced "something like a half-million armour-piercing shells and bombs; one million centrifugal aero sleeves for Bristol engines; over 60,000 tons of armour plate for ships and tanks; nearly half a million forgings; 150,000 tons of special steel for aircraft, and the separate determinations of analyses from all these intricate steels totalled over three million. . . . Work at Clydebank comprising vessels launched prior to the outbreak of war and completed during the war period, vessels both launched and completed during war years; vessels launched and also those under construction on the building berths prior to the ending of hostilities in Europe; totalled in all fifty-eight ships of approximately one-third of a million tons displacement, fitted with machinery built at Clydebank of approximately two million horse-power. These figures include such large ships as the Cunard White Star liner "Queen Elizabeth"; the battleship "Duke of York"; the aircraft-carrier "Indefatigable"; and the battleship "Vanguard".

"Repairs, alterations and additions were effected during the war period on 116 warships of every size and type, while eleven merchant ships of pre-war build were converted for war purposes."

Sir Allan Grant gives a picture of the war work of the two "Queens"—the pride of John Brown's. "Both vessels were prepared for troop service, the 'Queen Mary' at Sydney and the 'Queen Elizabeth' at Singapore, and by the spring of 1943 the two ships had steamed some 339,000 miles and carried 105,000 troops. During this time they visited West, South and East Africa, Egypt, Arabia, the British East Indies, and Australia. . . . From May to September, 1943, the average number of troops carried by each ship on each voyage exceeded 15,000."

"Commenting upon the great achievement of these two ships, Sir Percy Bates, Bart., G.B.E., the chairman of the Cunard White Star line, said he would like to believe that they had shortened the war in Europe by a whole year. 'Up to May 31st, 1943,' he said, 'the company's own fleet had carried on all routes and in all directions a grand total of 2,473,040 troops, of which 1,243,538 were carried in the "Queen Mary" and "Queen Elizabeth". In the North Atlantic the "Queen Mary" and the "Queen Elizabeth" have carried 869,694 troops eastbound and 213,008 westbound, a total of 1,082,702."

"Steel and Ships" is a book it would repay readers of "The Navy" to have. Within its hundred pages it is packed full with interest. It is illustrated with well-selected photographs of ships and men. It lacks—and it is surprising to see this in a book of this type—an index; and that is a lack which is felt by the reader. But it is a book to buy and to keep as an essential part of the library of anyone interested in the sea and ships.

WHAT THE NAVY IS DOING

SINCE last these notes were written, the increasing appreciation of the important part that underwater operations will play in any future war at sea has been underlined by the British Government's gift to the Commonwealth Government of five "Q" Class destroyers, which are to be converted, at a cost of approximately £400,000 each, to modern anti-submarine vessels.

Britain is herself making big strides in the preparation of counter-measures against modern submarines, and among other developments is converting "certain destroyers which would have a speed and adaptation to make them most serviceable anti-submarine vessels."

In a House of Commons debate recently on the subject of submarine warfare, the First Lord of the Admiralty, Viscount Hall, said that: "he knew of no naval Power to which the Admiralty would take second place in relation to research into faster submarines and anti-submarine methods. The Admiralty was pursuing the development of the fast, electrically driven submarine, and several submarines had been converted to that form. The electric batteries could give a boost to the submarine of nine, twelve, or possibly fourteen knots. The Admiralty had actual experience with the electrically driven submarine and also with a new form of hydrogen-peroxide propelled submarine. There was no naval Power which had greater knowledge of this form of propulsion than Great Britain. If he replied to all the questions that had been asked him he would disclose information which the Russians would love to have."

And, on the other side of the picture, Viscount Hall added that "there was an underestimation of the strength of the Royal Navy. We had escort vessels of sufficient speed to deal with all the known submarines at present."

A greater opportunity for a career in the Royal Australian Navy is offered to Australian boys by the Naval Board's decision to inaugurate a fifteen-year-old entry into the Royal Australian Naval College. With the expansion of the Navy, the need for young, trained officers will become more urgent in the near future, before the normal thirteen-year-old entries have become sub-lieutenants and lieutenants. By initiating this thirteen-year-old entry class, two years will be saved in the case of boys entering therein, as before entering the College they will have reached the scholastic standard usually attained by boys of the thirteen-year-age entry at the end of two years' College training, and will in consequence themselves spend only two years—instead of the normal four—before graduating. Thereafter, their advancement and prospects in the Navy will be exactly the same as those of the normal entries of their seniority. Thus an excellent opportunity is offered to boys just about to leave school, and one of which it is to be hoped full advantage will be taken.

Officers of the Royal Australian Navy figured in the Birthday Honours List last month, and some particulars of awards are given in these columns.

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. Sydney (Captain D. H. Harries, R.A.N.) sailed from Sydney on the 7th. of last month

for the United Kingdom via the Mediterranean, calling at Malta and Gibraltar en route. She was at Melbourne from the 9th. to the

12th. of last month; at Fremantle from the 17th. to the 19th.; and is due to arrive at Portsmouth on the 24th. of this month. During her period in United Kingdom waters, the carrier will spend some time exercising the 21st. Carrier Air Group, which was formed at the Royal Naval Air Station, St. Merryn, Cornwall, on the 25th. April last. It is expected that Sydney will leave the United Kingdom on her return to Australia about the end of October, and reach Sydney early in December.

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 proceeding on a training cruise in Australian waters.

10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Captain (D) 10, Captain A. W. R. McNicoll, G.M., R.A.N.) was in Melbourne during May, and carried out Gunnery School firings in Port Phillip Bay.

H.M.A.S. Bataan (Commander W. B. M. Marks, R.A.N.) is in Japanese waters, where she relieved H.M.A.S. Shoalhaven on duty with the Allied Naval Forces last month.

H.M.A.S. Tobruk (Commander T. K. Morrison, O.B.E., D.S.C., R.A.N.) has been carrying out working up exercises under the operational control of the Flag Officer-in-Charge, New South Wales.

1st. Frigate Flotilla:

H.M.A.S. Shoalhaven (Commander I. H. McDonald, R.A.N.) is in Sydney, having returned last month from her period of duty with the Allied Naval Forces in Japanese waters, where she was relieved by H.M.A.S. Bataan.

H.M.A.S. Culgoa (Lieut.

... at Sea and Ashore

Commander V. G. Jerram, R.A.N.) is operating under the 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 A. N. Dollard, R.A.N.) is 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.) left Australia for Singapore in April, to undergo refit there, subsequently to carry out exercises with the Far Eastern Fleet before returning to Australia.

H.M.S. Thorough (Lieut.-Commander T. N. Devlin, D.S.C., R.N.) is based on Sydney, and is engaged in training exercises under the operational control of the Flag Officer-in-Charge, New South Wales.

H.M.S. Tactician is in Sydney, having arrived this month, and will join the other two submarines in carrying out anti-submarine training with ships of the Royal Australian Navy, the Royal New Zealand Navy, and ships of the Royal Navy in the Far East.

10th. L.S.T. Flotilla:

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

Australian Minesweepers:

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

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

H.M.A.S. Larrobe (Lieutenant R. J. Scrivener, R.A.N.)

Survey Ships:

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

H.M.A.S. Lachlan (Lieut.

Commander W. Sharpey-Schaeffer, R.N.) is carrying out surveying duties in New Zealand waters.

THE ROYAL NAVY.

The Home Fleet:

Under the command of Admiral Sir Phillip Vian—flying his flag in Implacable—the Home Fleet is at present on a summer cruise. Following exercises in British waters, the Fleet this month proceeds to Scandinavia to pay official visits to ports in Norway, Sweden, Denmark, Holland, Belgium, and Northern Germany. During this part of the cruise the Commander-in-Chief will transfer his flag to the destroyer *Battleaxe* to revisit Jøssing Fjord, into which he took the destroyer *Cossack* during the war to free British seamen from the German prison ship *Altmark*.

Ships comprising the Home Fleet on the present cruise are:

Aircraft-Carriers:

H.M. Ships *Implacable* (wearing the flag of the Commander-in-Chief), *Vengeance* (wearing the flag of the Flag Officer Third Aircraft Carrier Squadron, Rear-Admiral C. E. Lambe, C.B., C.V.O.), and *Theseus*.

Cruisers:

H.M. Ships *Superb* (wearing the flag of the Flag Officer Commanding Second Cruiser Squadron, Rear-Admiral W. R. Slayter), *Cleopatra* and *Swiftsure*.

Destroyers:

H.M. Ships *Agincourt* (Captain (D) 4th. Destroyer Flotilla, Captain D. E. Holland Martin, D.S.O., D.S.C., R.N.), *Solebay* (Captain (D) 5th. Destroyer Flotilla, Captain T. V. Briggs, O.B.E., R.N.) and *Battleaxe* (Captain (D) 6th. Destroyer Flotilla, Captain W. K. Edden, O.B.E., R.N.) and ships of the flotillas.

Future Movements of H.M. Ships: Carriers:

H.M.S. *Triumph*, at present on the Far East Station, returns to the United Kingdom to pay off in October.

H.M.S. *Theseus* leaves the United Kingdom in September for the Far East Station to relieve *Triumph*.

H.M.S. *Glory*, at present in the Mediterranean, refits at Malta and proceeds to the United Kingdom in December to recommission. She then returns to the Mediterranean, and probably proceeds to the Far East in May of next year to relieve *Theseus*.

Cruisers:

H.M.S. *Superb* proceeds to the America and West Indies Station in November to relieve *Glasgow*.

H.M.S. *Swiftsure* to become flagship of the 2nd. Cruiser Squadron in place of *Superb*.

H.M.S. *Glasgow* to reduce to Reserve on her return to the United Kingdom when relieved by *Superb*.

H.M.S. *Sheffield*, now refitting, to join the 2nd. Cruiser Squadron early in 1951.

H.M.S. *Bermuda* to be brought from Reserve to replace *Nigeria* on the South Atlantic Station early next year.

H.M.S. *Nigeria* to return to the United Kingdom next month to go into Reserve.

H.M.S. *Phoebe*, at present in the Mediterranean, returns to the United Kingdom early in 1951 to recommission, and returns to the Mediterranean.

H.M.S. *Belfast* returns to the United Kingdom from the Far East in October, to recommission for further service in the Far East.

GENERAL

Third R.N. Submarine On Australia Station.

Arriving in Sydney this month, H.M.S. "Tactician" is the third Royal Navy submarine to be

based on the Australia Station to be used for the anti-submarine training of ships of the Royal Australian and Royal New Zealand Navies, and ships of the Royal Navy based in the Far East. "Tactician", of 1,375 tons, and equipped with the snorkel breathing device, is a sister ship to "Telemachus" and "Thorough." "Australia" Shoulder Flashes for

R.A.N. Ratings Overseas.

Last month the Minister for the Navy, Mr. Francis, announced that R.A.N. ratings in the aircraft carrier "Sydney" will wear shoulder flashes bearing the word "Australia" while the ship is outside the Australia Station on her present visit to the United Kingdom. The Minister said that the ratings had themselves expressed a strong desire to be allowed to wear the flashes, this being "a healthy indication of their pride in the Navy to which they belong."

Admiral Radford's Farewell Message.

Among other things he said in his farewell message to Australia on his departure from this country after visiting it to take part in the Coral Sea celebrations in May, the Commander-in-Chief of the United States Pacific Fleet, Admiral A. W. Radford, spoke well of the officers and men of the Australian Defence Services. "It is only natural," he said, "that, as a military man, I should have taken special interest during my stay in the present activities of the Armed Forces of Australia, and I can only say that I have been deeply impressed by everything I have seen and heard. I have had in the last ten days the opportunity of visiting H.M.A. Ships "Australia" and "Sydney", the Flinders Naval Depot, the R.A.N. Air Station at Nowra, Naval Installations at Sydney, and some of your Army and Air Force bases. I have already complimented your officers and men on their high standard of training, and their keenness and efficiency. I have also had the opportunity

to meet and discuss mutual problems with the officers of all your Armed Services. As a naval airman I was particularly delighted to be able to visit the Air Station at Nowra, where excellent progress has been made in a very short period. The Station is well laid out, and I was impressed with the programme for the shore-based training of Pilots, Observers, and other members of the Carrier Groups of the Royal Australian Navy. I congratulate the officers and men who have worked so diligently to bring Carrier Aviation in the R.A.N. to its present high standard."

New Age Entry Into The R.A.N. College.

Since, as the post-war Royal Australian Navy is gradually expanded, more and more officers will be needed, the Naval Board have decided to establish a new age entry into the Royal Australian Naval College. Under this new entry, boys aged fifteen years will supplement the existing entry of thirteen-year-old boys each year. The Naval Board will invite applications from fifteen-year-old boys next month. The closing date for applications will be 30th. November. Those entering the College under the new entry will not be required to pass an educational examination set by the Naval Board, as the thirteen-year-old entries do. But those from Victoria, New South Wales, and South Australia, will need to have passed the intermediate certificate examination, and those from Western Australia and Queensland the junior public examination. For applicants from Tasmania a certificate from a headmaster that a boy has completed his third year at a high school, or its equivalent, will be accepted. It is desirable that boys should have obtained passes in mathematics and a science subject. Students at technical schools who have passed the equivalent technical school examinations will be eligible to apply. Some of the selected candi-

dates will enter the College in March, 1951, and the others in July of that year. They will spend two years there, instead of the four years spent there by boys who enter at the age of thirteen years. On graduating from the College, their subsequent naval training and prospects will be the same as those of the thirteen-year-old entries.

Destroyer Gift To Australia.

It was announced by the Prime Minister, Mr. Menzies, last month, that the British Government has presented to the Commonwealth Government the five "Q" Class destroyers which the Admiralty had previously made available on loan to the Royal Australian Navy. These vessels are to be converted for use as anti-submarine vessels. The destroyers concerned are H.M.A. Ships "Quiberon", "Quickmatch", "Quality", "Quadrant", and "Queenborough". Some preliminary work, the Prime Minister said, has already been done on the destroyers. It is anticipated that the total conversion costs will be in the region of £2,000,000—approximately £400,000 a ship.

PERSONAL.

It was announced by the Minister for the Navy on the 29th. May that Captain R. R. Dowling, D.S.O., R.A.N., had been appointed Second Naval Member of the Australian Commonwealth Naval Board, with the rank of Commodore. Commodore Dowling, who assumed his new appointment from that of Director of Ordnance and Underwater Weapons, succeeded as Second Naval Member Rear-Admiral H. A. Showers, C.B.E., who has been appointed Flag Officer-in-Charge, New South Wales. Commodore Dowling, at the outbreak of war in 1939, was on exchange duty with the Royal Navy, and was executive officer of the cruiser "Naiad", serving in that ship in Norwegian and Danish waters, the Atlantic, and the Mediterranean. "Naiad" was sunk by a torpedo between Malta and Alex-

andria in March, 1942. Returning to Australia in July of that year, Commodore Dowling was appointed Director of Plans at Navy Office, and subsequently Deputy Chief of the Naval Staff. Promoted Captain in June, 1944, he was appointed in command of "Hobart" in November of that year, and took part in that ship in operations at Cebu, Tarakan, Wewak, Labuan, and Balikpapan. In May, 1946, he was appointed to Navy Office as Director of Ordnance, Torpedoes and Mines; and from that appointment he proceeded to the United Kingdom where he stood by H.M.A.S. "Sydney", then fitting out as Australia's first aircraft-carrier, subsequently commissioning that ship in command, remaining in that appointment until he became Director of Ordnance and Underwater Weapons earlier this year. Commodore Dowling was awarded the D.S.O. "for outstanding courage, skill and initiative while in command of H.M.A.S. "Hobart" in operations in the Far East." A graduate of the Royal Australian Naval College, he is now 49 years of age, and a gunnery specialist.

R.A.N. Officers In Honours List.

A number of officers of the Royal Australian Navy figure in the Birthday Honours List this year. To them, "The Navy" offers its congratulations on its own behalf and that of its readers. They are:

C.B.E.

Engineer Rear-Admiral John Webster Wahart, Third Naval Member of the Naval Board and Chief of Construction. Occupying his present appointment since September, 1948, Engineer Rear-Admiral Wahart entered the Royal Australian Navy as a Probationary Engineer Sub-Lieutenant in June, 1915. He has served at sea in the R.A.N. in the first "Sydney", in "Melbourne", and in the second "Sydney"; and in shore appointments has at various times occupied those of Assistant

to the Engineer-in-Chief, Garden Island; First Assistant to the Engineer Manager, Garden Island; Director of Engineering, Navy Office; and Engineer Manager, Staff Officer (Engineering), and General Overseer, N.S.W.

O.B.E.

Acting-Captain Ross Veldar Wheatley, R.A.N. A graduate of the R.A.N. College, which he entered in 1914, Captain Wheatley became a hydrographer, and at the outbreak of war in 1939 was Officer in Charge of the Hydrographical Branch. In August, 1940, he was appointed in command of H.M.A.S. "Warrego", and Senior Officer 20th. Minesweeping Flotilla. In October, 1942, he became N.O.I.C. Townsville, and two years later Deputy N.O.I.C. New Guinea. After the conclusion of hostilities he took command of "Swan" as Senior Officer, 20th. Minesweeping Flotilla and Captain, Mine Clearance.

Surgeon Commander (D) John Ellis Richards, R.A.N.

R.N.O.

Lieutenant (E) William Arthur Cook, R.A.N.
Lieutenant Douglas Albert Holmes, R.A.N.
Mr. Alexander Edward Leo Macleod, Senior Commissioned Instructor, R.A.N.
Lieut. Commander (S) Charles Wilson, R.A.N.

Mr. A. R. Nankervis, O.B.E.
His many friends will be glad to see that Mr. A. R. Nankervis, until his retirement this year Secretary to the Department of the Navy, has been honoured with the award of the O.B.E., and "The Navy" has pleasure in offering to him its congratulations.

R.N. Officers Known To The R.A.N.

Among the R.N. Officers well-known to many of the officers and men of the Royal Australian Navy is Rear-Admiral A. L. Poland, C.B., D.S.O., D.S.C., who at one stage of the war—during the months of the "Tobruk Ferry"—was in command of the

Continued on page 39

NAUTICAL QUIZ

- (1) What was the object of Captain James Cook's first voyage to the Pacific in 1768-69?
- (2) Do you know what ship held the cross-Tasman speed record when war broke out in 1939, and what eventually happened to her?
- (3) Do you know which warship of the 1914-1918 war was known as "The Packet of Woodbine," and why?
- (4) Which is the all-round most meritorious wood for ship-building purposes, and why?
- (5) How would you define the terms "strategy" and "tactics"?
- (6) What is the "load line" on a merchant vessel?
- (7) Which was the first all-metal battleship?
- (8) Do you know what is the density of sea water?
- (9) Have you an idea of the range of naval guns at the time of Trafalgar?
- (10) What was "Pluto," and how was the name derived?

(Answers on page 46)

EX-NAVAL MEN'S Association of Australia

Pafra-la-Cêlot



His Majesty The King

Federal Council

RETURNS compiled by the State Secretaries and rendered to Federal Council indicate that for the period of nine months ended 31st March, 1950, 650 new members have joined the Association: of this total, the Victorian Sub-Sections entered 226; New South Wales, 126; South Australia, 205; Western Australia, 60; Queensland, 27; Australian Capital Territory, six. In this same period 148 members have transferred their membership to Sub-Sections nearer their homes. By building up the numerical strength of these suburban Sub-Sections the Association is consolidating its prestige and securing additional new members from the nearby districts. Federal Council has been advised of the following transfers of members for the month of May:—from Melbourne Sub-Section, Messrs. N. A. Shaw to Brisbane; T. H. C. Burns to Heidelberg; L. D. J. Little to St. George; C. M. Pearce to Sandringham. From Sydney Sub-Section, Captain E. C. Rhodes to Brisbane; A. H. Dixon to Canterbury-Bankstown, and from the same Sub-Section H. R. Bennett to Parramatta and I. L. McRae to Heidelberg. From Adelaide Sub-Section to Sydney, F. G. Squire; from Port Adelaide, M. G. Raymer to Southern Suburbs, and A. J. Guy to Adelaide. Mr. J. F. Robinson, of Victoria Park (W.A.), has now become a member of Fremantle Sub-Section.

Since the March issue of "The Navy" the following members have passed away:—Messrs. George H. Cook of Melbourne

Sub-Section, John Marks, Edwin Ramsden and A. C. Hawkins of the Sydney Sub-Section.

The Victoria State Council has decided to hold the Annual State Conference in the Victoria Hall, Melbourne, on 14th October. New South Wales State Council will close its nominations on 28th July and all other States are expected to finalise the closing of State nominations during this month.

As a means of furthering the activities of the Association several Sub-Sections have formed Ladies' Auxiliaries; so far, these bodies have worked extremely well with the Committees of their respective Sub-Sections and are doing very good work of a social character. It has been noticed that quite a few of the ladies are widows of former Association members.

A presentation of a silver tea service has been made to Mr. A. Applebaum by the members in N.S.W. in appreciation of his long and faithful service to the Association. Mr. Applebaum was a member of the Section's Committee for almost twenty years.

Mr. Allen James Perryman, of Port Adelaide Sub-Section, has been awarded the Association's Diploma of Merit.

—G.W.S.

Tasmanian State Re-Union.

A very successful Re-Union Smoke Social of The Ex-Naval Men's Association of Tasmania was recently held in the pavilion

of the Launceston Cricket Ground. A party of about forty pushed off by bus from Hobart and, so it is reported, called at every port en route. Representative parties came from Burnie and Devonport and other parts of the State, while Launceston members turned out in great numbers.

The newly appointed State President, Commander M. G. Rose, V.R.D., R.A.N.V.R., in a brief address of welcome stated that the re-union on a State-wide basis was in the nature of an experiment and that it was most gratifying to see how excellently it had been supported. It appeared that it would now become an annual event, and it could be expected that the next one would be held after the State Annual Meeting in Hobart in February, 1951.

Members met old shipmates, many for the first time since the war, and thoroughly enjoyed themselves. Good artists, including a Launceston member, Mr. Bruce Kekwick, the new M.H.R. for Bass, provided music and songs. One popular entertainer was ex-madoc Dick Parry, who played his guitar and yodelled in superb fashion. Dick had only recently topped the poll in Australia's Amateur Hour which had been held in Launceston.

A notable feature which added much to the success of the evening was the splendid and copious supper prepared by a ladies' committee led by Mrs. J. V. Tanner, wife of the Launceston Secretary. These ladies were thanked in a most hearty manner.

NOTABLE NAMES IN AUSTRALIA'S NAVAL HISTORY.

The "River" class destroyer "PARRAMATTA" was a 'foundation member' of the R.A.N., having been launched at Glasgow in 1910. With a length of 246 feet, a displacement of 700 tons and a speed of 26 knots, she carried 1-4" and 3-12 pdr. guns, and 5 18" torpedo tubes.

During the Great War, "PARRAMATTA" served with her flotilla in Pacific and East Indies waters until transferred to the Mediterranean in 1917.

While steaming to Malta on 16/8/17, "PARRAMATTA" depth-charged and sank an enemy submarine.

After the Great War, "PARRAMATTA" returned to Australia and was subsequently disposed of.

The second "PARRAMATTA" was an 'escort-sloop' of 1,050 tons, with a speed of 16½ knots and an original main armament of 3-4" guns. Launched at Cockatoo Island, Sydney in June 1939, she was commissioned in April 1940, and left shortly afterwards for the East Indies Station, where she saw much hard service in the Red Sea and the Gulf of Aden.

Ordered to the Mediterranean in June 1941, she took part in the famous Tobruk Ferry run. On 24/6/41, while escorting the petrol-laden "Pass of Balma" to Tobruk, "PARRAMATTA" and the sloop "Auckland" were heavily attacked by enemy aircraft.

"Auckland" was sunk, but "PARRAMATTA" successfully defended her charge and herself, shot down several enemy aircraft, and brought 162 of "Auckland's" survivors to safety. "PARRAMATTA" was torpedoed and sunk, 25 miles north of Bardia, at about 12.35 a.m., on 28/11/1941, with the loss of 146 lives. There were only 25 survivors.

The Late Rear-Admiral Harry James Feakes, C.B.E.

In The May Issue Of "The Navy" We Published A Short Obituary Of The Late Admiral H. J. Feakes, C.B.E. Here One Who Was Closely Associated With Admiral Feakes Throughout His Career In The Royal Australian Navy Amplifies That Obituary, And Pays A Tribute To One Who Did Much To Further The Advancement Of The Navy In Its Earlier Years.

by "Old Timer."

IN THE PASSING of Rear-Admiral Feakes, who had retired from active service in 1933, the Royal Australian Navy has lost a friend and an officer who had done much to build it up. Harry Feakes was born in England on 16th March, 1877. He chose the sea as a profession, and became an officer in the P. and O. Company, and had a commission in the Royal Naval Reserve.

When the Australian Navy was in process of birth in 1907, Harry Feakes, then nearly 30 years of age, showed his faith in its future by joining up as a Sub-Lieutenant. Now-a-days an officer has Lieutenant's stripes in the early twenties. All honour then to Feakes for his sacrifice of a career in the Mercantile Marine to join an "ugly duckling," as the Australian Navy then was. No one could be certain that it would survive.

The first important task Feakes was given was to proceed to England, with a draft of Australians, under the orders of Captain Tickell, to bring out the new destroyers "Parramatta" and "Yarra." He already held an extra-Master's Certificate, and had done a short course in gunnery and torpedo in H.M. Ships "Excellent" and "Vernon." While waiting for the destroyers to complete, he qualified at the Course for Commander (D).

On 10th December, 1910, he reached Melbourne in H.M.A.S. "Parramatta," as First Lieutenant, Captain Tickell being on board in

charge of both destroyers. Forty years ago it was quite a feat to bring 700-ton destroyers half around the world, and the little ships were escorted most of the way by H.M.S. "Gibraltar," cruiser. Feakes served in destroyers for some years as Captain of "Parramatta," and was promoted Lieutenant with seniority of 17th June, 1906. He was appointed Navigating Officer of H.M.A.S. "Sydney" on 26th June, 1913, for the voyage out from England, and was in that ship when Rabaul was raided by the Squadron soon after the outbreak of World War I in August, 1914. Unfortunately for him, he was transferred from "Sydney" to Garden Island just before "Sydney" sailed to cover the first convoy, and so missed the action against S.M.S. "Emden."

The urgency for patrols for trade protection against raiders led to a patrol being established in the Straits of Malacca between Penang and Singapore. Feakes was placed in command of that patrol in the third class cruiser, H.M.S. "Psyche," with the rank of Acting Commander, and held that command from July, 1915, to October, 1917. Incidentally, he had a lot of disciplinary trouble due to hard conditions of war service.

In October, 1917, he was recalled to the Boys' Training Ship at Sydney, where he served from August, 1918, to September, 1919.

He had been confirmed as Commander on 1st October, 1917. From the Boys' Training Ship, Feakes went as Commander to H.M.A.S. "Melbourne," and on 1st July, 1921, was promoted to the rank of Captain, and served in "Melbourne" as Flag Captain and Chief Staff Officer from October, 1921, to October, 1922. His next command was H.M.A.S. "Brisbane," and, soon after May, 1924, he was appointed Captain Superintendent of Training at Flinders Naval Depot. Being selected by the Naval Board for appointment as Naval Representative in London, he filled that post from May, 1927, to November, 1929, during which period also he commanded H.M.A.S. "Canberra" on her trials. Called to the Naval Board as Second Naval Member in January, 1930, he served only till July, when he took command of the Seaplane Carrier "Albatross," which he held till August, 1931. Thereafter, he was given the important appointment of Captain Superintendent at Sydney, which he held till March, 1933. He was placed on the Retired List in September, 1933, with the rank of Rear-Admiral. He served as Honorary Aide-de-Camp to the Governor-General for three years from 1923 to 1926, and held the decoration of C.B.E.

While in command at Flinders Naval Depot, in 1927, there was an historic night on 22nd February when Dame Nellie Melba, a great friend of Harry Feakes, came down and delighted the ships' company and local residents with her glorious voice. Feakes was a pleasing singer himself, and the diva insisted on his rendering "Brown Bird."

In his twenty-six years' service, Rear-Admiral Feakes contributed his share to placing the young Navy on a sound basis. Trained as a seaman, with a high Navigational Certificate in the Merchant Navy, he yet gave his friends the feeling that he was a dilettante.

This was evidenced by his trips to the Orient when on leave, whence he returned with curios and objects d'art, and by his interest in singing and his friendship for famous singers.

On retirement he proceeded to London via China and Moscow. He remarked to an interviewer in London:—

"I have visited the Great Wall. It is an unfair comparison to say that the White Australia policy is the Great Wall's modern equivalent. The wall for 2,000 years excluded the hostile hordes from the North. Now it is nothing more than an historic monument of an intellectual people striving for exclusiveness. History has a habit of repeating itself."

To many he seemed given somewhat to airy persiflage, good humoured banter. Always immaculately dressed, he might even be considered a Beau Nash. In disciplinary matters, many thought he erred on the side of leniency.

But he was an officer and a gentleman.

Vale, Harry Feakes!

WHAT THE NAVY IS DOING

Continued from page 16

Inshore Squadron operating off the Libyan Coast. The appointment has just been announced of Rear-Admiral Poland to be Admiral Superintendent of His Majesty's Dockyard at Chatham, the appointment to take effect in November next.

Another officer who spent many months in Australia during the war, in charge of the Admiralty Mission which was making the plans for the arrival of the British Pacific Fleet in Far Eastern waters, is Admiral Sir Charles S. Daniel, K.C.B., C.B.E., D.S.O., whose promotion from Vice-Admiral has recently been announced.

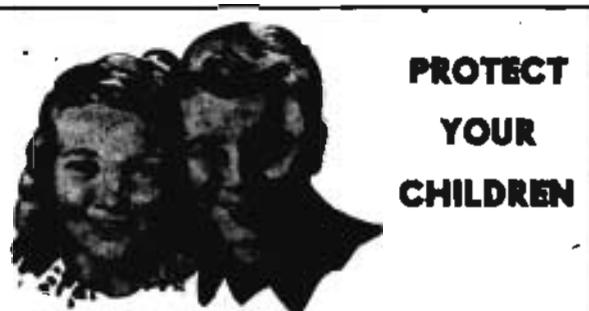
Rear-Admiral S. H. T. Arliss, who as Captain (D) in "Napier" during the war, was well-known to the Australians manning the "N" Class destroyers, has recently retired, and been promoted Vice-Admiral on the Retired List.

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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

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

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

Appointments.—The Reverend Graydon Clement Swain be appointed Chaplain (on probation), dated 14th. March, 1950. Bryan Norman Ashley-Cooper, Douglas Gladstone Belbin, Murray Edward John Bottomley, John Murray Bowman, James Ellis Buchanan, Michael George Campbell, Ormsby Roscoe Cooper, Adrian Ronald Commins, James Arthur William Evan Dick, James Stewart Dickson, Peter Frederick Egan, Ian Keith Francis, John Manning Gaul, Raymond Oak Grimshaw, John Herbert Gunn, Peter Bellen Hankinson, Peter Arthur Hardy, David Guy Holtzhouse, John Henry Parker, Daryl Vivian Parkinson, John Kendall Perrett, Walter Ernest Rothwell, Donald Francis Scott, Duncan Steele, Malcolm John Taylor, Ronald Ian Wake-man, Barry Arthur Wilcox and Walter Nicholas Williams be appointed Cadet Midshipmen, with seniority in rank of 1st. January, 1950, dated 31st. January, 1950. Keith Murray be appointed Cadet Midshipman, with seniority in rank of 1st. January, 1950, dated 10th. February, 1950. Reginald Maxfield John McLeod be appointed Cadet Midshipman, with seniority in rank of 1st. January, 1950, dated 20th. March, 1950. Benjamin George Jackson Dunn and Gordon William Stewart be appointed Cadet Midshipmen, with seniority in rank of 1st. January, 1950, dated 31st. January, 1950. Peter James Buckingham be appointed Cadet Midshipman (S), with seniority in rank of 1st. January, 1950, dated 31st. January, 1950.

Promotions.—Lieutenants John Philip Stevenson and Anthony Monckton Synnot be promoted to the rank of Lieutenant-Commander, dated 1st. April, 1950. Sub-Lieutenant Peter Edwin Mansfield Holloway be promoted to the rank of Lieutenant (Acting), dated 1st. March, 1950. Lieutenant (E) Albert Eric Edwards, M.B.E., be promoted to the rank of Lieutenant-Commander (E), dated 1st. April, 1950. Lieutenant (L) Richard Rex Wells Humbley be promoted to the rank of Lieutenant-Commander

(L), dated 29th. March, 1950. Commissioned Stores Officer Loel James Caldwell be promoted to the rank of Senior Commissioned Stores Officer, dated 1st. April, 1950. William Richard Devine, Chief Petty Officer, Official Number 20725, and Frank Harold Smith, Petty Officer, Official Number 24527, be promoted to the rank of Commissioned Gunner (Acting), dated 20th. March, 1950. Jack Broadley Carter, Chief Engine Room Artificer, Official Number 23895, be promoted to the rank of Commissioned Engineer (Acting), dated 20th. March, 1950. Frederick William Faulkner, Sick Berth Chief Petty Officer, Official Number 23118, be promoted to the rank of Commissioned Wardmaster (Acting), dated 14th. March, 1950.

Confirmation in Rank.—The following Lieutenants (Acting) (on probation) be confirmed in the rank of Lieutenant (Acting), with seniority as indicated:—Alan Herbert McIntosh, 21st. September, 1943; Ronald Hamilton Thomson, D.F.C., 9th. December, 1943; William George Herbert, 8th. July, 1944; John Griffin, 16th. April, 1945; Desmond Scott Harvey, 30th. May, 1945; Brian Gregory O'Connell, 5th. August, 1945; Garvon Kable, 27th. August, 1945; Gerald Edward Riley, D.F.C., 19th. October, 1945; Jack Sydney Hickson, 3rd. April, 1946; Alexander Hughie Gordon, D.F.C., 17th. November, 1947—dated 27th. January, 1950. Lieutenant (Acting) Peter Edwin Mansfield Holloway be confirmed in the rank of Lieutenant, with seniority in rank of 1st. March, 1950, dated 11th. March, 1950. Commissioned Engineer (Provisional) Auisie Langley Milroy be confirmed in the rank of Commissioned Engineer, with seniority of 23rd. February, 1948, dated 7th. October, 1949.

Leave of Absence.—Joseph Lex Gordon, Recruit (Stoker), Official Number 37377, be granted leave of absence without pay for a period of three months, dated 1st. March, 1950.

Resignation.—The resignation of John Gunn of his appointment as Lieutenant be accepted, dated 10th. March, 1950.

EMERGENCY LIST.

Promotion.—Lieutenant James Livingstone Pettigrew, M.B.E., be promoted to the rank of Lieutenant-Commander, dated 1st. April, 1950.

RETIRED LIST.

Promotion.—Lieutenant Albert James Haberfeld be promoted to the rank of Lieutenant-Commander, dated 1st. May, 1949.

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

Fixing Rates of Pay.—Engineer Lieutenant-Commander Jenkin Hughes be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Engineer Commander whilst acting in that rank, dated 10th. March, 1950.

ROYAL AUSTRALIAN NAVAL RESERVE. Transfer to Retired List.—Commander (S) Charles Thomas Goode be transferred to the Retired List, dated 30th. March, 1950.

Termination of Appointment.—The appointment of Colin Graham Alderman as Surgeon Lieutenant be terminated, dated 30th. July, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Stephen Deanley be appointed Lieutenant, with seniority in rank of 21st. August, 1948, dated 15th. November, 1949. William Douglas Thompson Gairdner, O.B.E., be appointed Acting Lieutenant-Commander (A), with seniority in rank of 8th. August, 1946, dated 2nd. December, 1949 (seniority as Lieutenant (A) 30th. January, 1944). Martin Munro be appointed Lieutenant (L), with seniority in rank of 22nd. March, 1948, dated 26th. September, 1949.

Honorary Aide-de-Camp.—Lieutenant William Euan Ironside Littlejohn, D.S.C., be permitted to accept the appointment of Honorary Aide-de-Camp to His Excellency the Governor of Victoria for a period of three years, dated 27th. February, 1950.

Termination of Appointment.—The appointment of Patrick John Murphy as Lieutenant (Special Branch) be terminated, dated 23rd. November, 1949.

CORRIGENDUM.

With reference to Executive Minute No. 12—notice of which appeared on page 306 of Commonwealth Gazette No. 8 of 9th. February, 1950—that portion relating to the appointment of Surgeon Commander Godfrey Joseph Kelleher Lane as Honorary Surgeon to His Excellency the Governor-General be amended in that the name should read as now shown.—(Ex. Min. No. 35.—Approved 10th. May, 1950.)

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

Appointments.—Lieutenants Nelson Crawshaw Abraham and Tony Alan Rickell are appointed on loan from the Royal Navy, with seniority in rank of 16th. September, 1944, and 20th. September, 1946, respectively, dated 24th. March, 1950, and 25th. April, 1950, respectively. Lieutenant Michael Arnold Higgs is appointed

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on loan from the Royal Navy, with seniority in rank of 1st. July, 1948, dated 15th March, 1950. Lieutenants (E) Robert Joseph Tunstall and Charles Arthur Roy Wendt are appointed on loan from the Royal Navy, with seniority in rank of 30th. June, 1942, and 30th. June, 1947, respectively, dated 21st March, 1950, and 27th. March, 1950, respectively. The Reverend Jack Ashcroft Willson is appointed Chaplain (on probation), dated 12th. April, 1950. Michael Hugh McGlenn is appointed Instructor Lieutenant (Acting) (on probation), dated 3rd. April, 1950. Duncan Alexander Cameron and William James O'Connor are appointed Instructor Sub-Lieutenants (on probation), dated 14th. April, 1950. Gordon Dunlop Kirkman is appointed Surgeon Lieutenant (D) (for Short Service), dated 15th. April, 1950. Lieutenant-Commander (S) George Albert Michael Williams is appointed on loan from the Royal Navy, with seniority in rank of 1st. May, 1947, dated 24th. March, 1950. Senior Commissioned Gunner (T.A.S.) Francis Jessop O'Neill Falls Gallagher is appointed on loan from the Royal Navy, with seniority in rank of 1st. October, 1946, dated 21st. April, 1950. Senior Commissioned Gunner (M) Reginald Charles Farmer is appointed on loan from the Royal Navy, with seniority in rank of 1st. April, 1948, dated 27th. March, 1950. Commissioned Gunner John Smith is appointed on loan from the Royal Navy, with seniority in rank of 17th. March, 1946, dated 6th. March, 1950. Commissioned Gunner (T) David Campbell is appointed on loan from the Royal Navy, with seniority in rank of 2nd. December, 1944, dated 20th. March, 1950. Commissioned Gunner (T.A.S.) Norman Craggs is appointed on loan from the Royal Navy, with seniority in rank of 21st. April, 1945, dated 6th. March, 1950. Commissioned Communication Officer Jack Adams is appointed on loan from the Royal Navy, with seniority in rank of 14th. August, 1948, dated 6th. March, 1950. Commissioned Communication Officer (Air) Arthur Smith is appointed on loan from the Royal Navy, with seniority in rank of 8th. July, 1947, dated 27th. March, 1950. Acting Senior Commissioned Shipwright Ronald Eric Wynne is appointed on loan from the Royal Navy, with seniority in rank of 12th. October, 1947, dated 20th. March, 1950. Commissioned Stores Officer Cecil George Dahey is appointed on loan from the Royal Navy, with seniority in rank of 16th. July, 1948, dated 14th. March, 1950.

— Sub-Lieutenant Peter Thomas Cabban is promoted to the rank of Lieutenant, dated 16th. March, 1950. Sub-Lieutenant (S)

William Alexander Kemp is promoted to the rank of Lieutenant (S), dated 1st. April, 1950. Acting Temporary Senior Commissioned Communication Officers Edward Finnigan Houston and Albert George Victor Cooke are promoted to the rank of Temporary Senior Commissioned Communication Officer, dated 1st. April, 1949, and 1st. October, 1949, respectively. Edwon Hamilton, Chief Petty Officer Cook (O), Official Number 19494, is promoted to the rank of Commissioned Catering Officer (Acting), dated 12th. April, 1950.

Confirmation in Rank. — Commissioned Gunner (Acting) Geoffrey Thomas Gafford is confirmed in the rank of Commissioned Gunner, with seniority of 1th. March, 1949, dated 1th. March, 1950.

Fixing Rates of Pay. — Lieutenant-Commander (S.) George Albert Michael Williams is paid the rates of pay and allowances prescribed in the Naval Financial Regulations for Commander (S.), whilst acting in that rank, dated 24th. March, 1950.

Termination of Appointments. — The appointment of Commander David Walter Kirke, O.B.E., is terminated on reversion to the Royal Navy, dated 26th. March, 1950. The appointment of Lieutenant John Richard Routley is terminated on reversion to the Royal Navy, dated 9th. April, 1950. The appointment of Lieutenant Maurice William Henley, D.S.C., is terminated on reversion to the Royal Navy, dated 3rd. May, 1950. The appointment of Lieutenant-Commander (S.) Jack Trevor Gray is terminated on reversion to the Royal Navy, dated 26th. March, 1950.

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

Promotion. — Temporary Lieutenant Tom Lionel Andrews is promoted to the rank of Temporary Lieutenant-Commander, dated 6th. January, 1950. ROYAL AUSTRALIAN NAVAL RESERVE.

Appointments. — Colin Philip Dickson, D.S.C. (Lieutenant-Commander, Royal Australian Naval Volunteer Reserve) is appointed Lieutenant-Commander, with seniority in rank of 31st. December, 1949, dated 1st. January, 1950. Arthur Stanley Wilkinson (Lieutenant (S.), Royal Australian Naval Volunteer Reserve) is appointed Lieutenant (S.) with seniority in rank of 1st. October, 1944, dated 1st. January, 1950. Noel John Rowan (Lieutenant (Special Branch), Royal Australian Naval Volunteer Reserve), is appointed Lieutenant (Special Branch), with seniority in rank of 6th. May, 1944, dated 1st. January, 1950.

Grant of Honorary Rank. — John Kempton Maddox is granted the honorary rank of Surgeon Commander, dated 12th. April, 1950.

Transfer to Retired List. — Lieutenant-Commander Lawrence Edwin Charles Hinchliffe, is transferred to the Retired List, dated 12th. April, 1950. Surgeon Lieutenant-Commander Neil William George Macintosh, is transferred to the Retired List, dated 11th. April, 1950.

Resignation. — The resignation of John Kempton Maddox of his appointment as Surgeon Commander is accepted, dated 11th. April, 1950.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE

Appointments. — Francis Frederick Bowring Waltham is appointed Lieutenant, with seniority in rank of 23th. November, 1947, dated 15th. March, 1950. Kevin Tracey Kimball is appointed Sub-Lieutenant, with seniority in rank of 11th. October, 1944, dated 11th. May, 1946. Elvin Henry Bryant is appointed Sub-Lieutenant, with seniority in rank of 19th. April, 1945, dated 21st. June, 1946. Laurence Zanker is appointed Sub-Lieutenant, with seniority in rank of 27th. March, 1948, dated 17th. March, 1950. Peter Baker McDonald is appointed Sub-Lieutenant, with seniority in rank of 27th. April, 1948, dated 15th. March, 1950. Donald Archibald Cameron is appointed Sub-Lieutenant, with seniority in rank of 9th. July, 1949, dated 17th. March, 1950. Nigel Thomas Fitzroy Gowing is appointed Sub-Lieutenant (A.), with seniority in rank of 10th. May, 1948, dated 21st. October, 1949. Colin Graham Akerman is appointed Surgeon Lieutenant, with seniority in rank of 24th. May, 1944, dated 31st. July, 1949. Leonard Francis Cosgriff is appointed Sub-Lieutenant (S.) (Acting) (on probation), with seniority in rank of 4th. June, 1947, dated 24th. November, 1947.

Promotions. — Surgeon Lieutenants Ronald Munro Ford and John Hamilton Stace are promoted to the rank of Surgeon Lieutenant-Commander, dated 10th. March, 1950 — (Ex. Min. No. 36—Approved 17th. May, 1950.)

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

Appointments. — Lieutenant-Commanders Alexander Gracie, Michael Frampton Fell and Arthur John Phillips are appointed on loan from the Royal Navy, with seniority in rank of 16th. February, 1940, 12th. February, 1949, and 13th. September, 1949, respectively, dated 3rd. April, 1950, 10th. April, 1950, and 4th. April, 1950, respectively. Lieutenants Ronald Bruce Lunberg and John Leslie Appleby are appointed on loan from the Royal Navy, with seniority in rank of 1st. May, 1942, and 10th. June, 1942, respectively, dated 27th. April, 1950. Lieutenant George Blackwood, D.S.C., is appointed on loan from the Royal Navy (Exchange

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Officer), with seniority in rank of 16th. September, 1942, dated 23rd. April, 1950. Lieutenants Matheson William Wotherspoon and Hugh Exton Rumble are appointed on loan from the Royal Navy, with seniority in rank of 12th. October, 1942, and 8th. March, 1943, respectively, dated 25th. April, 1950. Lieutenants-Gordon George Ralph Miller and James Trevor Williams are appointed on loan from the Royal Navy, with seniority in rank of 1st. September, 1945, and 12th. December, 1945, respectively, dated 13th. April, 1950, and 25th. April, 1950, respectively. Lieutenants Maurice Graham and John Sylvester Williams are appointed on loan from the Royal Navy, with seniority in rank of 13th. September, 1947, and 12th. April, 1948, respectively, dated 14th. April, 1950, and 25th. April, 1950, respectively. Lieutenant (E.) Ivan Dudley George Graham is appointed on loan from the Royal Navy, with seniority in rank on 1st. June, 1944, dated 31st. March, 1950. Bruce Munro Dinham is appointed Lieutenant (E.) (Acting) (on probation), dated 27th. February, 1950. Lieutenant (S.) James Henry Brehaut is appointed on loan from the Royal Navy, with seniority in rank of 15th. November, 1945, dated 12th. April, 1950. Senior Commissioned Gunner (T.) Henry James Price is appointed on loan from the Royal Navy, with seniority in rank of 1st. April, 1949, dated 27th. March, 1950. Commissioned Gunner (T.) Douglas John Hills is appointed on loan from the Royal Navy, with seniority in rank of 24th. March, 1945, dated 27th. March, 1950. Commissioned Boatswain Maxwell William Collinson is appointed on loan from the Royal Navy, with seniority in rank of 6th. October, 1947, dated 12th. April, 1950.

Promotions. — Lieutenant John Cyril Mudford is promoted to the rank of Lieutenant-Commander, dated 1st. April, 1950. Lieutenant (S.) Peter Roy Lewis-Bizley is promoted to the rank of Lieutenant-Commander (S.) (Acting), dated 1st. April, 1950. Acting Senior Commissioned Gunner John Henry Williams is promoted to the rank of Senior Commissioned Gunner, dated 1st. April, 1950. Commissioned Gunner (T.A.S.) Reginald Cornelius Skingsley is promoted to the rank of Senior Commissioned Gunner (T.A.S.), dated 1st. April, 1950. Temporary Commissioned Gunner Frederick Albert French, D.S.M., B.E.M., is promoted to the rank of Temporary Senior Commissioned Gunner, dated 1st. April, 1950. Temporary Commissioned Gunner (T.) Frank Webb is promoted to the rank of Temporary Senior Commissioned Gunner



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(T.), dated 1st. April, 1950. Temporary Commissioned Boatswain William Arthur Neill is promoted to the rank of Temporary Senior Commissioned Boatswain, dated 1st. April, 1950.

Confirmation in Rank. — Instructor Sub-Lieutenant (on probation) Peter Thorpe is confirmed in the rank of Instructor Sub-Lieutenant, with seniority of 6th. May, 1949, dated 21st. April, 1950. Commissioned Gunner (Acting) Donald Moreton Holmes is confirmed in the rank of Commissioned Gunner, with seniority of 5th. March, 1949, dated 18th. April, 1950.

Loans to Royal Navy for Service and Training. — The following are loaned to the Royal Navy for service and training:—Captain Henry Mackay Burrell, dated 31st. October, 1949; Lieutenant Ian Malcolm Burnside, dated 22nd. April, 1950; Lieutenant (Acting) Brian Gregory O'Connell, dated 8th. April, 1950; Lieutenant (Acting) Gerald Edward Riley, D.F.C., dated 8th. April, 1950; Lieutenant (Acting) Alexander Hughie Gordon, D.F.C., dated 8th. April, 1950; Instructor Lieutenant Ernest Yardley Holkin, dated 12th. February, 1950; Instructor Lieutenant Kevin Thomas Foley, dated 12th. February, 1950; Cadet Midshipman (S.) William Thomas Fox, dated 22nd. April, 1950; Cadet Midshipman (S.) James Bernard Mathews, dated 22nd. April, 1950. The loan of Commander Richard Terence Power to the Royal Navy for service and training is terminated, dated 29th. November, 1949.

Fixing Rates of Pay. — Lieutenants Ronald Bruce Lupton and John Leslie Appleby to be paid the rate of pay and allowances prescribed in the Naval Financial Regulations for Lieutenant-Commander whilst acting in that rank, dated 25th. April, 1950. Leave of Absence.—James McClelland, Able Seaman, Official Number 40368, is granted leave of absence without pay for the period 9th. September, 1949, to 20th. April, 1950, inclusive.

CITIZEN NAVAL FORCES
OF THE COMMONWEALTH.

ROYAL AUSTRALIAN NAVAL RESERVE.
Appointments. — Ronald James Burkett (Lieutenant (S.)), Royal Australian Naval Volunteer Reserve, is appointed Lieutenant (S.), with seniority in rank of 21st. August, 1944, dated 1st. January, 1950. Max Whitbread Coleman (Lieutenant (Special Branch)), Royal Australian Naval Volunteer Reserve, is appointed Lieutenant Special Branch, with seniority in rank of 1st. December, 1943, dated 1st. January, 1950. Arnold Kenneth Wertheimer (Lieutenant (Special Branch)), Royal Australian Naval Volunteer Reserve, is appointed Lieutenant (Special Branch), with seniority in rank of

16th. April, 1948, dated 1st. January, 1950.

Transfer to Retired List. — Lieutenant Lloyd George Palmer is transferred to the Retired List, dated 19th. April, 1950.

Termination of Appointment.—The appointment of Richard Roberts Rogers as Surgeon Lieutenant-Commander is terminated, dated 17th. April, 1950.

ROYAL AUSTRALIAN NAVAL
VOLUNTEER RESERVE

Appointments. — Randall Harcourt Ick is appointed Lieutenant, with seniority in rank of 6th. January, 1945, dated 1st. March, 1946. Douglas Stewart Forbes is appointed Sub-Lieutenant, with seniority in rank of 8th. August, 1949, dated 30th. March, 1950.

Resignation. — The resignation of Edward Charles Reynolds of his appointment as Sub-Lieutenant is accepted, dated 2nd. April, 1950. — (Ex. Min. No. 39—Approved 31st. May, 1950.)

PERMANENT NAVAL FORCES
(SEA-GOING).

Promotion. — Rear-Admiral John Augustine Collins, C.B., First Naval Member of the Naval Board of Administration, is promoted to the rank of Vice-Admiral. Dated 10th. May, 1950.

Grant of Acting Higher Rank. — Captain (Commander, Second Class) Henry Arthur Showers, C.B.E., Second Naval Member of the Naval Board of Administration, is granted the acting rank of Rear-Admiral whilst holding the appointment, and to be paid the rates of pay and allowances prescribed in the Naval Financial Regulations for that rank. Dated 10th. May, 1950. — (Ex. Min. No. 44—Approved 31st. May, 1950.)

JOS. FRANCIS,
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Continued from page 11.
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Answers to Nautical Quiz

- (1) Cook's first voyage to the Pacific was to carry scientists of the Royal Society to observe the transit of Venus. The phenomenon was successfully observed from Venus Point, Tahiti, on the 3rd. June, 1769.
- (2) The cross-Tasman speed record at the time war broke out in 1939 was held by the Union Steamship Company's "Awatea." "Awatea" was later lost in the North African operations in 1942, when she was bombed and set on fire at Bougie during an attack by German and Italian aircraft.
- (3) The warship known as "The Packet of Woodbines" during the 1914-18 war was the Russian cruiser "Askold." She was so nicknamed because of her five thin funnels, "Wild Woodbine" cigarettes being sold in those halcyon days in packets of five for one penny.
- (4) The most all-round meritorious wood for shipbuilding purposes is teak, because it is extremely durable and resistant under all circumstances. It contains a natural oil which preserves it against both weather and fungal attacks. It is, with the exception of Western Red Cedar, about the only wood which can be left unpainted or unvarnished and exposed to the weather without harm. The best quality teak comes from the neighbourhood of the Burma-Siam frontier.
- (5) It is perhaps correct to say that "strategy" covers the whole business of waging war except the conduct of the actual fighting, which comes under the heading of "tactics."
- (6) The load line on a merchant vessel is that line painted on the ship's side amidships which must be carried by every merchant vessel entering or leaving a British port. The upper edge of the loadline indicates the maximum permissible draught. All load lines are set off amidships at specified distances below a deck line. The deck line is a horizontal line, twelve inches in length and one inch in breadth, with its upper edge passing through the point where the continuation of the upper surface of the freeboard deck (or its wood sheathing) intersects the outer surface of the shell. The load lines set off below this deck line vary for fresh or salt water, tropics, summer and winter, and winter North Atlantic.
- (7) The first all-metal warship was H.M.S. "Warrior" which, built of iron in 1860, had a belt of iron armour thick enough to withstand contemporary shells.
- (8) The density of sea water depends on the salinity, and on the temperature, and varies slightly from place to place and at different seasons of the year. The mean value normally assumed for ship calculations is 1.026, which is equivalent to 64 lbs. per cubic foot, or 35 cubic feet to the ton.
- (9) Nelson's heaviest guns could throw a thirty-two pound shot a distance of nearly 3,000 yards.
- (10) "Pluto" was an operation during the 1939-45 War—that of laying fuel pipes under the sea from England to the Continent during the invasion of Normandy. The name was derived from the initials Pipe Lines Under The Ocean.



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- 1. A qualifying educational examination will be held in September, 1949. Successful candidates will undergo a strict medical examination by Naval Medical Officers about November, and then, if passed or medically fit, interviewed by an Interviewing Committee.
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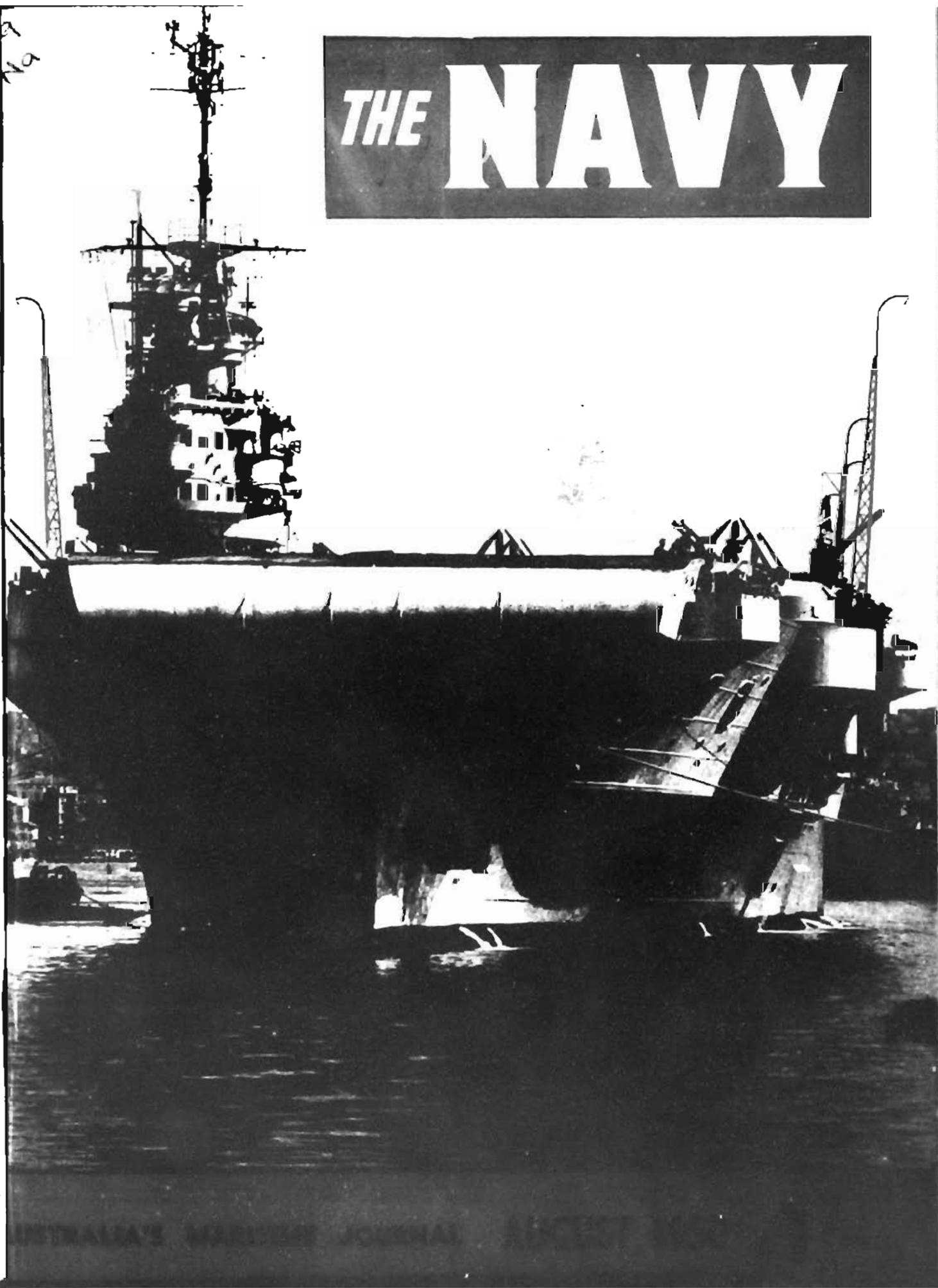
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CONTENTS

Vol. 14

August, 1950.

No. 8.

EDITORIAL

Editorial Page 8

ARTICLES

The Skiff to Brighton by "I.B." 10
New Blue Funnel Liner "Jason" on Maiden Voyage—
by James Stewart 14
"Quinqueme of Ninaveh by John Clark 17
Spin Me a Bit, Sailor by Bob Chalmers 24
Defeating the Cold at Sea by John Manley 27

PERSONALITIES

Commander John Langston Bath, R.A.N. 29

OVERSEAS NEWS.

News of World's Navies 22
Maritime News of the World 20

SPECIAL FEATURES

Seas, Ships and Sailors by Norton 9

NAVAL OCCASIONS

What the Navy is Doing at Sea and Ashore 30

GENERAL

Naval Appointments 36

ASSOCIATIONS, CLUBS.

The Navy League 3
R-Naval Men's Association of Australia 34

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Vol. 14 August, 1950. No. 8.

DESIGN FOR LIVING.

WE are living, in these present months, in times
of fast moving events. Owing to the exi-
gencies of printing and publishing, the material in
this magazine must be written some weeks before
it appears in front of our readers. These notes are
being written on the 18th. July; and it is possible
that before they are read wide changes will have
taken place in the world scene. A not unfamiliar
pattern is being followed by the Soviets and their
satellites. According to Russian propoganda—
echoed by communists in this and other countries
—the events in Korea follow on an "attack" on
the northern communist portion of that country by
their compatriots in the south.

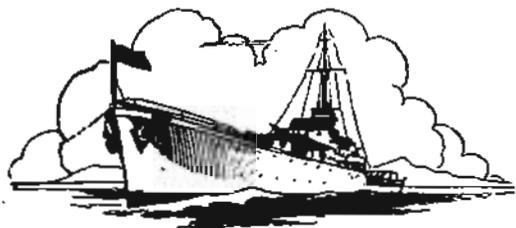
This technique is painfully like that of Hitler
and Mussolini during the hectic months leading up
to the outbreak of world war in 1939, when only
the Axis was in the right. There is similarity,
also, in the present whipping up of feeling against
Yugoslavia. Indeed, the whole design follows the
pattern which was worn out during the painful and
destructive years between 1939 and 1945. And
it may lead to similar results.

THE LEAGUE AND UNO

The similarity extends to the United Nations Or-
ganisation. There was a prophetic ring about the
short title—"UNO." Indeed, we do know. The
spectacle of the League of Nations remains with
us to remind us should we be tempted to forget.
It is fifteen years ago since Italy marched into
Abyssinia, in the way that North Korea has march-
ed into South Korea today. Then the offending
member of the League, faced with the disapproval
of that body, merely walked out and continued
on its own way, despite sanctions and other tokens
of feeling against it. Today we have the veto.

The results are the same. Only the method varies
slightly. That is why the admittance to the Secu-
rity Council of Communist China would not have
any effect other than to add another veto to any-
thing that did not suit the communist book; so
that Mr. Stalin is on very safe ground in making
that admittance a prerequisite to his exerting any
influence to halt hostilities in Korea.

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GOD'S JUDGMENT

ALL have sinned. (See Romans, chap. 3, verse 23.)
The wages of sin is death. (See Romans, chap. 6, v. 23.)

GOD'S PROVISION

BEHOLD the Lamb of God who taketh away the sin of the world
(mankind). John, chap I, verse 23.

GOD'S OFFER

COME unto Me all ye that labour and are heavy laden and I (Jesus
Christ) will give you rest. Matthew, chap. II, v. 28.

— THIS CAN BE FOR YOU! —

WHOSOEVER WILL MAY COME. See John 3, verse 16.

Inserted by W. S. BUTLER.

A CONSISTENT PATTERN

The pattern runs true in communist activity, not only in the international field, but in the domestic field also. We have evidence of it enough here in Australia in the communist efforts to wreck the arbitration system. That system can be suffered so long as the decisions of the Arbitration Court go the communist way. But if they do not, then it is a case of direct action by strikes and holdups to force the decisions against law and order and majority rule.

In just the same way in the world scene, Italy took direct action against Abyssinia in 1935, Japan embarked on the "China Incident," Germany left and defied—the League of Nations; and Russia uses the veto. Heads I win tails you lose all the time.

A DIFFERENT THREAD

In Korea today a new thread runs across the pattern. How it will affect the ultimate design one hesitates to suggest. But whatever the outcome, there can be no question of the rightness of the United Nations Security Council in endeavouring to halt communist aggression in Korea; no question of the rightness of the United States in meeting force with force there; no question of the rightness of those among the United Nations who are supporting her actions, morally or materially or both, in so doing.

Some time a determined line has to be taken; even though it is too late to prevent a general war; even though it may hasten such a war. A determined line was taken by the British Government in March, 1939, when it gave its guarantee to Poland in the event of an attack on that country by Germany. That guarantee was too late to prevent the outbreak of the Second World War. It hastened it, because Hitler was determined, come what may, to proceed with his programme of aggression towards world domination. With the growing rearmament of the democratic countries, he could not hope to be in a more favourable position to strike than he then held.

Even so, he was forced to strike too soon; not only because his opponents were catching up in the rearmaments race, but because if he held his hand weight of opinion might have forced some mediation. Speaking to his military commanders at Obersalzberg on the 22nd August, 1939—the eve of his fateful attack on Poland—he dismissed England and France as of little account. "I need not be afraid of a blockade," he said. "I am only afraid that at the last minute some Schwinhund will make a proposal for mediation."

A DIFFERENT PATTERN?

England's determined line in 1939 was drawn too late. Whether that of the United Nations and the United States in 1950 was drawn too late also, events will show. Certainly the majority of us hope sincerely that it was not; that it will halt the procession of events and change the pattern of the future: that instead of precipitating a third world war it will, by the lead and encouragement it gives to all peace-loving nations, arrest the drift long enough to allow steps to be taken to prevent such a war.

These steps are already being taken. They consist not only of the warlike rearmament of the peoples opposed to communism, but of their moral rearmament also: their industrial rearmament; the betterment of their living conditions and the lifting of their living standards.

Therein lies the strongest bar to communist aggression. Already Great Britain and the United States—and the United States particularly by reason of her great wealth—have done much to forge that bar. Self preservation? Impute the lowest motives if you wish. Even so great a pacifist as Bertrand Russell has said, in regard to Korea, that it is a case where moral issues must give way to strategical needs. But whatever the end, the means adopted towards the peoples who have benefited under the Marshall Aid Plan, and the other rehabilitation and standard-raising policies followed by America and Britain, are far better than imposing upon them the police state, the concentration camp, forced labour, and the crushing of the individual.

TIME FOR UNITY

The Security Council of the United Nations, and those countries who are supporting it in its attitude towards the communist aggression in Korea, have given the lead, not only to the other free nations of the world, but to their own people. Now is the time for wholehearted unity in support of the United Nations in the effort to establish a rule of law and order in the world as against the lawlessness of which we have for too long been victims.

Those who oppose that support—whether they be Governments, or minority groups—stand self-confessed as opponents to peace and the well-being of their fellow men.



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IN 1922 THE U S COASTGUARD CUTTER "TAMM", ON ICE PATROL DUTY WAS PLACED DIRECTLY AHEAD THE SHARPLY DEFINED EDGE OF THE GULF STREAM. SHE IS 240 FEET LONG. THE TEMPERATURE OF THE WATER AT THE BOW WAS THIRTYFOUR DEGREES, AT THE STERN, FIFTYSEVEN AND A DIFFERENCE OF 22° IN 200 FEET!

WHALE'S LUCK

CRUISING IN THE WESTERN PACIFIC ON 19 & OCT 1897 THE SYDNEY-OWNED WHALER "DOSTA RICA PACKET" HARPOONED A WHALE WHICH SMASHED ONE BOAT, DAMAGED A SECOND, AND ESCAPED FROM THE THIRD. EXACTLY 2 YEARS LATER A WHALE WAS CHASED NORTH OF NEW GUINEA. IT CRUSHED THE FIRST BOAT, BUT THE BOWS OF THE SECOND, WAS CAPTURED BY THE THIRD. IT WAS PROVED TO BE THE SAME WHALE.

THE LIGHT THAT FAILED!

WHEN BEN BOYD IN 1843 BUILT HIS MODEL TOWNSHIP AT TWOFOLD BAY, N S W, HE INCLUDED A LIGHTHOUSE TOWER, 75 FEET HIGH, WHICH FOR MANY YEARS WAS THE FINEST ON THE AUSTRALIAN COAST. NEITHER BOYD, NOR THE GOVERNMENT, HOWEVER, WOULD PROVIDE OR MAINTAIN A LIGHT AND TO THIS DAY, IT HAS NEVER HAD ONE.

SHIP OF GREEN AND VIGRAM
MANY YEARS AGO PROUDLY HOISTED THEIR NEW FLAG AT SATEHEAD. UNFORTUNATELY IT EXACTLY RESEMBLED THE FLAG OF A BRITISH ADMIRAL, AND THE SCANDALIZED AUTHORITIES ORDERED IT TO BE LOWERED IMMEDIATELY. IT WAS PROMPTLY REMOVED—WITH A BLUE PATCH, IT'S THE RED STEAM NAVY FLAG TODAY.

THE BLUFF TO BRIGHTON

TELLING OF THE AUTHOR'S EXPERIENCES ON A VOYAGE IN AN OLD-TIME TRAMP FROM DURHAM TO GIBRALTAR, VIA PERIM—WITH HIS ONWARD JOURNEY TO ENGLAND.

by I.B.

THIRTY years ago the Welsh Wizard, Lloyd George; the Tiger, Clemenceau; Slim Jan Smuts; with a host of experts, sat at Versailles re-making the map of Europe. John and Mary Bull prepared to gather at Tyburn Tree to see the Kaiser hanged, and the academic President of the U.S.A. brought into the world the League of Nations which, lacking the vital support of his countrymen, was stillborn.

What a turmoil there was in 1920. - Kemal Pasha threatening the peace of Europe in the Middle East; the Royal Navy menaced by the Geddes Axe; and the Mercantile Marine gradually recovering its pre-war paint and its place of honour in the carrying of the world's trade.

That year I sailed from Fremantle to East London—on route to the Old Dart—in the steamer "Apolda". She had been built at Flensburg in 1911 for the German Australian Line, and was taken over by the South African Gov-

ernment, who employed her in the Westralian timber trade across the Indian Ocean.

Arriving at East London, we were met by the bugbear of all travellers that "Have you anything to declare?" The South African Customs Officers took considerable interest in the paying-off of the ship. One had to possess certain qualifications to get past them. A good reason for wishing to land; a good character, and, last but not least, fifty pounds as a guarantee against unemployment. Due entirely to the kindness of the Old Man, I was able to satisfy the minions of Revenue and Excise as to my suitability for entry.

At East London I embarked on the little 130-ton coaster "Umzimvubu", built in 1899 by Edwards and Co., of London. She was managed by T. H. Mills, Smith and Co. Captain Gunderson proved an entertaining old salt on the trip up via Port St. John, on the Umzimvubu River, to Durban. The ho's'un and I Yours Truly

in an honorary capacity—took spells on the bridge while the skipper played dominoes and knocked back sundry noggins with the chief engineer and a lady passenger, in the funniest and stuffiest little cabin imaginable under the poop.

It was in distinct contrast to the accommodation at the Seaview Hotel at Durban. This was on the beach, near the bathing area, Luna Park, and the Gardens with the Children's Bathing Pool, where the happy-go-lucky Kafir nurse girls jallied with the majesty of the law, in the shape of Kafir policemen, with much giggling and laughter, for all the world like their white sisters as portrayed in Hyde Park by the humorous artists of a generation ago.

The Chief Harb'our Master very kindly offered to advise me of any ship offering a passage Home, but held out little hope. Tripping across the harbour in the little ferry boat to the Bluff brought back memories of the girl who used to semaphore messages of welcome to the troopships from the breakwater during the 1914-18 War. I could hear again the echoes of the cooos and calls floating across the water, setting the monkeys chattering in the tree-tops of the green-clad Bluff and no doubt at the time raising a thirst in many a warrior's throat.

One of the most extraordinary characters I met in Durban was a man of about forty years of age, who conducted a photographer's shop about halfway between the Beach and the Town Hall. He shaved, smoked, drank and swore like most males, but turned out to be a woman. Her story, if only

half true, was a revelation — as was her sex.

Many jobs offered in Durban, from gold-seeking to Illicit Diamond Buying. But I got a less-romantic shore billet which took me up country to Seanger, in Zululand, where I put up at the Victoria Hotel. It was a quiet little spot; the only white men being the publican, the barman, a railway official, a surveyor, and an Australian in the shape of Sergeant Jury, of the Natal Police, who had served in that force in the Boer War.

Right opposite the hotel, under a huge tree, the Zulus held a weekly market. Their nearly nude, magnificent bodies, and the glorious forms of the young women, were rather a discount because of their aroma. A few jaunts with Jury into the real bush opened my eyes; and I appreciated how the courage of Tommy Atkins was tested at Rorke's Drift and Isandhlwana. A visit to Chaka's kraal ended a most interesting spell away from the briny.

On my return to Durban I turned down a berth in a whaler after viewing and smelling her from the wharf. The more prosaic work on a bucket dredge was accepted. The Harbour Commissioners have certainly performed great work in improving the Port of Durban in recent years.

The familiar ships of the South African run were there. The lovely Union-Castle liners, with their red funnels, lavender hulls, magnificent accommodation, service, and speed, were second to none. Then there were Bullard and King's regular traders, the "Um" boats. The Blue Funnelers of Alfred Holt, the City boats, the Federals, Clans, Stricks, and the old-timers like the Aberdeen White Star "green boats", and the now-forgotten Lunds Blue Anchor ships, whose "Waratah" vanished for ever off that coast in 1911.

The Castle Line was established in 1872 by Donald Currie, who despatched their first ship for



S.S. "Pangelly" in drydock, Bombay

London and Dartmouth in January of that year. She was the "Iceland", of 1,400 tons. In 1876 Currie's commenced the carriage of the Royal Mail. The Union Steamship Company had been formed in 1853 under the title of the Union Steam Collier Company, and commenced with a fleet of five steamers, the "Briton", "Dane", "Norman", "Saxon", and "Union", they being of an average of 2,327 tons. In 1857 a



The Brig-of-war "Euphrates", used by Haines at Perim.



Map of Perim Island.

in Taffy or Geordie tramps "all is well". But to those whose only experience of them—I am talking of the old-time tramps—was to have seen them from the distance as they lay in dock with rusty, red-leaded sides, holiday paint work and peeling funnels; or watched them wallowing along at seven knots, down to their Plimsolls, in a dirty sea; to serve in them was a different matter altogether. But they certainly made old England's name as a sea carrier.

After some weeks of dredging up Durban mud, two berths offered to me. One was as second mate on one of the Sun boats, Mitchell Couits and Co., trading to the Far East. The other was as second of a dyed-in-the-wool Routh Dock tramp, homeward bound. I took the tramp. The Old Man, a true son of the Cymry, having signed me on, said "Get your gear aboard, Mister, and turn to." That's how tramp companies and their skippers were made.

Durban is certainly a delightful spot. The Bluff, the Point Road, the Beach, the Umgeni River, the heights of the Berea, the climate, the fame of the Rand, the rickshaw boys, all have a never-to-be-forgotten charm. But despite the sunny day, tempered by a cool sea breeze, nothing could blind me to the fact that the "Pengelly", when I first saw her under the coal shoots and realised that she was to be my home for some weeks, was to me an appalling sight.

About the rusty, begrimed tub, the only cheerful things were the grins of the white-toothed Kafirs dumping my gear on her deck. The Old Man was ashore. The Mate was locked up in the wheel house with a hair of the dog that bit him. The ship was well down by the head, with a heavy list to port. The wharfinger, said the bo's'un, whose breath would have set fire to asbestos, demanded that she be shifted to bring her up to an even keel. The one and only

steward, nearly seventy and born within the sound of Bow Bells, did the honours of the officers' quarters. The Old Man's stateroom was not bad. But the cabins, messroom and pantry were a series of black holes of Calcutta permeated with an indescribable stench of rats, cockroaches, and food, accentuated by everything being battened down because of the heavy cloud of coal dust that hung like a pall over the ship.

The "Pengelly" was built at West Hartlepool in 1904. Of 3,772 tons, 342 feet in length, 49 feet beam, and with a draft of 23 feet, she had a speed of eight knots in a flat calm. She had passed through the hands of various owners before being bought by the Pencisley Steamship Company of Mount Stuart Square, Cardiff, in 1919. The company owned just the one ship. In 1921 she was refitted at Portsmouth and bought by Hains of Truro.

Being in all respects ready to sail, and right down to her Plimsolls with coal, the "Pengelly" pulled out from Durban for Perim Island in November, 1920. Once clear of the land, the Old Man kept entirely to himself, quietly toasting absent friends in between prowls around the decks to see if everybody was fully employed and nothing wasted. Mister. The Mate, a fine seaman and navigator, also kept a secret store of the doings. As far as one could gather he had suffered much, home after home being sold up during his absences at sea. He spent most of his watch on the main deck working with the men, leaving the man at the wheel in charge on the bridge.

The Second Mate greased the clanking wheel chains; sewed canvas; spliced rope. The relations between him, the Old Man, and the Mate, were somewhat strained owing to his declining to leave the bridge whilst on watch to work on deck. Fortunately, the wireless operator, a young Londoner who lived in royal state on

the boat deck, helped to pass the odd hours away. The Old Man was the most suspicious Welshman I have had the misfortune to meet.

We ploughed up the Mozambique Channel at a bare seven knots, passing between Great Comoro, Johanna, Mayotte and Mohilla, the islands of the French Comoro Group, whose steep volcanic mountains rise to 8,500 feet. They have been a French possession since 1841, and their chief export is that ever-popular flavouring beloved by ice cream addicts—vanilla. Course was set to pass eastward of Aldabra, an atoll of four islands known to the Arabs for centuries. The Portuguese visited it in 1511, and it became a British possession in 1810, with the Seychelles lying 700 miles to the North West.

Giving Ras Hufan — False Guardafui — a wide berth, we rounded Guardafui and sighted our first ship since leaving Durban, and steamed on up the Gulf of Aden to the deep, land-locked harbour of Perim. Countless thousands of Britishers have passed through the "Gate of Tears". Those of the Anzac convoys, the Indian Expeditionary Force, the Terriers en route to India. Nurses, sailors, soldiers, airmen, and civilians: all answering the call of the Mother Country in peace and war.

The "Ascension", in 1609, was the first British ship to visit Aden and Perim. In 1799, General Murray, with 300 soldiers, occupied the island, but was forced to return to Aden owing to lack of water. The island was then ceded to the John Company, who abandoned it in 1800. In January, 1839, Commander S. B. Haines, of the Indian Navy, with H.M.S. "Volage", 29 guns (Commander Smith), and H.M.S. "Cruvier", 16 guns (Lieutenant E. W. S. Daniell), 300 Europeans, and 400 Sepoys under Major Baillie, captured Aden, the first overseas possession acquired in Queen Victoria's reign.

Commander Haines was first governor of Aden, and commenced the first coaling station. In 1857 a Lieutenant Templar re-occupied Perim and hoisted the British flag, a French warship arriving a few hours too late. Perim was governed from Aden under the Bombay Government until 1936, when Aden and Perim were made into a separate Colony.

Perim is of volcanic origin. Barren, treeless, waterless, it is one and three-quarters miles wide, three and one-half long. It lies one and one-half miles from the Arabian coast, and nine and one-half from the African. The highest point, Altmount, is 214 feet. There is a fine, deep, land-locked harbour on the south side.

The first lighthouse was erected near Obstruction Point, a grey cone tower, 38 feet high, exhibiting a white revolving light visible 22 miles. A Lloyds signal station established at Balfe Point, a similar lighthouse 28 feet high, having a fixed white light. Both are now disused. After the First World War, a new grey stone lighthouse, 266 feet high and exhibiting a group-flashing light, was erected near Obstruction Point; and an iron frame tower, 44 feet high, was erected at Balfe Point exhibiting a flashing light. The Eastern Telegraph Company established a cable station on the island. The Perim Coaling Co.—Hinton and Spalding, of London—maintained adequate stocks of coal. And a fine, deep-sea salvage tug, the "Meyun", of 567 tons and 160 feet in length, built by Ramage and Ferguson, of Leith, and registered at Liverpool, used to lie in Murray Bay under snow-white awnings, all spick and span.

The manager of the Coaling Company acted as Resident, and no one was permitted to reside on the island without his permission. During the 1914-18 War, Perim had its war-like moments. In 1915 H.M.S. "Duke of Edinburgh" (Captain H. Blackett) bombarded Sheikh Saad, right opposite Perim on the Arabian coast, but did little damage to the wily

Turk. A detachment of the 23rd Sikh Pioneers under Captain A. G. C. Hutchinson, repelled a raid by marauding Turkish soldiers. The harbour was used by ships of the Royal Indian Marine and the Royal Navy in operations along the Red Sea littoral, in conjunction with Colonel Lawrence.

A visit ashore was most interesting, despite the barren, stricken terrain. The unloading of the "Pengelly's" coal continued night and day until the old ship was flying light. To-day—as the Superintendent of Police at Aden has recently told me by letter, Perim is an even more desolate spot. Hinton Spaldings used to maintain there Natal coal; 20,000 tons of Diesel and furnace oils; a resident medical officer; ice; water; and machine shops. Now the Perim Coaling Company has ceased operations. The harbour is rarely used. There is a detachment of police and about 350 native inhabitants, mostly fishermen. Many of the buildings have fallen down or been demolished, those remaining being the Police Station, Hospital, and the Administrator's quarters, now used as a Rest House. The cable and wireless company have ceased to operate. Two steamers ran aground on the island late last year and were salvaged by the "Protector", based on Aden.

Flying light, the "Pengelly" thrashed her way from Perim to Bombay, arriving a few days before Christmas in time to dry-dock and load for New York, and sailing early in the New Year for Suez; and putting into Gibraltar to land Yours Truly as a cot case.

The medical staff at Gibraltar Hospital, perched away up on the side of the Rock, were beyond praise; but the food was not so good nor so plentiful. The orderlies made a pretty penny by purchasing extras "to quench me 'unger." Eventually I travelled on to London in the old "Kaiser-i-Hind".

Brighton? Yes, I went on there. The Duchess of Devonshire's house on Clarendon Terrace over-

looking the Channel, was, in the summer of 1921, a convalescent home for officers, and my stay there is a treasured memory.

It is a memory of true British kindness to war sufferers; of visits to Newhaven, Rottingdean, the new suburb of Peacehaven, with hundreds of optimistic ex-officers busy with poultry-runs, peace, and prosperity. Of Black Rock; the Bird in Hand beer-house for a nut brown and a bit on the three-thirty; of the Palace Pier, pierrots, clock golf, orchestra, the Aquarium, and Harry Preston's Duke of York Hotel, the Shamrock, and Irish House. Of the Jewesses of Hove; of Shoreham on the Adar; of lovely shops, winkle stalls, glaucous-eyed fish on cold marble slabs, the florists, beach minarets, donkey rides, the chinking murmur of cobble stones, and all the fun of the briny on the "Skylark".

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The Blue Funnel liner "Jason" in Sydney Harbour.

NEW BLUE FUNNEL LINER "JASON" ON MAIDEN VOYAGE

LATEST IN A SERIES OF WELL-APPOINTED CARGO-PASSENGER LINERS BUILT FOR THE AUSTRALIAN SERVICE, "JASON" REACHED SYDNEY THIS YEAR ON HER MAIDEN VOYAGE.

By James A. Stewart

THE "Jason" was built by Swan, Hunter and Wigham Richardson Ltd. for the Blue Funnel Line. She is a turbine-driven cargo/passenger liner of 11,500 tons gross. Her profile follows closely the design of all the new ships built since the war. She is of the three-island type with fore-castle, centre-castle and poop; the centre-castle consists of a three-tier superstructure which is surmounted by the well-proportioned elliptical funnel.

European crew members are housed on the bridge deck, which is the lowest deck of the superstructure. Chinese engine-room ratings are housed in the poop. The promenade deck, above the bridge deck, consists of passenger accommodation. Above this on the boat deck, the Deck and Engine Room officers are housed in a large deck house amidships.

The accommodation for both passengers and crew is well designed and is of a standard seldom seen in a ship of this class. The interior decoration is notable for the lavish use of decorated glass

panels, this class of work is found in almost every ship built by Swan, Hunter and Wigham Richardson, the design of these panels being usually done by Mrs. Swan, wife of one of the Directors of the firm.

Public Rooms consist of Lounge, Dining Saloon and Bar Annexe. The Lounge is situated at the forward end of the promenade deck and is built around the Bar Annexe, which takes the form of a smaller Lounge with Bar.

The Main Lounge is panelled in blonde-finished white sycamore, with walnut trim. An abundance of natural light is supplied by large windows in the front of the superstructure. Between the two sets of double, plate-glass doors opening from the vestibule is an electric fire, which is fitted in a domestic setting of hearth and mantelpiece. Above this the panelling is inlaid in walnut with a design representative of Australian birds and animals; the centre of the panel features a concealed electric clock, the dots

representing hours being inlaid in walnut. Furnishings comprise an abundance of upholstered settees and arm-chairs covered in blue tapestry with daily-patterned loose covers to lend variety. One side of the room is occupied by a built-in, world-range radiogram in walnut veneer.

The bar-annexe is the show-piece of the ship. Clever use has been made of etched glass panels and a huge mirror panel to outline the Classical Greek story of Jason and his adventures in search of the Golden Fleece. The wide doorway is flanked by a series of small glass panels in a decorative metal frame, each panel is an illustration of an episode in the life of this legendary hero. Within the annexe, the bulkhead opposite the bar is occupied by a huge opaque-glass panel on which a relief design is carried out in mirrored glass, depicting Jason's attempt to yoke the fiery oxen. The furniture here consists mainly of a built-in settee upholstered in blue tapestry, together with metal tables and chairs. Another

concealed clock is built into the centre of the big panel just described, hour dots and clock hands are in gold. Behind the bar counter is another large mirror etched in a checkerboard design.

Paneling is of white sycamore, the sliding shutters over the bar counter being of the same material. Ceiling lighting is supplemented by the interior lights of the bar and the concealed lighting at the edges of the decorated glass panel above the settee.

The story of Jason is one of the most fascinating of the Greek myths. Jason was the son of Aeson and Alcimedee; his father, Aeson, reigned at Iolcus in Thessaly, and while his son was still an infant, he was deprived of his kingdom by Pelias, his half-brother, who also tried to murder Jason. Friends rescued Jason and placed him in the care of the Centaur, Chiron, who was responsible for the education of most of the Greek heroes.

When Jason reached manhood, he approached Pelias at Iolcus and demanded the return of the kingdom to Aeson, his father. This Pelias agreed to do if Jason brought him the Golden Fleece, which had been shorn from the winged ram which carried Phrixus and Helle from Thebes. The ram was sacrificed to Zeus and its fleece was hung up in Colchis, guarded by a dragon. The Fleece was in the possession of King Aetes. Jason agreed to carry out his part of the bargain, and set sail in the "Argo" with some of the chief heroes of Greece—afterwards known as the Argonauts. Arriving at Colchis after many adventures, Jason asked Aetes for the Fleece. In return for the Golden Fleece Aetes demanded that Jason perform several almost impossible tasks, among which was to yoke the fire-breathing oxen.

Jason fell in love with Medea, the daughter of Aetes, who used her magic powers to help Jason perform the tasks necessary to gain the Golden Fleece.

That, briefly, is the story behind the ship's name, and behind the decorative theme of the Bar Annexe.

On the same deck is arranged the passenger accommodation, which consists of eighteen staterooms, both single and double berth, providing for the 29 first-class passengers. Stateroom No. 1 is portion of a suite consisting of a double-berth sleeping cabin, sitting room, dressing room and private bathroom with toilet. With the exception of the bathroom, the suite is panelled in blonde sycamore with furniture and fittings in walnut; soft furnishings are in dark blue tapestry.

The other staterooms have one bathroom to each two rooms. All the staterooms are comfortably furnished, and feature built-in furniture of walnut. Concealed in the panelling in each room is a small writing desk, a section of the panelling is hinged and folds down to form the writing surface; in the recess behind are housed stationary racks, calendar and ink well. Alongside each berth is an ingeniously-designed bedside cupboard, the top of which forms a shallow recess capable of securely holding a tea tray; the gilt trays are fitted with a dainty china tea service. The dark blue or rugs and soft furnishings is repeated in the canvas covering of the life jackets, which occupy a neat walnut rack on the ceiling of each room. The deckhead in every room is covered by a panelled ceiling of sycamore.

On the Bridge deck below, the dining saloon, which seats 52 people, occupies a corresponding position to the Lounge above. Panelling is again in white sycamore with walnut trim. The ceiling features recessed bays which have the effect of preserving an unbroken surface, since the lighting fixtures of flush-fitting, frosted glass are housed within the recess, and the air vents are arranged around the sides.

Flooring is wooden parquetry; dining tables, which seat from

four to twelve persons each, are of sycamore, together with the dining chairs. A colour contrast is provided by the dark blue/green leather upholstery of the chairs. As in the lounge, two sets of double doors lead from the entrance vestibule, the space between the doors being taken up by a large walnut sideboard above which is a replica of the panel over the lounge fireplace, only in this case the design is executed in mirrored glass.

Adjacent to the Dining Saloon is the Chief Steward's cabin. This, and the three-berth cabin accommodating the cadets, is the only cabin accommodation at the fore end of the deck. The large all-electric galley is conveniently situated opposite the Dining Saloon.

At the after end is the crew accommodation, consisting of three berth-cabins, which are comfortably furnished and are panelled in darker-toned veneer than the rest of the accommodation. Each section of the crew has its own mess-room. The mess-rooms also are panelled, and feature utilitarian metal tables and chairs; tables have beige-coloured plastic tops which contrast with the dark blue legs, and the similarly-coloured leather on chair backs and seats. Right aft is the crew's recreation room, fitted with every amenity to suit all tastes in recreation; comfortable chairs and settees for those who wish to read; tables and chairs for card games or letter-writing; and for the musically inclined, there is both a built-in radiogram and a small mantel radio.

Cargo facilities also are on an efficient and well-designed scale. There are seven cargo holds, four forward and three aft of the machinery space, with space for both general and refrigerated cargo. No. 5 hold is arranged as a deep tank, and can be used for the carriage of liquids in bulk. Cargo-handling appliances consist of one 30-ton derrick, four 10-ton, four seven-ton, and sixteen five-

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ton derricks; cargo winches are electrically operated, as are the warping winches, anchor windlass and boat winches. Steering gear is of the electro-hydraulic type, controlled by telemotor from the Bridge, and directly from the Poop.

The ship is equipped with modern electronic navigation aids which include Radar, Radio Direction Finder, Gyro Compass, Electric Log and Echo-sounding apparatus.

The propelling machinery consists of a set of three-casing, double-reduction-gearred turbines developing 14,000 shaft-horsepower at 106 revolutions per minute on a single shaft. The astern turbines develop 65 per cent. of the ahead power. Steam generating plant consists of two Foster-Wheeler controlled superheat boilers, which are fitted with economisers, superheaters and tubular oil heaters. Steam is supplied at a pressure of 525 pounds

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The present ship is a worthy product of a fine tradition, and should prove very useful in the Australian trade. Her passenger accommodation is booked out for several months ahead.

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"QUINQUIREME OF NINEVEH . . ."

WITH THE REST OF HER TYPE THAT MADE UP THE CLASS OF WARSHIP KNOWN AS THE GALLEY, SHE HAS SAILED TO HAVEN IN THE PORT OF MANY SHIPS. BUT THE GALLEY WAS ONCE THE MAJOR WAR VESSEL.

By John Clark

"GALLEY" is one of those multiple-meaning English words which must be a severe trial to a foreigner learning the language. According to the dictionary it may be an ancient warship fitted with benches for rowers; a low, single-decked ship with masts and oars; a large rowing boat; a kitchen on board ship; or a shallow tray with adjustable sides, to which type is transferred from the composing stick before being divided into pages. For the purposes of these few notes, however, we will confine ourselves to the nautical aspect of the word, and more especially to the "ancient war-ship fitted with benches for rowers."

The etymology of the word is doubtful. Originally, apparently, it came from the Mediærranean, from the Latin "galea"; from which also came the Italian "galeazza" and the French "galleasse", and later the Spanish "galleon". The galley apparently had its origins in the Mediterranean, "a sea," says Cecil Torr in "Ancient Ships," "where a vessel with sails may lie becalmed for days together, while a vessel with oars would easily be traversing the smooth waters, with coasts and islands everywhere at hand to give her shelter in case of storm. In that sea, therefore, oars became the characteristic instruments of navigation, and the arrangements of oars the chief problem in shipbuilding. And so long as the Mediterranean nations dominated Western Europe, vessels of the southern type were built upon the northern coasts, though there generally was wind enough here for sails and too much wave for oars.

Most of us know of Masefield's

"Quinquireme of Nineveh from distant Ophir

Rowing home to haven in sunny Palestine . . ."

but there is doubt as to what a quinquireme exactly was — or, at any rate how her five banks of oars — whence her name was derived — were arranged.

Homer, in the "Iliad", mentions ships with crews of twenty, fifty, and up to one hundred and twenty rowers. These last would probably have had the oars in two banks. From Assyrian sculptures it appears that two-banked ships were used by the Phœnicians about 700 B.C. These were the "biremes". It was stated by Thucydides that three-banked ships, or triremes, were said to have been first built at Corinth.

The arrangement of oars in them is not known with certainty. By some authorities it is concluded that the rowers did not sit in three tiers, one above the other, but rather that the oars were grouped in threes, attached to three thole pins in a single port-hole, and pulled by three rowers sitting side by side, the innermost a little further astern and perhaps slightly higher than the second; and the second higher than the third.

There are various theories advanced as to how the oars were placed and the rowers accommodated. For these ships did not carry small crews. The Athenian trireme, a long, narrow vessel probably about 120 feet long by 15 feet beam, with a mast and sail as well as oars, had a crew of 200, of whom 170 appear to have rowed in the three banks, and the

remainder were supernumeraries, sailors, and fighting men. The oars must have been of moderate length and weight, for Thucydides tells of a body of Peloponnesians making a forced march from Corinth to Megara, each man carrying his oar and other equipment.

There was little room aboard a trireme of this type, other than for propelling, fighting, and sailing the ship. The crew cooked their meals, and slept, on shore; the triremes — which had keels of oak — being pulled up on the beach. Under full power a trireme could reach a speed of about seven and a half knots.

At the beginning of the Peloponnesian War, 431 B.C., the Athenians had 300 triremes, the crews of which must have numbered some 60,000, recruited to a large extent from seafaring mercenaries. Their pay was three obols — about fourpence — a day. The commanding officers, or "trierarchs", were drawn from the richest citizens. Chief technical officer on board was the helmsman, the "kubernetes". Then came the boatswain, "keleustes", who received and passed on orders, and was assisted by a piper, "trieraules", who set the time for the rowers.

The naval tactics of the day consisted chiefly of manoeuvring so as to be able to ram an opponent, beak to broadside; the galley for this purpose depending on her extreme mobility and a projecting spur armed with wooden teeth sheathed in bronze.

At a later stage of history the number of banks of oars was increased to four, and then to five — the innovation being attributed

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both to the Carthaginians and to Dionysius the First of Syracuse. Later we hear of ships of 12, 15, and 16 banks of oars; and finally of a great vessel of 40 banks, constructed for Ptolemy Philopator—222-204 B.C.—carrying 4,000 rowers, with oars 38 cubits in length. This would mean oars of somewhere between 60 and 70 feet in length, and they are supposed to have been counter-balanced with lead at the handle end.

"What the arrangement of the rowers was in these ships"—says "The Oxford Companion to Classical Literature"—"we do not know." It is certainly difficult to envisage how the rowers worked in this legendary ship of Ptolemy Philopator's. Some authorities hold that a quinquireme, for example, does not mean a ship with five banks of oars, but with one bank, each oar pulled by five rowers. But so to place rowers, with one bank of oars, each pulled by forty rowers, would not be a simple problem, one would imagine.

The Romans, not a seafaring people, built large fleets of galleys for the Punic wars, obtaining the design for their first quinquireme by copying a Carthaginian galley which they captured. They defeated the Carthaginian tactics of ramming by adapting their ships to the tactics of land warfare, fitting them with grappling irons and bridges for boarding, and carrying soldiers to rush the enemy ships in hand-to-hand warfare.

This bridge was the "corvus", the invention which decided the Punic Wars. "Simple as this device was," says H. G. Wells in "The Outline of History", it proved a complete success. It changed the course of the war and the fate of the world. The small amount of invention needed to counteract the "corvus" was not apparently within the compass of the Carthaginians. At the Battle of Mylae, 260 B.C., the Romans gained their first naval victory and captured or destroyed fifty ves-

sels. At the great Battle of Ecnomus, 256 B.C., probably the greatest naval engagement of antiquity, in which seven or eight hundred big ships were engaged, the Carthaginians showed that they had learnt nothing from their former disaster. According to rule they out-manoeuvred and defeated the Romans, but the "corvus" again defeated them. The Romans sank thirty vessels and captured sixty-four.

Have you read Conan Doyle's fascinating little book "Tales of Long Ago"? In "The Last Galley", one of its stories, he paints a picture which may be fanciful, yet probably has some degree of truth in it, and is certainly colourful.

Heading slowly across the serene blue of the calm Mediterranean towards the African shore is a Carthaginian galley. "Seen from afar it was a stately and beautiful vessel, deep red in colour, double-banked with scarlet oars, its broad, flapping sail stained with Tynan purple, its outwarks gleaming with brass work. A brazen, three-pronged ram projected in front, and a high golden figure of Baal, the god of the Phoenicians, children of Canaan, shone upon the after deck. From the single high mast above the huge sail streamed the tiger-striped flag of Carthage. So, like some stately scarlet bird, with golden beak and wings of purple, she swam upon the face of the waters—a thing of might and beauty as seen from the distant shore.

"But approach and look at her now! What are these dark stains that foul her white decks and dapple her brazen shields? Why do the long red oars move out of time, irregular, convulsive? Why are some missing from the staring portholes, some snapped with jagged yellow edges, some trailing merr against the side.—And now stand upon the deck itself,

and see more clearly the men who man her! There are two decks forward and aft, while in the open waist are the double banks of seats, above and below, where the rowers, two to an oar, tug and bend at their endless task. Down the centre is a narrow platform, along which pace a line of warders, lash in hand, who cut cruelly at the slave who pauses, he it only for an instant, to sweep the sweat from his dripping brow.

"But these slaves—look at them! Some are captured Romans, some Sicilians, many black Libyans, but all are in the last exhaustion, their weary eyelids drooped over their eyes, their lips thick with black crusts, and pink with bloody froth, their arms and backs moving mechanically to the hoarse chant of the overseer....."

The last galley was not to make harbour for two black dots on the northern skyline revealed themselves as Romans. "See how they swoop upon us like falcons. They are full-manned and full-armed." Plain wood, unpainted. See how it gleams yellow where the sun strikes it!—And yonder thing beneath the mast. Is it not the cursed bridge they use for boarding?....."

For centuries the galley—and its descendant, the galleasse—remained the main warship of the Mediterranean. Drake had to cope with galleys when he singled the King of Spain's beard at Cadiz. There were galleys and galleasses in the Spanish Armada, the 128 ships of all classes comprising it carrying 29,522 sailors, rowers, and soldiers. But the last big sea fight between galleys and galleasses was that of Lepanto, on the 7th October, 1571, though galleys continued in existence for many years after the Sixteenth Century, and continued in the Mediterranean well on into the era of steam.

Galleys were the first warships

to be equipped with guns; and it was with the object of strengthening the ships to avoid strain when the guns were fired that the excessive tumble-home of the galleasse, and the galleon, was developed.

Galleys were never popular in the British Navy. But Frank Bowen, in "The Sea, Its Romance and Story", says that ships called galleys appear in the Navy Lists and records of the Eighteenth Century. "In fact, it came to be that a ship was frigate-built when she had poop and forecastele, and galley-built when she was flush-decked. These ships had oars as an auxiliary form of propulsion, just as any other small men-of-war did, but they were not the galleys proper. At the same time, the British Navy in the Mediterranean made considerable use of half-galleys, as they were called—vessels, 120 feet long, with a beam of 18 feet, propelled by 40 oars and carrying five guns."



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MARITIME NEWS OF THE WORLD



From our Correspondents in LONDON and NEW YORK

HOLT'S BUILDING PROGRAMME.

According to an article in "Marine News" of April, this year, the building programme to date of ships built, building, or ordered for Alfred Holt's Blue Funnel Line consists of 25 vessels aggregating 222,000 tons. They are the "Anchises" class of 13 vessels: "Anchises", "Agapenor", "Achilles", "Aeneas", "Astranax", "Autolykus", "Automedon", "Antilochus", "Ascanius", "Calchas", "Clyteonus", "Cylops" and "Laertes"; the "Pelus" class of four vessels: "Pelus", "Pyreus", "Patroclus", and "Perseus"; the "Helenus" class of four vessels: "Helenus", "Hector", "Jason", and "Ixion"; and the "Bellerophon" class of one ship. Two additional ships have been ordered for the "Bellerophon" class, and an order has recently been placed for a steamer similar in build to the motorships of the "Anchises" class.

DOLLAR EARNING "CARONIA"

It is estimated that the 361 passengers who sailed in the "Caronia" on her "dollar-earning cruise" early this year spent £2,500,000 during the 73 days in which the liner steamed 18,776 miles and visited 27 different ports. The figure is inclusive of fares, amounts drawn for spending at various ports, and money spent in the liner herself.

PASSING PADDLE STEAMERS

With the passing of the British South Coast pleasure steamer "Monarch", says an article in "Marine News" only two British paddle steamers now remain of the once-common type carrying funnels placed fore and aft of the paddle-boxes, the two survivors being the "Solent Queen" and "Lorna Doone", both owned in Southampton. "Monarch" was built at the Thames yard of R. and H. Green, Blackwall, in 1888.

She was then one of the finest excursion steamers afloat, with two bell-mouthed, all-black funnels, situated one forward and one abaft the paddle-wheels; and propelled by two-cylinder engines of non-compound diagonal type, with starting platform below. During her career improvements and alterations were made to her from time to time, and she underwent an extensive refit in 1930. She served in the two World Wars. Her dimensions were 210 feet length, 22 feet beam, and nine feet depth. She is now being broken up.

LONG TOW

Two Dutch tugs — "Humber" and "Noordzee" — reached Williamstown, Victoria, on the 11th of last month after a five months' tow with hopper barges from Holland, the voyage via the Mediterranean and the Suez Canal taking 154 days. The tugs and the barges will be used in the Melbourne Harbour Trust's

£3,000,000 new docks plan. A third Dutch tug, the "Rhodezee", is bringing the major part of the equipment needed for a £1,432,875 contract which has been let for dredging 3,900,000 cubic yards of silt from the Yarra at the site of the proposed entrance to the docks.

VALE "AQUITANIA"

The Cunard-White Star liner "Aquitania", which is being broken up on the Clyde at Faslane, is ending her life within 25 miles of where she was born, at Clydebank. Her last passage — from Southampton to the Tail of the Bank — was made at the, for her, slow speed of 14.14 knots. The auction of her furniture, which took place at Southampton, realised a little under £20,000.

CONVENTION HOTEL

The new Furness-Withy liner, of 14,500 tons, which was launched on the Tyne last month, will have accommodation for 450 first-class passengers and will be used on general cruising from New York, as well as a floating hotel for the various conventions which are held in that city each year.

"RIMUTAKA" SOLD

The P. and O. Company's "Rimutaka", which has been on charter to the New Zealand Shipping Company since 1938, and in which the Duke of Gloucester came to Australia for his period as Governor-General during the war, has been sold to the Panamanian Compania de Navegacion Ingres for £95,000. She will be employed on the Italy-South American emigrant service.

A.I.F. TROOPSHIPS

The British India troopships "Dunera" and "Dilwara", both of which were employed during the war among the vessels carrying men of the Second A.I.F. from Australia to the Middle East, have been undergoing reconditioning to bring them up to post-war standard as troopships. Of a little over 11,000 tons each, these two vessels were built in 1937 and 1936 respectively.

NEW LARGE ATLANTIC LINER?

A Press report early this year stating that the slipway on which the "Queen Mary" and "Queen Elizabeth" were constructed at Clydebank has been overhauled and strengthened, has given support to rumours in Britain that another large liner may be ordered from Clydebank by the Cunard Steamship Company.

CANADIAN GREAT LAKES

As a result of the "Noronic" disaster on the Canadian Great Lakes last year, safety regulations have been imposed on Canadian Great Lakes passenger steamers which have led the Canadian Steamships Company to lay up their cruising fleet indefinitely, as the cost of refitting the ships would be prohibitive.

BUILDERS BENEFIT

A number of British shipbuilders have benefited from the extensive replacement programme of the Blue Funnel Line. Contracts were distributed as follows: Vickers-Armstrongs Ltd., seven vessels; Harland and Wolff Ltd., six vessels; Caledon Shipbuilding and Engineering Co. Ltd., three vessels; Cammell Laird and Co. Ltd., two vessels; and Swan Hunter and Wigham Richardson Ltd., one vessel.

"SOBIESKI"

Another vessel, whose name will be familiar to many A.I.F. men as one of the ships in the Australia-Middle East convoys during the War — the Polish "Sobieski", which belonged to the Gdynia-American Shipping Lines Ltd. — is reported to have been sold to Russian buyers for service on the Odessa-Naples-New York route.

CARTEL SHIP "GRIPSHOLM"

The Swedish ship "Gripsholm", which was a Cartel ship during the war, used for the exchange of prisoners-of-war between belligerents, has returned to the trans-Atlantic service between Stockholm and New York after an extensive reconditioning involving considerable external and

internal alteration. Her profile has been changed by the replacement of her two slender funnels by two squat ones of the motor-ship type, and a raked stem which has replaced her former straight bows has increased her length by sixteen feet. Passenger accommodation has been redesigned for two classes only, reducing the total number carried to 971 as against the 1,370 for which she was originally designed.

MEDITERRANEAN CRUISES.

A number of British shipping companies are operating Mediterranean cruises this year, and in addition Greek firms are running cruises with an ex-British and ex-Dutch liner. The two ships are the "Nea Hellas", formerly the Anchor liner "Tuscania", and the "Neptunia", formerly the Dutch "Johann de Witt". Itineraries include Genoa, Naples, and Piraeus; and Naples, Piraeus and Haifa. Cost ranges from £45, upwards, London back to London.

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News of the World's Navies

SUBMARINE OF FUTURE

The British Ministry of Supply has issued an official drawing giving an impression of the design of an atomic submarine. Although little more than a scientist's impression, it shows a cut-away sectional plan revealing the pile, or container for fissionable material. The pile would be encased in thick lead, to protect the crew against radio-active rays. Drive would, in effect, be from a conventional engine for which heat would be provided by atomic energy from the pile, instead of oil burners. The fissionable material in the pile would emit intense heat to convert water into steam. The steam would be generated in a boiler room immediately behind the pile, and would be fed thence to the turbines.

LARGE ENDURANCE

A submarine so powered would have an almost indefinite endurance, so far as fuel was concerned. She could, if necessary, stay at sea until she needed to return to port to replenish food stocks and take on other supplies. When refueling, she would probably go alongside a special quay. Part of the casing would be lifted off, and the entire section containing the atomic pile would be removed by crane, to be replaced by a full container.

FIRST NIGHT JET CARRIER LANDINGS

The first night deck landings in the Royal Navy to be made by jet aircraft were made on the 20th. June, when two pilots of No. 702 Naval Air Squadron successfully deck landed in Vampire jet fighters in H.M.S. "Theseus". The aircraft were catapulted off, the pilots being helped by the guide lights of a destroyer ahead. They circled the ship, dimly outlined by deck lights, and

landed following instructions signalled to them by a Batsman raising illuminated bats. One of the aircraft made three landings, the other two.

U.S. NAVY ALSO

Although these were the first night jet landings for the Royal Navy, it is believed that the United States Navy have carried out successful experimental landings with jet aircraft on a floodlit carrier deck. In the Royal Navy's test, the deck of the "Theseus" had only small side lights along the runway.

CHINA SEA SURVEY

During 1949 H.M.S. "Dampier" completed surveys off the west coast of Borneo and off the east coast of Malaya. In addition, several wrecks were swept for least depths and over 1,700 miles of continuous soundings were obtained on passage in the China Sea in waters where soundings on the charts are sparse.

BRITISH-GREEK EXERCISES

During this northern summer, a squadron of the Mediterranean Fleet under Rear-Admiral G. Grantham, C.B., C.B.E., D.S.O., Flag Officer (Air) and Second in Command Mediterranean Fleet, has visited Greece and taken part in exercises with units of the Royal Hellenic Navy.

ROYAL PAKISTAN NAVY

On the 13th. of this month H.M. Pakistan Ship "Sind" is due to reach Karachi after having completed a long refit at Portsmouth. The "Sind", which was built in 1943 at Thornycroft's, Southampton, is an anti-aircraft frigate. She has an armament of six 4-inch guns on twin mountings, and smaller weapons. Her complement is nine officers and 135 ratings. Before leaving Portsmouth, "Sind" was inspected by the High Commissioner for Paki-

stan in Great Britain, Mr. Habib I. Rahimtoola.

AMERICA AND ATOMIC POWERED SUBMARINES

The United States of America is spending millions on building a prototype atomic-powered submarine. Earlier this year, Admiral Sherman, Chief of Naval Operations, told Congress that experts estimated it would cost forty million dollars—£14,285,000 Sterling—to produce one of these craft.

2,000 DECK LANDINGS

A remarkable aviation feat, which is believed to establish a world record, was accomplished by Lieutenant-Commander J. S. Bailey, O.B.E., R.N., when he made his 2,000th. landing on the deck of an aircraft-carrier recently. He was flying a Seafire from H.M.S. "Illustrious". Many of Lieutenant-Commander Bailey's deck landings were achieved during war-time operations, but some were made during demonstration and experimental flights. In the course of his Naval flying career, Lieutenant-Commander Bailey has deck-landed the following types of aircraft: Tiger Moth, Spitfire, Corsair, Swordfish, Seafire, Avenger, Fulmar, Auster Albacore, Hurricane, Wyvern, Barracuda, Wildcat, Vampire, Firefly, Hellcat, Attacker, Meteor.

HYDROGRAPHER'S REPORT

The report of the Hydrographer of the Navy (Vice-Admiral Sir A. Guy Wyatt, K.B.E., C.B.) discloses that during the year 1949 over one and three-quarter million charts were issued, and £201,209 was received from the sale of charts and books. H.M.S. "Cook", at present undergoing conversion for surveying duties, is expected to complete conversion and to be commissioned for surveying service this year.

FRIGATE AIDS WOUNDED

The frigate H.M.S. "White-sand Bay" sent a doctor with a medical party to the British merchant ship "Cheung Hing" off the China coast after six people were killed and seven wounded when Chinese Nationalists opened fire on the ship. The "Cheung Hing" was bound from Amoy to Hong Kong with 100 passengers.

CANADIAN SQUADRON IN EUROPE

Next month a Canadian Special Squadron under the command of Rear-Admiral E. R. Mainguy, O.B.E., R.C.N., will cruise in European waters, Rear-Admiral Mainguy flying his flag in the aircraft-carrier H.M.C.S. "Magnificent". Londonderry will be the first port of call for the Canadian Squadron, after which the ships will visit a number of ports on the European continent. Other ships in the force will be the destroyers "Cayuga", "Athabaskan", and "Sioux" from Esquimalt, and "Huron" and "Micmac" from Halifax.

THE LARGEST DESTROYER

With an overall length of 390 feet and a beam of 43 feet, H.M.S. "Diamond", the third of the "Daring" class destroyers under construction for the Royal Navy, was launched on the 14th. June at John Brown's yard, Clydebank. Speaking at the launching ceremony, the Third Sea Lord and Controller of the Navy — Vice-Admiral M. M. Denny, C.B., C.B.E., D.S.O., whose wife named the ship — said that the "Daring" class might be the last of the phase of Naval construction. The largest destroyers ever built for the Royal Navy, the "Darings" represented the most comprehensive and capable ships which human ingenuity could devise.

ECHO OF TENTH FLOTILLA

Britain is now building eight "Daring" class destroyers. Three of them, "Daring", "Decoy" and "Diamond", have been launched. The others, "Delight", "Defender", "Duchess", "Dainty"

and "Diana", are still on the stocks. In the names of some of these — "Decoy", "Diamond", "Dainty" and "Defender" — comes an echo from the war-time days of the Tobruk Ferry Run, when the namesakes of these ships formed, with the Australian destroyers, the 10th. Flotilla under the command of Captain (D) H. M. L. Waller, D.S.O., R.A.N.

NAMES FOR RESERVE FLEET DIVISIONS

From the 1st. of last month, every division of the British Reserve Fleet has had its own name ship, with the object of preserving and furthering the entity of each division and simplifying internal organisation. The names are: Portsmouth, H.M.S. "Bellero-phos"; Clyde, H.M.S. "Jupiter"; Harwich, H.M.S. "Mars"; Plymouth, H.M.S. "Orion"; Sheerness, H.M.S. "Minerva"; Chatham, H.M.S. "Neptune". Cap ribbons bearing the new names have been distributed to be worn by ratings attached to the divisions.

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SPIN ME A DIT, SAILOR

Being Some Nostalgic Yarns From The Days When
You Served Afloat In The R.A.N.

by Bob Chambers

DO you remember, just about ten years ago now, when you changed from yacht white to Navy grey? When the cap and jumper of your sailing days were put aside for the uniform of the Service? When you left behind men you knew, and with whom you sailed under taut white canvas, to join men you didn't know on a crowded steel ship? A ship whose constantly vibrating engines reminded you nostalgically of waves chuckling pleasantly against the bows and reef-points tap-dancing on salt-starched sails.

You remember your first mixed impressions, regrets, anticipations and how, being at heart a sailor, you soon learned to shrug aside the bad and make the best of the good?

You recall the first days of initiation? The gruff, condescending manner of the old hands, your acquaintance with the tradition and discipline of the Service, and you remember, perhaps most clearly of all, the collection of jokes, stories, anecdotes and plain, straight-out lies which in the "Andrew" are mustered under the collective name of "dits."

Dits — You recall, perhaps, an old Tingira boy or a chief stoker who was on the East Africa run in '17, or a lynx-eyed old buffer who had served on the China station in '08. They were master-spinners of the dit and one of them probably handed down to you, with a great pretence of earnestness, that one about the largest wave — the one the ship climbed up for three weeks and then shot down the other side in four seconds with both engines full astern. If they were really good at it they probably added that all hands had buckets trailing astern on lines to act as brakes,

but it was no good because the ship slid down the wave and landed in the middle of Onkaparu township — or somewhere.

It is quite likely that this was followed up with the story of the ship that passed through the storm with all hands battered down below for five days and when the storm was over footprints were found on the deckhead-roof to those ashore.

Or perhaps the cheeky young asdic operator got in quick with the time the ship was being tossed so high that he was "pinging" aircraft on the anti-submarine detector. And did this lead to other ships being remembered? One which had been at sea in dirty weather for so long that it rolled in dry dock or on dew-covered grass. Or another stout vessel which sailed through seas so high that water came down the funnel, or the outrageous storm which rolled a ship so much that it was picking up seaweed on the yard-arm or spearing flathead on the tip of the mast? Some of those tales were rougher than the seas they told about.

Did you hear of the colour-blind dockside electrician who, after a week of struggling with the red, blue and green wires, was responsible for a near naval tragedy because he'd hooked things up wrongly, and when the cook pressed the button to start the electric oven the starboard guns fired a broadside?

Then there was the motor boat which had finished a trip and been brought alongside for orders. A very young Sub-lieut., meaning the boom swung out from the side of the ship, made a grave mistake and ordered the cox'n to tie up to the yard. After the motor boat had passed the ward-

room porthole three times the Sub. came on deck and asked the cox'n what the devil he was doing.

"You said tie up to the yard, sir. We're just gathering speed to fly up there."

Perhaps, when you mastered "pusser's slang," that wonderfully fluent language of the Navy, you told one or two yourself. Perhaps you recounted the tale of the masthead lookout who was challenged by the Jimmy from the bridge for not reporting a large patch of seaweed off to starboard and who, on explaining that he didn't think a patch of seaweed mattered, was told off unmercifully.

"There might be a submarine lurking behind it," roared the Jimmy.

Days later the same lookout, with an urgent tone of voice, reported to the Jimmy, "Green 035, elevation 60, flying right to left, a flock of seagulls, sir." Asked in blistering terms why the devil he was reporting a flock of seagulls, he replied, "Thought there might be a squadron of bombers behind 'em, sir."

Did your ship follow the precedent of that much-cursed instigator of naval routine, Nelson, in the sending of famous signals? Perhaps your ship crossed the bows of the senior officer's vessel too sharply and that worthy asked, "What are you doing across my bows?" to which your Old Man replied, "Fifteen knots, sir." That might be the oldest Navy joke — it may have been done by Charlie Malloof in Harry Tate's Navy. That was the navy to be in — a fictitious navy in which nothing was done properly and life for the sailor was ideal. The idea in this navy, you probably gathered, was to join as an admiral and work down the scale. Who was Charlie Malloof? An imaginary character similar to the shore-staying Foo.

In the Navy, important books are listed as B.R.'s and the Bible is B.R. 74. A smart officer can send a signal by referring to the

good book. "Your attention is drawn to B.R. 74, book, chapter and verse." One passage, when located, read, "We lack manna." The sender received the message, "Your signal not understood," so he obliged with the translation, "We have no bread."

The story of this signal is well-known. A destroyer was asked by the flagship "at what speed are you steaming?" A mistake was made in the reply and the signal read "300 knots, sir." "Good," ordered the admiral, "Circle the fleet twice and take off."

Another signal contains the perfect reply. When the "Queen Mary" cleared her home ports on her troop-carrying runs to America, a gallant little escort, often an old destroyer, awaited her outside. To the "Queen's" imperious, "What is your maximum speed?" she would reply, "Twenty-two knots, sir," or whatever it happened to be. "We will steam at 22 knots," would be the command, and for two days the game little escort would struggle on before giving up the ghost and returning to port while the "Queen Mary" increased speed to 30 knots and scaped for the land of film stars and chewing gum. The pride of the Navy rose again, however, when the "Mary" made her usual signal to an unusual-looking escort, a new mine-laying cruiser: "To officer commanding escort, what is your maximum speed?"

"Forty-five knots, sir. So what?"

The sarcastic comments of an officer are no doubt still echoing in your ears. Some of them used sarcasm with exquisite perfection, this one especially, if the tale is true. It concerns the midshipman in charge of the liberty boat whose efforts to bring her alongside were, being closely observed by the officer of the day. Three times he had approached the ship and each time he had misjudged and hauled off to come alongside again. He was about to make the fourth attempt when an Oxford

accent sizzled through a megaphone, "I say, snotty. Just keep the cutter still and we'll bring the ship alongside you."

Alongside? — Oh, yes. "Side, side, painting ship's side — The Jimmy looks on it with pride:

A blue fit he'd chuck
If he saw all the muck
On the side of the ship — the ship's side."

The old song brings back memories, doesn't it? Does it recall to mind the story of the able seaman who was over the side on a stage painting when the Commander looked over and asked, "My man, what are you doing down there?" To which the A.B. replied, "Just giving the old girl a slap o' mullock, sir."

"That's no way to answer an officer! You come up here and I'll show you how it should be done." The change was made and the A.B., carrying the Commander's telescope, paraded up and down the quarter-deck while the Commander stood on the stage below.

Eventually the A.B., in a well-simulated officer's voice, asked, "My man, what are you doing down there?"

"I'm painting the ship's side with Admiralty grey, sir." "And you're the best black-guard to do it, too," replied the A.B.

A tall one? No more so than a hundred others. And not so surprising when you look back and consider some of the characters in the Service.

There was once a fopsy officer supervising the handling of lines. Benson was holding a line, with a wharf tied to the other end of it, when this officer shouted, "Take a turn, Benson! Take a turn!"

"Round Slinger's neck, sir?" "Anything — anything — don't be a blasted idiot, Benson."

The same officer served under a very cool captain.

The ship had just dropped anchor when the captain received a signal from ashore and imme-

diately ordered the anchor to be hoisted again.

"But we've just put it down, sir."

"I know, Mr. Bracknish, but we're in the middle of a mine-field."

Whereupon Mr. Bracknish leant over the bows and grasped those heavy, iron links in both hands, shouting, "Quick! Quick! Get it up!"

That wasn't his name, but it may have been your ship.

Or perhaps yours was another ship sailing up the Brisbane River, renowned for its mudbanks, when the Old Man saw a dredge mired dead in midstream. Being none other than that certain old man, and not seeing anything about dredges on the chart, he called out to a workman on the dredge "Which way?" With a wide wave of his arm the man indicated the left and was thanked by the Old Man just two minutes before the ship grounded on the mud — just too far out of range for the workman to hear what the Old Man was calling him in terms which would have been a credit to a shellback of the clipper days.

You remember the saying "leave the guns on the upper deck," used to discourage argumentative types who introduced their work into mess deck discussions? What about the old, old story of the two seamen cleaning the gun in peacetime when barrels had to shine? One was sitting on the barrel polishing it when the other, who who cleaning the mechanism, swung the gun seaward and depressed the barrel. His mate slid off the barrel into the ocean and, when recovered, was charged with breaking ship — three days number 16, which is two hours' extra work; usually dirty.

Speaking of breaking a ship brings to mind the story of a naval depot in England, which was an emergency "compound" with only a wire fence defining the barrack area. The recruit,

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deciding he would like a change of diet, stepped over the wire and walked across the road to the shop on the other side. He was charged with "breaking through the ship's scuttles and swimming ashore."

Swimming wasn't necessary for the rescue of the hero of this story. It happened in action, allegedly, when the leading destroyer made one of those turns for which the breed of ship is famous, and Scotty fell overboard. His mate, acting with "the split-second resource of a sailor, tossed a lifebelt to within ten yards of the man in the water. The destroyer raced on and the battle continued. What happened to Scotty? He was sitting happily on his lifebelt playing his mouth-organ when a waterspout dropped him on the bridge of the flagship five miles astern.

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DEFEATING THE COLD AT SEA

The Methods By Which Britain Is Producing New Clothing To Protect Her Sailors In Polar Waters.

By John Menle.

A STRANGE, hooded figure stands on the wing of the ship's bridge and gazes through unusual goggles over the tumbling grey waste of icy seas in the twilight of an Arctic winter. He is one of Britain's sailors on lookout. Yet he would be a strange sight even to the men of the deep-sea trawlers, who for many years have sailed far into the Arctic Circle to fish around Bear Island. For this oddy-clad sailor is "armoured" against the icy spears which blow from the North Pole by the latest in protective clothing which a team of United Kingdom Doctors, scientists and manufacturers has given him.

Important advances in supplying suitable clothing for men who sail the Arctic seas in peace or war—have been made since the early days of the convoys to North Russia in World War II. Then, by commonsense and improvisation, men muffled themselves up in whatever clothing was available—duffle coats, sweaters, mufflers—to meet the Arctic winds and seas. Now, the veterans of the Arctic convoys would hardly recognise the sailor of to-day in his cold-proof clothing.

Public attention has naturally focused on the "survival" suits designed to protect sailors in the most dramatic crises of their calling. There are two types: the sausage-like inflatable overalls to prevent a man whose ship has been sunk from freezing to death in the tented rubber dinghy which is the latest thing in life-boats, and the "survival" suit designed to protect from the chilling seas a man who has escaped from a sunken submarine. These unusual suits distract attention from the equally-important task of equipping men to preserve their work-

ing efficiency and comparative comfort under everyday shipboard conditions in the most freezing weather. This problem has been twofold—to find the clothing best suited to men with active jobs, like aircraft handlers, who must work on the flight deck of a carrier in temperatures below zero, and clothing for men with more static duties, like sentries or look-outs. In both cases the main object is to provide insulation against cold by means of a static layer of air between the sailor's body and the outside air.

In the case of the man with an active job there is also the problem of saving him from the discomfort of perspiration by giving him clothing which can "breathe", letting the body moisture escape while at the same time excluding the chilling air from outside.

How are these cold-weather suits designed and produced? First of the team to tackle the



Some of the "all weather" suits recently tested in the Arctic by sailors of Britain's Royal Navy. The suit on the right can be heated electrically.

problem is the doctor. After studying the reactions of the human body to cold, humidity, and similar conditions, he lays down the objectives to be attained by the scientists, technicians and manufacturers who will combine to provide the clothing.

The medical data is passed to other departments at Britain's Admiralty. In the case of Arctic working clothing, the problem goes to the Victualling Department, which also deals with special heating diets for Arctic conditions. Next step is to find the most suitable materials for the clothing—materials which will best resist cold, wetness and wear. This part of the work is usually carried out by scientists of the Shirley Institute at Manchester, England's famous cotton research organisation. The Admiralty then orders prototype clothing from selected manufacturers.

The results of all this research can be seen in an office of the Victualling Department. Here are bulky, hooded suits, like two-piece overalls, with specially devised flaps and fastenings and other devices which have taken months of designing. They are padded with kapok which, for its lightness, buoyancy and impermeability, is still regarded as the most practical insulating material for this purpose.

Besides these suits are specially-designed boots. Here the distinction is drawn between the short-topped "half Wellington" leather seaboots for men performing static duties, and the snuggler, strapped boot for men who must be more active in their work. Both are designed to exclude cold and wet, with specially deep soles to accommodate inner soles and one or two pairs of seaboat stockings made from oiled wool as well. Another exhibit is an underwear of nylon which looks like a fishing net, and is designed to provide the static air layer insulation next to the skin.

There are also face-masks to protect cheeks and nose from the searing cold wind, and goggles

which will let a man look into a freezing gale without wincing. And always, the doctors, scientists and manufacturers are working to improve this protective clothing in accordance with practical tests which are made as opportunity presents. Many of these strange items of clothing have been altered even since last winter, when earlier prototypes were tested in Arctic waters.

It was during last winter's tests that a young sailor, to test clothing under conditions such as might be experienced by men marooned on an iceflow, camped out on the gun platform of a ship in the Polar seas. There he lived as a human "guinea-pig" until forced to abandon the experiment by a small weakness found in the clothing. The results of this and other experiments carried out last winter were then studied by experts. Subsequent improvements were then carried into practice, and now this winter further tests are being made in the Arctic.

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The ear drum's connected to the malleus bone,
The malleus is connected to the incus bone,
The incus is connected to the stapes bone.
The stapes is connected to the cochlea . . .
But, still, he can't hear a thing that's said
Because he's got a cold in the head.
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After all that he's read of Aspasadrene.
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(Last 4 lines by a winter poet—anonymous, and rightly so)

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NAVAL PERSONALITY OF THE MONTH

Commander John Langston Bath, R.A.N.

COMMANDER JOHN LANGSTON BATH, R.A.N., the present Director of Communications, at Navy Office, Melbourne, was born at Launceston, Tasmania, on the 17th. May, 1908. While he was still a small boy the family came across to the mainland, and the future naval officer had his early scholastic education in Melbourne.

In February, 1922, he entered the Royal Australian Naval College. During his years at the College he became a cadet captain and gained his colours for rugby, and his progress in his profession was marked by the fact that on passing out he was awarded "maximum time."

His first ship was H.M.A.S. "Adelaide" for the training period, after which he proceeded to the United Kingdom and joined H.M.S. "Renown" as a midshipman. He was one of four College boys in that ship, but is the only one still in the Service. He returned to Australia in "Renown" on her voyage out here with the present King—then Duke of York—for the opening of Federal Parliament at Canberra; and went back to England in her, to the Royal Naval College at Greenwich, for his Sub-Lieutenant's courses.

Back to Australia, and he was appointed to the cruiser "Australia," and later to the destroyers "Anzac" and "Tartoo," as Sub-Lieutenant and Lieutenant, being No. 2 of the latter ship; after which he was back in "Australia" again for a while. Following the spell in "Australia," he was appointed to the survey sloop "Moresby" in 1933, for the season's surveying, which was of Whit-sunday Passage.

The following year Commander Bath again went to the United Kingdom for the Signal Officer's Course—"Communications" as it is known today. Having passed the course in December, 1934, he was appointed to the staff of the Commander-in-Chief, Mediterranean—Sir William Fisher—as Assistant Fleet Wireless Officer in H.M.S. "Queen Elizabeth," remaining there throughout 1935 and 1936. This was the period of the Abyssinian crisis when the Fleet was busy in the Mediterranean; and "Queen Elizabeth" also was at Spithead for the King George V. Jubilee Review.

There followed a period ashore in the United Kingdom, on the wireless instructional staff at the Royal Naval Barracks, Portsmouth, before returning to Australia in 1937, when he was appointed as Signal Officer to Rear Admiral Lane Poole in the Squadron.

At the outbreak of war in 1939, Commander Bath was in charge of the Signals School at Flinders Naval Depot, having been appointed there towards the end of 1938, and remaining until the beginning of 1941. He was then again appointed to the Squadron, as Flag Lieutenant and Squadron Signals Officer, first to Rear-Admiral Crace, and later to Rear-Admiral Crutchley.

This was the period of Japan's entry into the war, and the time during which the problems associated with close working with U.S. Naval Forces had to be met. These were largely problems of procedure, in which communications played a large part. Eventually—and necessarily—the United States naval signal drill was adopted by the Squadron.

Commander Bath recalls a number of humorous incidents connected with the change over. On the occasion of Rear-Admiral Crutchley succeeding Rear-Admiral Crace in command of the Squadron, the new Flag Officer had had no previous experience with United States signals methods, and the first time the Squadron exercised with U.S. ships and the U.S. signals were used Commander Bath explained the procedure to him. The signal was made to the ships to "rotate the axis twenty degrees to the right," in other words, to change the bearing on the guide to that extent. When the executive was made, the ships duly executed the manoeuvre and steadied on their courses with the exception of one United States destroyer out on the wing, which continued under helm on a wide sweep. Admiral Crutchley was interested in this, and suggested to Commander Bath that the destroyer should have steadied like the others. Before Commander Bath could reply, the United States Signals Chief—corresponding to our Chief Yeoman—who was in the flagship with his team of signalmen to assist with the U.S. signals, broke in. "Admiral," he said, "that guy will just keep on rotating until somebody stops him."

Commander Bath remained with the Squadron until 1943, at the end of which year he was appointed to the Radar School—now H.M.A.S. "Watson," but then an adjunct to "Rushcutter." He remained there for two years, when he went to H.M.A.S. "Shropshire," as First Lieutenant.

In "Shropshire" he once more went to the United Kingdom, when that ship took the Victory Contingent over there in 1946. This voyage posed some problems—of accommodation. Room had to be found in the cruiser for Army and Air Force

Continued on page 34.

WHAT THE NAVY IS DOING

SINCE last these notes were written, the outbreak of war in Korea has changed the programme as outlined in the July issue of "The Navy". It was then stated that Shoalhaven, having been relieved in Japanese waters by *Bataan*, had returned to Sydney, an anticipatory note made necessary by the fact that the magazine goes to press some weeks before publication each month. Events have falsified the prophecy. *Bataan*, proceeded to Japanese waters, according to schedule, but instead of Shoalhaven then returning to Australia, both vessels remained there to take part in the Korean operations under the command of the American Admiral in charge of the operations on behalf of the United Nations Security Council.

Among other changes have been some in rank. The Director of Naval Intelligence, Captain Neil Alexander Mackinnon, received his fourth strip in June, as did Captain (E) Kenneth McKenzie Urquhart, the General Manager of the Williamstown Naval Dockyard. There have been other promotions, both in the permanent service and the reserve forces.

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. *Sydney* (Captain D. H. Harries, R.A.N.), which sailed from Sydney on the 7th. June, reached Aden on the 4th. of last month, Malta on the 12th., Gibraltar on the 18th., and Portsmouth on the 24th. She will remain in United Kingdom waters for some months, and is expected back in Sydney about the 1st. December, after disembarking the 21st. Carrier Air Group at Jervis Bay. On her return to Sydney she will be available for leave and refit for a period of 45 days.

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, sailed from Sydney on the 24th. of last month on a training cruise round the Australian coast. Her programme is: Sailed Sydney 24th. July, arrived Jervis Bay the same day. She is due in Brisbane on the 4th. of this month, in the Hervey Bay area on the 13th., and Sydney on the 25th. Leaving Sydney again on the 30th., she is expected to arrive in Westernport

Bay on the 1st. September, Fremantle on the 12th., Shark Bay on the 20th., Geraldton on the 26th., Fremantle on the 29th., and Albany on the 4th. October. She is due to reach Melbourne on the 13th. October, and will spend the rest of that month in the Sydney-Melbourne area, and will be in the Melbourne area from the 31st. October to the 12th. November. Subsequently returning to Sydney, Australia will be available for leave and urgent defects from Wednesday, 22nd. November, until Friday, 12th. January, 1951.

10th. Destroyer Flotilla:

H.M.A.S. *Warramunga* (Captain (D) 10, Captain A. W. R. McNicoll, G. M., R.A.N.) is accompanying the Flagship on the cruise to West Australia. Her detailed programme is: sails from Sydney on the 4th. of this month, and is due at Brisbane on the 6th., Gladstone on the 13th., Mackay on the 17th., and joins the Flag in the Hervey Bay area on the 20th. She is expected to arrive at Melbourne on the 27th. August, Fremantle on the 12th. September, Shark Bay on the 20th., Geraldton on the 26th., Fremantle on the 29th., and to be in the

Adelaide-Melbourne-Hobart area on the 7th. October, when she will carry out Reserve training cruises. *Warramunga* will be available for leave and refit at Sydney from the 27th. November until the 12th. January, 1951.

H.M.A.S. *Bataan* (Commander W. B. M. Marks, R.A.N.) is in Japanese waters under the command of the United States authorities, for operations in the Korean war.

H.M.A.S. *Tobruk* (Commander T. K. Morrison, O.B.E., D.S.C., R.A.N.) has been carrying out working-up exercises under the operational control of the Flag Officer-in-Charge, New South Wales

1st. Frigate Flotilla:

H.M.A.S. *Shoalhaven* (Commander I. H. McDonald, R.A.N.) is in Japanese waters, under the command of the United States authorities, for operations in the Korean war.

H.M.A.S. *Culgoa* (Lieutenant Commander V. G. Jerram, R.A.N.) is in Sydney, where she became available for leave and refit as from the 18th. of last month until the 12th. September. Her subsequent programme is: Sails from Sydney on 16th. September. She is due at Gizo, British Solomons, on the 22nd. September.

H.M.A.S. *Honiara* on the 26th., Rabaul on the 2nd. October, Manus on the 5th., Madang on the 8th., Dreger Harbour on the 11th., Samarai on the 14th., Port Moresby on the 17th., Vila on the 28th., Noumea on the 3rd. November, and Sydney on the 10th. On her return to Sydney *Culgoa* will transfer from the operational control of the Flag Officer Commanding the Australian Fleet to that of the Flag Officer-in-Charge, New South Wales.

H.M.A.S. *Murchison* (Lieutenant Commander A. N. Dollard, R.A.N.) is carrying out anti-

submarine and radar training under the operational control of the Flag Officer-in-Charge, New South Wales. *Murchison* will be available for repair of urgent defects from the 15th. January, 1951, for a period of 45 days.

H.M.A.S. *Condomine* (Lieutenant Commander R. T. Guyatt, R.A.N.) is under the operational control of the Flag Officer-in-Charge, New South Wales, carrying out anti-submarine training with H.M. Submarines. *Condomine* will be available for leave and refit from Monday, 10th. July, until the 31st. of this month.

H.M. Submarines:

H.M.S. *Telemachus* (Lieut. O. Lascelles, D.S.C., R.N.) has been refitting in Singapore, and carrying out exercises with the Far Eastern Fleet.

H.M.S. *Thorough* (Lieutenant-Commander T. N. Devlin, D.S.C., R.N.) is based on Sydney, and is engaged in training exercises under the operational control of the Flag Officer-in-Charge, New South Wales.

H.M.S. *Tactician* is based on Sydney, and is engaged in carrying out training exercises under the operational control of the Flag Officer-in-Charge, New South Wales.

10th. L.S.T. Flotilla:

H.M.A.S. *Labuan* (Commander F. D. Shaw, R.A.N.) is operating under the operational control of the Naval Board. In July she carried cargo for the New Guinea area, proceeding to Manus by way of Brisbane and Townsville. She remains in New Guinea waters until November. *Labuan* will be available for leave and refit for a period of 30 days from about the 27th. November, 1950.

Australian Minesweepers:

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

H.M.A.S. *Gladstone* (Lieutenant Commander A. W. Savage, R.A.N.).

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

Survey Ships:

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

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

THE ROYAL NAVY.

The Home Fleet:

Last month units of the Home Fleet visited Scandinavian ports. Nine ships, including H.M.S. *Implacable*, the Flagship of the Commander-in-Chief, Home Fleet (Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O.); the light fleet carrier *Vengeance*; the destroyers *Sluys*, *St. Kitts*, *Agincourt*, *Jutland*, *Battleaxe* and *Corunna*, and the frigate *Loch Aline*, went to Norway; four destroyers, including *Aisne* and *Crossbow*, visited Sweden. *Implacable* and four other ships also visited Denmark, and H.M.S. *Sunfisture* went to Flensburg in Germany.

The R.N.V.R.:

The Royal Naval Volunteer Reserve have been carrying out extensive programmes of exercises in ships and aircraft during the English summer. Ships from Newcastle, the Mersey, the Solent, and the Humber, commanded, officered and manned by R.N.V.R. Officers and Ratings, have been on cruises to Norway, Denmark, and France.

Aircraft from three of the four R.N.V.R. Squadrons took part over the North Western approaches in one stage of the Submarine Summer exercise; the Squadrons were No. 1830, equipped with Firefly A/S aircraft, and Nos. 1831 and 1832 Squadrons,

equipped with Seafire aircraft. The R.N.V.R. Squadrons are at present manned by officers who gained their flying experience during the war, but in the future their strength will be maintained by the enrolment of young men who qualify as commissioned pilots and observers in the Royal Navy during their eighteen months periods of National Service.

The fourth R.N.V.R. Squadron, No. 1832, based at the R.N. Air Station at Culham, Berkshire, flew on to the light fleet carrier *Theseus* in the Channel, specialist R.N.V.R. officers and some 50 R.N.V.R. ratings covering all maintenance trades having been embarked in the ship to be ready to service the aircraft when they landed on, "bated on" by a former R.N.V.R. officer who is now the permanent staff officer and instructor attached to the Squadron. The pilots who made the flight from Lee-on-Solent to the *Theseus* are, in civilian life, farmers, solicitors, stockbrokers and engineers—among other professions.

Another R.N.V.R. exercise was that in which some 130 R.N.V.R. personnel, and nearly 100 officers and men of the R.M.F.V.R. of the Commando Special Boat and Amphibious Sections, sailed in the tank-landing ship *Savka* and L.C.T. 4063 from Portsmouth for an "invasion" in a mock war at Stokes Bay, near Portsmouth.

H.M.S. "Vanguard":

During last month and this, H.M.S. *Vanguard*, wearing the flag of the Flag Officer Training Squadron, Rear-Admiral E. M. Evans-Lombe, C.B. — who was in Australia during the war with the British Pacific Fleet — has been on a training cruise in British waters.

H.M.S. "King George V.":

First of the big ships of the Royal Navy to be so treated,

H.M.S. King George V has been sealed up for preservation, and is laid up in the Gare Loch
H.M.S. "Devonshire".

Australian Cadet Midshipmen were among those in the cadet training cruiser *Devonshire* when she visited Norway in June. In 1940 *Devonshire* brought King Haakon, the Crown Prince Olav, and the Norwegian Government from Tromso to Scotland; and after the liberation she took the Crown Prince back to Oslo. She is thus always heartily welcomed in Norwegian waters, and during her visit there the 235 cadets on board were invited to take part in football matches, swimming, water polo, boat trips on the fjord, yachting, rowing, golf, cricket, dances, visits to cinemas, and trout fishing in the lakes of the mountain district of Normarka, near the capital.

GENERAL.

The War in Korea

In a statement by the Prime Minister (Mr. Menzies) on the 29th. June, it was announced that the Commonwealth Government had informed the Security Council of the United Nations and the Government of the United States of America that it had decided to



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support the Security Council's resolution in relation to Korea by immediately placing the ships of the Royal Australian Navy in Japanese waters at the disposal of the United Nations through the United States authorities in support of the Republic of Korea. This decision had been communicated to the Government of the United Kingdom.

PERSONAL.

Captain N. A. Mackinnon, R.A.N., whose promotion to his present rank was announced on the 30th. June, has been Director of Naval Intelligence at Navy Office, Melbourne, since November, 1949. At the time of his appointment to that post he was executive officer of H.M.A.S. "Australia". Before he was appointed to "Australia" he was Director of Naval Communications. His first command during the war was H.M.A.S. "Warramunga", to which ship he was appointed in March, 1944. For his services in command of that ship in the South West Pacific he was awarded the U.S. Legion of Merit, Degree of Officer. He is a graduate of the Royal Australian Naval College.

Also a graduate of the Royal Australian Naval College is Captain (E) K. M. Urquhart, R.A.N., whose promotion was likewise announced on the 30th. June. Captain Urquhart was appointed General Manager of the Naval Dockyard, Williamstown, at the end of May last. He was, at the time of his appointment, Director of Construction at Navy Office, Melbourne. He has served as naval overseer at the Cockatoo Island Dockyard, Sydney, and as engineer officer of H.M.A.S. "Australia". In the Second World War he served in destroyers off the Burma Coast and in the Pacific, and for his services was mentioned in despatches.

Commander Francis David Shaw, R.A.N., whose third stripe came to him in the June list of promotions, is an ex-Merchant Service officer who served with

the Royal Australian Navy in the Reserve during the war, and has since transferred to the permanent force. He is Commanding Officer, H.M.A.S. "Labuan", and as such took that ship on her recent voyages to Heard and Macquarie Islands in connection with the work of Australian Antarctic research. Previous to his appointment to H.M.A.S. "Labuan", he was District Intelligence Officer, Sydney.

Also promoted to Commander is Commander Ronald John Robertson, D.S.C., R.A.N., a graduate of the Naval College. Commander Robertson is a Communications Officer who completed his long "C" course just before the outbreak of war. In the early years of the war he served in H.M.A.S. "Napier" as Signals Officer to the 7th. Flotilla, in Home Waters, the Atlantic, and the Mediterranean. He was subsequently on the staff of the Director of Communications, Navy Office; on the staff of the Allied Naval Commander at the invasion of Normandy; and Flag Lieutenant to Commodore H. B. Farncomb and Squadron Communications Officer in H.M.A.S. "Australia" and H.M.A. Ships "Shropshire" and "Hohart" in the South West Pacific during the



Commander R. J. Robertson, D.S.C., R.A.N.

latter stages of the war. He was awarded the D.S.C. for outstanding zeal and wholehearted devotion to duty in H.M.S. "Malcolm" in the early days of the war, when he took part in the evacuation of Dunkirk; and was three times Mentioned in Despatches.

The promotion to Commander (E) of Stanley William Glasson Heithersay, D.S.C., was announced in June.

In addition to the promotions in the permanent force, there were a number of Reserve officer promotions. From Lieutenant-Commander to Commander: Algernon George Rose, R.D., R.A.N.R.(S); and from Engineer Lieutenant-Commander to Engineer Commander, John Charles Balfour Anderson, D.S.C., R.D., R.A.N.R.(S). Among R.A.N. Volunteer Reserve Officers promoted were: Lieutenant to Lieutenant-Commander: William Price-Jones; Geoffrey Edmund Barton; Bernard James Briant Morris; Ronald Thomas Patterson; Norman Grant Webber; Albert Norman Boulton; Peter Kerr Osborne; Geoffrey McKinley Wilson; Donald Rupert Wilson, D.S.C. From Engineer Lieutenant to Engineer Lieutenant-Commander: Hector Roy Comrie Stewart; Alexander Myhill Pike; Alan Harwood McConkey. And from Lieutenant (Sp.) to Lieutenant-Commander (Sp.): William John Read; Albert Edward Reginald Fox; John Stokes; and Peter Salmon Colclough, D.S.C.

Keep a Good
Lookout

FOR THE NEXT ISSUE OF

The Navy

EX-NAVAL MEN'S Association of Australia



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Federal Council

AT the recent meeting of Federal Council held early in July, it was resolved that the Commonwealth Government should be requested to take speedy steps to amend the Repatriation Act, so as to provide benefits to all Australian personnel serving in and around the Korea area. It is pleasing to the Federal Executive to note the Minister for Repatriation has since intimated that servicemen in the area will be provided for by the Government under amending legislation.

The Federal President (Mr. F.

F. Anderson) was present at the N.S.W. State Council's farewell party tendered to Rear-Admiral G. D. Moore, prior to his departure to take up his new appointment at Manila. Mr. Anderson himself has now left Sydney for a six weeks' visit to Norway, where he is to undertake certain business connected with the Commonwealth Fisheries Department and its whaling project. During the current absence of the Federal President overseas, the Federal Vice-President (Mr. H. S. Prebles) is carrying out the duties of the senior Executive Officer of the Association.

A visit was made last month to the Parramatta Sub-Section by the Hon. Federal Assistant-Secretary (Mr. J. K. Stafford), who was warmly welcomed to the monthly General Meeting by the President and members. Mr. Stafford reported to Council that this Sub-Section is a very live one and its officers and members are striving hard to expand the influence of the Association in that particular district.

The 1950 Victoria State Conference will be held at the Victoria Hall, Melbourne, on Saturday, 14th October. First practice of the Ex-Naval Men's Association Band (Victoria Section) took place on the 25th June. This new Band will soon be in competition with the one already established in South Australia. Membership of the Sandringham Sub-Section has now passed the century mark, and to mark the occasion the Committee organised a car trip for its members to make a week-end visit to the North-Eastern Sub-Section, situated at Wangaratta. The members in this area provided the visitors with a special Dinner upon their arrival and afterwards entertained the sea-side visitors with talent selected from the country members. Geelong Sub-Section has requested the Mayor of Geelong to receive a deputation from the Association for the purposes of supporting the scheme for the establishment of a wing in the Public Hospital as a War Memorial. The Sub-Section has also invited the members of the Victoria State Council to be present at the September General Meeting. Dr. J. F. M. Payne was present at the June State Council Meeting as the Latrobe Valley

Sub-Section's Councillor. Members of Latrobe Valley are anxious to enrol more members from amongst ex-Naval men who are arriving as migrants.

Fremantle Sub-Section's Navy Club is still making great progress and recently repaid the loan money which was advanced by the Western Australian State Council to enable the Club to be furnished. Members of all Sub-Sections in the West are being asked to combine their efforts with those of the State Councillors to help raise funds towards the purchase of equipment needed in the new Perth Naval Memorial Centre, situated in Hay Street East. Members of the Goldfields Sub-Section, at Kalgoorlie, are obtaining new applicants to the Association from ex-Naval men who are at present quartered in the nearby migrants' camp. This year's State Conference will be held on Friday, 1st September, at the Navy Club, Cliff Street, Fremantle. It is anticipated that steps will soon be taken to establish a Western Australian Headquarters Sub-Section; this will enrol ex-W.R.A.N.S. and distant country members.

On the 8th of July the Association suffered a great loss in the passing away of Mr. Norman V. Kearsley, President of the A.C.T. Section and a former member of Western Australia Section. The late officer was an energetic worker for the whole Association, and he took great pride in the fact that Canberra was the venue of the last Federal Conference. The Federal President and Council were represented at the funeral by Mr. J. Benjamin, A.C.T. Section's own Federal Councillor. Mr. B. Maugher, Vice-President, is carrying out the late President's duties until the August General Elections.

The Queensland Section has organised a Naval Memorial Service to be held at the Shrine of Remembrance, Anzac Square, Brisbane, on Sunday morning, 6th August. A march of ex-Naval men will precede the Com-

memoration Service and wreaths will be laid at the Shrine.

South Australian State Secretary (Mr. W. A. Palmer), who has just returned to duty after a short leave of absence, has reported the accidental death of Mr. Alfred H. Limpus, killed on 18th June.

Reports are anxiously awaited from the newly-inaugurated Papua (N.G.) Section. Mr. N. C. Plant has been actively organising ex-Naval personnel in the Territory, and his services are much

appreciated by the Federal Executive on whose behalf he has been acting in the capacity as Honorary Organiser for New Guinea.

Federal Council has made arrangements for the manufacture of a distinct pattern badge for use by all Sub-Sections' Ladies Auxiliaries; supplies will be available from the Federal Secretary during the current month. Orders should be placed though the various State Secretaries who will state their requirements.

G.W.S.

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personnel, and for a number of women members of the Services; no easy job in a ship of her type.

It was during this period that—in June, 1946—Commander Bath received his brass hat. In August, 1946, he was appointed to H.M.A.S. "Quiberon" in command, remaining there with two voyages to Japan when the destroyer had periods of duty with the Allied Naval Forces there until August, 1948, when he came to his present appointment at Navy Office.



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Naval Appointments, Etc.

NAVAL FORCES OF THE COMMONWEALTH.

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

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

Appointments. Captain Herbert James Buchanan, D.S.O., is appointed Commodore Second Class, as Commodore Superintendent of Training, dated 21st March, 1950. Lieutenant Edward Thomas Genge is appointed on loan from the Royal Navy, with seniority in rank of 22nd May, 1945, dated 19th May, 1950. Lieutenant-Commander (L.) Thomas Morgan Brangwin, M.B.E., is appointed on loan from the Royal Navy, with seniority in rank of 1st July, 1945, dated 3rd April, 1950. Wolfe Kildare Milton Colson Watkins is appointed Surgeon Lieutenant (for Short Service), dated 1st May, 1950. Senior Commissioned Air Engineer Alfred Charles Kennedy is appointed on loan from the Royal Navy, with seniority in rank of 1st April, 1950, dated 15th April, 1950.

Promotions.—Lieutenant Anthony d'Evelyn Trevor Sangster is promoted to the rank of Lieutenant-Commander, dated 16th April, 1950. Lieutenant (Acting Lieutenant-Commander) Ronald Bruce Lunberg is promoted to the rank of Lieutenant-Commander, dated 1st May, 1950. Lieutenant Donald Douglas Howson is promoted to the rank of Lieutenant-Commander, dated 1st May, 1950. Sub-Lieutenant John Alexander Mathew is promoted to the rank of Lieutenant, dated 1st May, 1950. Lieutenant (L.) Raymond Douglas Green is promoted to the rank of Lieutenant-Commander (L.), dated 16th May, 1950. Sub-Lieut. (L.) (on probation) Ronald Rex Calder is promoted to the rank of Lieutenant (L.) (Acting) (on probation), dated 1st March, 1950.

Confirmation in Rank.—The following Lieutenants (Acting) are confirmed in the rank of Lieutenant:—Leslie Muhlins, seniority 9th April, 1944; John Frederick Todman, seniority 19th May, 1946; Gordon McPhee, seniority 17th September, 1946; Ernest Frederick Stowe Nutt, seniority 24th April, 1947; Robert Evans Smith, seniority 9th June, 1947—dated 2nd April, 1950.

Fixing Rates of Pay.—Ordnance Lieutenant Thomas Rupert Venus is paid the rates of pay and allowances prescribed in the Naval Financial

Financial Regulations for Ordnance Lieutenant-Commander while acting in that rank, dated 12th April, 1950.

Transfer to Emergency List.—Instructor Lieutenant-Commander Ronald John McGinness is transferred to the Emergency List and re-appointed for temporary service, dated 24th May, 1950.

Termination of Appointments.—The appointment of Lieutenant (L.) Thomas Orr is terminated on reversion to the Royal Navy, dated 20th April, 1950. The appointments of Evan Albert Pedler and John Henry Parker as Cadet Midshipmen are terminated, dated 3rd March, 1950, and 11th March, 1950, respectively.

AUXILIARY SERVICES.—The termination of Appointment.—The appointment of Arthur Albert Garwood as Temporary Commissioned Instructor (Provisional) is terminated, dated 11th May, 1950.

EMERGENCY LIST.—Transfer to Retired List.—Engineer Captain Arthur Cyril Weeks Mearns, C.B.E., is transferred to the Retired List, dated 7th June, 1950.

Termination of Appointment.—The appointment of Lieutenant-Commander (Acting Commander) James Benjamin Spencer Barwood for temporary service is terminated, dated 4th February, 1950.

RETIRED LIST.—Termination of Appointment.—The appointment of Surgeon Commander James Mann Henderson, M.C., for temporary service is terminated, dated 31st January, 1950.

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

Appointments.—The Reverend Alfred Cecil Smith is appointed Chaplain, dated 12th April, 1950.

Termination of Appointments.—The appointment of Brian Francis Fontayne England as Lieutenant is terminated, dated 8th September, 1949. The appointments of the Reverends Gordon Frank Guy and Timothy Fitzpatrick as Chaplains are terminated, dated 30th March, 1950, and 10th May, 1950, respectively.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments.—Dudley Elwin Bird is appointed Lieutenant, with seniority in rank of 9th April, 1943, dated 20th July, 1946. John Murray Gothe is appointed Lieutenant, with seniority in rank of 19th October, 1949, dated 19th April, 1950. Marcell Pascoe Vincent is appointed Engineer Sub-Lieutenant, with seniority in rank of 6th February, 1947, dated 30th March, 1949.

Gordon McKinstry Power, M.B.E., is appointed Acting Lieutenant-Commander (L.) with seniority in rank of 30th September, 1946, dated 9th December, 1947 (seniority as Lieutenant (L.) 29th January, 1944).—(Ex. Min. No. 49—Approved 21st June, 1950.)

PERMANENT NAVAL FORCES (SEA-GOING) PROMOTIONS.

His Excellency the Governor-General in Council has approved of the following promotions being made, to date 30th June, 1950:—

To be Captain.—Commander Neil Alexander Mackinnon.

To be Commander.—Lieutenant-Commanders Francis David Shaw and Ronald John Robertson, D.S.C.

To be Captain (E.).—Commander (E.) Kenneth McKenzie Urquhart.

To be Commander (E.).—Lieutenant-Commander (E.) Stanley William Glasson Heithersay, D.S.C.—(Ex. Min. No. 52 Approved 29th June, 1950.)

ROYAL AUSTRALIAN NAVY RELIEF TRUST FUND.

His Excellency the Governor-General in Council has approved of the following changes being made in accordance with the Services Trust Funds Act, 1947, sections 5 and 24:—

Appointments of Trustees.—Commodore (Rtd) Russell Dowling, D.S.O., is appointed Trustee (and as Chairman of Trustees), dated 19th June, 1950.

Termination of Appointment of Trustee.—The appointment of Acting Rear-Admiral Henry Arthur Showers, C.B.E., as Trustee (and as Chairman of Trustees) is terminated, dated 18th June, 1950.—(Ex. Min. No. 53—Approved 29th June, 1950.)

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

Appointments.—Acting Rear-Admiral Henry Arthur Showers, C.B.E., Second Naval Member of the Naval Board of Administration, is also appointed Acting Rear-Admiral (Flag Officer-in-charge, New South Wales, dated 30th May, 1950.

NAVAL BOARD OF ADMINISTRATION.

Termination of Appointments.—The appointment of Acting Rear-Admiral Henry Arthur Showers, C.B.E., as Second Naval Member of the Naval Board of Administration is terminated, dated 18th June, 1950.

Appointments.—Captain Roy Russell Dowling, D.S.O., is appointed Second Naval Member of the Naval Board of Administration, with the rank of Commodore Second Class while holding the appointment, dated 19th June, 1950.—(Ex. Min. No. 54—Approved 29th June, 1950.)

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

Appointments. — Lieutenant-Commander Thomas Wade Harrington, D.S.C. and Bar, is appointed on loan from the Royal Navy, with seniority in rank of 19th. October, 1948, dated 25th. April, 1950. Ian Rewett Southwick is appointed Surgeon Lieutenant (D.) (for Short Service), dated 26th. May, 1950. Lieutenant-Commander (S.) Geoffrey Herbert Boxer is appointed on loan from the Royal Navy, with seniority in rank of 1st. November, 1948, dated 16th. May, 1950.

Promotions. — Cadet Midshipmen Philip Graham Newman Kennedy and Donald Proctor Weil are promoted to the rank of Midshipman dated 1st. May, 1950. Midshipman (E.) Colin William Middleton is promoted to the rank of Acting Sub Lieutenant (E.), dated 1st. May, 1950. Instructor Sub-Lieutenant Peter Thorpe is promoted to the rank of Instructor Lieutenant, dated 6th. May, 1950.

Confirmation in Rank. Lieutenant (E.) (Acting) (on probation) John Hubert Brestingham-Moore is confirmed in the rank of Lieutenant (E.), with seniority of 17th. June, 1949, dated 3rd. April, 1950. Lieutenant-Commander (S.) (Acting) Graham Campbell is confirmed in the rank of Lieutenant-Commander (S.), with seniority of 29th. December, 1948, dated 13th. April, 1950. Commissioned Writer Officer (Acting) Kenneth Bain Armstrong is confirmed in the rank of Commissioned Writer Officer, with seniority of 23rd. February, 1949, dated 23rd. February, 1950.

Extension of Services. — The services of Surgeon Commander (D.) John Ellis Richards, O.B.E., are extended for a period of one year from 26th. April, 1950, under section 17 of the Naval Defence Act.

Termination of Appointment. — The appointment of John Ferguson as Cadet Midshipman is terminated, dated 27th. May, 1950.

EMERGENCY LIST.

Promotions. — Lieutenant William Albert Bull is promoted to the rank of Lieutenant-Commander, dated 21st. May, 1949. Lieutenant (S.) Maurice Gordon Shinkfield is promoted to the rank of Lieutenant-Commander (S.), dated 14th. June, 1950.

Termination of Appointment. — The appointment of Captain Edward Penny Thomas, O.B.E., is terminated on reversion to the Royal Navy (Retired List), dated 8th. May, 1950.

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

Promotions. — Acting Temporary

Engineer Lieutenant-Commander Heach Murdoch Donald McKenzie is promoted to the rank of Temporary Engineer Lieutenant-Commander, dated 10th. April, 1950.

ROYAL AUSTRALIAN NAVAL RESERVE.

Appointments. — The following officers of the Royal Australian Naval Volunteer Reserve are appointed, to date 1st. January, 1950, in the ranks and with the seniorities shown: — Commander Stanley Darling, D.S.C. and Two Bars, 30th. June, 1945; Lieutenant-Commanders Derek Leopold Montebore Castle, 29th. May, 1941; Lance William James Fairlie, 30th. June, 1947; Dickson Harley Antill, 30th. June, 1948; Ernest Thomas Lees, D.S.O., 30th. June, 1948; Richard Harwin Nossiter, D.S.C., 30th. June, 1948; Clive Barker Dillon, 31st. December, 1948; John Darcy Shelley, 31st. December, 1949; James Benson Griffin, D.S.C., 1st. December, 1949; Hugh George Thum, 31st. December, 1949; Lieutenants Haydon Ord Colebridge Farr, 1st. September, 1949; Leslie Alderson Smith, 15th. April, 1942; Keith Dawson Kershaw, 10th. August, 1942; David Ross Giddy, 14th. September, 1942; James Laurance Norman Anderson, 23rd. April, 1943; Cecil Leslie Crook, D.S.C., 11th. May, 1943; Colin Drake Hancock, 11th. May, 1943; Donald Melville Jones, 29th. May, 1943; William Levever Pees, D.S.C., 26th. June, 1943; Ronald George Bagley, 10th. July, 1943; John Dudley Holman, 1st. August, 1943; Herbert Douglas McWilliam, 23rd. November, 1943; Bert Hastings Dick, 1st. June, 1944; Anthony Eric Gray, 11th. October, 1944; Ray Forrest Williams, D.S.C., 5th. December, 1944; Peder William Pedersen, 14th. July, 1945; Ian Hamilton Wiggley, 6th. October, 1945; Norman Harley Smith, 22nd. October, 1945; Leslie Campbell O'Donnell, 15th. December, 1945; John Waters Boughton Barry, 2nd. January, 1946; Brian Harold Page, 4th. September, 1947; Thomas Russell Vasey, 25th. December, 1947; Peter Russell Turier, 28th. December, 1947; James Hatrick Malcolm, 27th. April, 1948; Edwin Bryden-Brown, 5th. August, 1948; Sub-Lieutenants George Robert Gibson, 17th. January, 1947; Kingsley Graham Bond, 14th. October, 1947; Lieutenant (A.) John Watson Hill, 13th. September, 1945; Lieutenants-Commander (S.) Maurice Burnell Carter, 30th. June, 1948; Lieutenants (S.) Robert Thom Gamble, 1st. May, 1941; Charles William Bluns, 25th. September, 1946; Lieutenants (Special Branch) Lloyd Thomas Burgess, 26th. November, 1941; Roy Stanley Langley, 5th. March, 1944; Acting Senior Commissioned Warrant Officer Frederick William Crane, 1st. October, 1943; James Edward Scollick

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John Albert Roberts is appointed Engineer Lieutenant, dated 16th. March, 1950. Charles Short McVey (Engineer Lieutenant-Commander, Royal Australian Naval Volunteer Reserve) is appointed Lieutenant-Commander (L.), with seniority in rank of 31st. December, 1947, dated 2nd. January, 1950. Clifford McDonald Sullivan (Lieutenant-Commander, Royal Australian Naval Volunteer Reserve) is appointed Lieutenant-Commander (L.), with seniority in rank of 31st. December, 1949, dated 2nd. January, 1950. Alan Richard Callaway (Lieutenant, Royal Australian Naval Volunteer Reserve) and Eric Seybert Hayward (Engineer Lieutenant, Royal Australian Naval Volunteer Reserve) are appointed Lieutenant (L.), with seniority in rank of 5th. August, 1942, and 21st. December, 1942, respectively, dated 2nd. January, 1950. William Charles Kierack (Acting Lieutenant-Commander (S.), Royal Australian Naval Volunteer Reserve, is appointed Acting Lieutenant-Commander (S.), with seniority in rank of 31st. March, 1946, dated 26th. April, 1950 (seniority as Lieutenant (S.) 1st. January, 1942). Cecil Ernest Daw (Lieutenant-Commander (S.), Royal Australian Naval Volunteer Reserve) is appointed Lieutenant-Commander (Special Branch), with seniority in rank of 30th. June, 1949, dated 15th. May, 1950; Bruce Lempiere West-

brook (Lieutenant (S.), Royal Australian Naval Volunteer Reserve) is appointed Lieutenant (Special Branch), with seniority in rank of 1st. September, 1940, dated 15th. May, 1950. Lieutenant (S.) John Hugo Heddle Paterson, M.B.E., is appointed Lieutenant (Special Branch), with seniority in rank of 25th. September, 1941, dated 15th. May, 1950.

Transfer to Retired List.— Lieutenant-Commander Keith Michael Levy is transferred to the Retired List, dated 15th. May, 1950. Lieutenant (S.) Mervyn Ellenben is transferred to the Retired List, dated 1st. May, 1950.

Termination of Appointment. The appointment of John Alexander Le Page as Surgeon Lieutenant-Commander is terminated, dated 5th. December, 1949.

ROYAL AUSTRALIAN NAVAL VOLUNTEER RESERVE.

Appointments. John MacDonald is appointed Lieutenant, with seniority in rank of 7th. February, 1944, dated 12th. April, 1950. Lieutenant-Commander Victor Oliver Mason is appointed Lieutenant-Commander (L.), with seniority in rank of 31st. December, 1948, dated 2nd. January, 1950. Lieutenant (Special Branch) Denis Alexander Hill Champion, Kenneth Edward Richardson, Guy Fortescue Cahin, Huon Spark Watchorn and George Henry Parkes are appointed Lieutenant (L.), with seniority in rank of 29th. April, 1943, 25th. June, 1943, 1st. February, 1944, 29th. September, 1944, and 10th. July, 1947, respectively, dated 2nd. January, 1950.

Termination of Appointment.— The appointment of John Riddoch Rymill as Lieutenant is terminated, dated 22nd. July, 1943.—(Ex. Min. No. 55—Approved 29th. June, 1950.)

NAVAL BOARD OF ADMINISTRATION.

Appointment.— Captain Arthur Reid Pedder is appointed Fourth Naval Member of the Naval Board of Administration, with the rank of Commodore Second Class, dated 26th. June, 1950.

Termination of Appointment.— The appointment of Commodore Second Class Guy Willoughby as Fourth Naval Member of the Naval Board of Administration is terminated, dated 25th. June, 1950.

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

Appointment.— Captain Arthur Reid Pedder is appointed on loan from the Royal Navy, with seniority in rank of 30th. June, 1944, dated 6th. April, 1950.—(Ex. Min. No. 7—Approved 6th. July, 1950.)

JOS. FRANCIS,
Minister for the Navy

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