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## CONTENTS

Vol. 14

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No. 9.

### EDITORIAL

	Page
Manning the Navy	5
Good Opportunities	7
The Navy League	7
Heard Island	7

### ARTICLES

The Navy Calls Adventurous Boys	9
The Story of the Orient Line	13
West African Harbours	16
Navy League and Sea Cadet News	28

### OVERSEAS NEWS.

Maritime News of the World	18
News of World's Navies	20

### NAVAL OCCASIONS

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

### GENERAL

The Late Captain R. C. C. Dunn, A.I.N.A.	23
--	----

### BOOK REVIEWS

"The Bismarck Episode"	31
------------------------	----

### ASSOCIATIONS, CLUBS.

The Navy League	3
Ex-Naval Men's Association of Australia	30

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### MANNING THE NAVY.

**TODAY** the size of the active fleet of the Royal Australian Navy depends less on material than it does on men. We are not short of ships, in commission, in reserve, or building or undergoing conversion. But the Navy is in need of men, both practising tradesmen, and men without previous experience who can be trained in specialised occupations useful to the Navy while they are in the service, valuable to them if they wish later to settle down in a job ashore.

The Navy is not alone in this need for men to swell its ranks. The Army and the Air Force are similarly seeking recruits; and industry generally throughout Australia is feeling the shortage of man power acutely. In the man power market, the demand greatly exceeds the supply.

Looking at the question from the viewpoint of national defence, the Navy's need is the most urgent. Should a defence emergency arise, it would be on the Navy that the first responsibility would fall. It was so in the first World War. It was so again in 1939. It would be even more so in any foreseeable war of the future. In any such war it is likely that the submarine menace in Australian waters would be immediate with the start of hos-

ilities. Since the last war there have been great developments in the potentialities of submarine warfare. The present-day submarine, with considerably greater underwater speeds; and with greater endurance, and the ability through the agency of the schnorkel to remain submerged for periods up to weeks in duration, is a far more potent weapon in naval warfare than it was even in 1945. Its armament also has been increased, with possibilities of its use as a mobile launching platform for guided missiles; while the later types of mines which have been developed add to its menace as a minelayer.

It might be remembered that on the 3rd. September, 1939, German submarines far out in the Atlantic struck at the British ocean lines of communication within ten hours of the declaration of war. It is probable that in a future war we would find hostile submarines striking in Australian waters with comparable promptitude.

The Navy must therefore be ready for instant service, and must be capable of rapid expansion, especially in the field of local defence units against submarines and mines—convoy escort vessels, anti-submarine vessels, and minesweepers. The nucleus for that rapid expansion exists so far as ships are concerned. The kernel of an anti-submarine force exists in the frigates already in commission or reserve, in the "Q" Class destroyers made available by the British Government for conversion to

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Whyalla - Australia's  
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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 L.A. "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.

anti-submarine vessels, and in the frigates which are to be built by the Commonwealth Government. Similarly the core of a minesweeping force exists in the corvettes in reserve in various Australian ports: vessels which are not rusting at moorings, but are kept in good order and condition against an emergency, and which would be useful not only as minesweepers but—as they proved in Australian waters, in the Pacific, in the Indian Ocean, the Persian Gulf and the Mediterranean during the last war—as escort vessels and patrol vessels also.

The present need is not so much of ships, but of additional recruits for the permanent forces, and of an expanded reserve force as highly trained as it is possible for such a force to be.

## GOOD OPPORTUNITIES

FOR the young man of today entry in the Navy offers excellent opportunities for acquiring most valuable experience, enlarging his outlook, enriching his life, and making him a better Australian citizen, a better world citizen, and, because of his wider experience and general knowledge of life, a more useful member of the community in general.

If he is a tradesman, the Navy offers him many openings in which he can practice and enlarge his skill, and make his services a greater asset in the industrial market—and therefore to himself. If he is so far untrained in any trade or craft, the Navy will teach him so that, at the expiration of his service, if he so desires, he is equipped in a way that will make his attainments attractive to some other employer.

While he is thus practising his trade and furthering himself in his already chosen walk of life; or while he is learning something entirely new: he has the opportunity for travel, for seeing the world, and for amassing first-hand experience and knowledge which would otherwise be denied to him. His life in the Navy is followed under good conditions of pay, accommodation, and food; and during its progress he acquires a financial nest egg which can be most useful to him.

Nor need he join the Navy with the thought that by doing so he is shutting out the future of a settled life ashore while still in his more youthful years. Today he may, if he so desires, sign on for an initial period of only six years. Entering the Navy at the low limit of seventeen-and-a-half or eighteen years he is thus only twenty-three or four when that initial period expires, leaving him still very young in years—but with a wealth of experience putting him ahead of the shore-stayer—to start off in a shore job if he wishes to do so. Even if he enters the Navy at the upper age limit of twenty-four or so, he can still make a start ashore

when but thirty years of age.

On the other hand, he can, if he wants to, remain in the Navy and sign on for a further period of six years—re-engaging again for a further period when the second six-year course has run.

To the young fellow at school, or undergoing a technical course, the Navy thus offers a paying-period of profitable experience which it would be hard to beat. It is something any thoughtful lad should, at the very least, consider in weighing up the pros and cons of "what shall I do with my future?"

## THE NAVY LEAGUE

THE formation of the Navy League of Australia is a big step forward in the history of the League in the Commonwealth. The affiliation—and one hopes, and has no doubt, that the affiliation will be a close one—with the Navy League of the United Kingdom remains. But Australia has now reached a naval stature sufficiently adult to warrant the formation of an independent League.

Furthermore, the surrender of the "sovereign rights" of the original State Branches, and the establishment of a body whose policy is formulated by a Federal Council and put into effect by the State Divisions, was quite obviously necessary before the League could get ahead—especially so far as the Sea Cadets are concerned—with help from the Naval Board.

The Naval Board now has a central controlling Council with whom to discuss matters of importance to the League, and by whom approaches can be made. Very great credit is due to those who have over a long period laboured to bring this most desirable situation into being. Very largely through them, the League is now in a position when it should, with the backing of Naval authority, move ahead, gaining strength as it goes, until it is a real and important power in Australia.

## HEARD ISLAND

THE anticipated efficiency with which H.M.A.S. "Australia" carried out her Heard Island operation has called forth some misinformed criticism—by comparison—of the merchant vessels which essayed to go down and embark the sick doctor.

While in no way depreciating what "Australia" did, no comparison exists. The cruiser was equipped with everything necessary to enable her to do the job—including that most hazardous part of the whole operation, the boatwork. The merchant vessels, with no large-scale charts, with small crews untrained in boatwork, with the fuel problem looming large, and with valuable cargoes on board, just weren't in the race.

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## THE NAVY CALLS ADVENTUROUS BOYS

IT OFFERS YOU TRAVEL, CHANGE, VARIETY, PROSPECTS IN AN INTERESTING AND USEFUL CAREER; AND ENABLES YOU TO SAY WITH TRUTH "WHY, THEN THE WORLD'S MINE OYSTER, WHICH I WILL OPEN."

"WHY," says Pistol in "The

Merry Wives of Windsor," "then the world's mine oyster." No doubt each of us—though not perhaps in those words—has had that same thought at some time or other. A thought tinged with envy, perhaps, as we have watched a liner crowded with passengers leaving the wharf to start a voyage overseas to lands we have seen only on picture theatre screens, or read of in books. And we have longed to be in that ship, with all the thrills and pleasures, the change and variety, that lie ahead of her passengers. And we have thought "Half their luck!" and have pondered regretfully on the high cost of travel, and of "a world, mine

oyster", which lies far beyond our reach.

But does it? Even though we have not the money to pay for an expensive passage; even though we cannot complete Pistol's remark and say, "Why, then the world's mine oyster which I with sword will open," there are other instruments than money and swords with which to prise the shell apart to get at the pearls. There are education, experience, initiative, an adventurous spirit—and to their possessors the world offers much. The problem is how to use them.

There is one way of using them which has brought the world itself to those boys who have taken advantage of the opportunity:

boys who have seen, and are seeing, the world in a way far beyond the ken of the stay-at-homes chained to an office desk or a factory job. And, instead of having to pay for the privilege, they are themselves being paid, in money, in keep, in training and in valuable experience.

They are living, working, and travelling in a small world of their own: a world infinite and fascinating variety; with a number of jobs from which to choose; with good accommodation, pay, and food; with excellent prospects and opportunities; and inspired with a spirit of comradeship seldom found elsewhere.

They know the charm of the tropics—the scent of the spices

carried on an off-shore breeze from Ceylon; the brilliant, interest-crammed life of Colombo, where the laden coconut palms lean over the sea on the road to Mount Lavinia and the streets are a never-ending picture show of elephants, bullock waggons, yellow-robed Buddhist priests; where the harbour is crowded with shipping from the great liners and modern warships to picturesque Arab dhows such as Sinbad the Sailor knew.

They know the road through the Suez Canal that link joining West and East; meeting place of ships and seamen of the world; where colour and movement combine in brilliant kaleidoscope, and the past and present intermingle as the stately camel passes the latest-model car in the crowded, busy markets.

They know the way on through the Mediterranean: the Isles of Greece, Alexandria, the sunny coasts of North Africa and Italy; the open sea road beyond the Straits that leads to the white cliffs and hedgerow-bordered fields of England.

They know the wild, squall-swept seas of the Southern Ocean, where the west wind chases the great combers eastward around the world to Cape Horn and beyond, and the albatross swoop and soar over the rolling waters where the whales spout feathery fountains, and penguins, seals, and

sea elephants march and lumber on the desolate southern islands.

They know our own sunlit shores, where the coastal ranges rise blue above the white beaches; the islands of the Barrier Reef; the warm seas of Northern Australia and New Guinea; the rugged outposts of the Leeuwin and Wilson's Promontory.

They follow in the adventurous path of Drake, of Cook, of Nelson; of those spirited souls who sought and found all that lively youth could find—and can find on the sea to-day. And while they are following that path they are being educated, housed, fed, and paid. They are gaining experience invaluable to them, not only while they follow that path, but also if they later forsake it to settle down ashore. They develop initiative through this experience; and they find life a real and enthralling adventure, with constant change and variety, but lasting comradeship among their fellow voyagers.

What is the instrument these boys have used to prise open the oyster in this way, and uncover so attractive a road through life? It is the Royal Australian Navy, which needs recruits, and which offers a useful and satisfying career to suitable youths—a career with lots of openings and many opportunities.

Just refresh your mind for a moment on the subject of those

young fellows who have joined the Royal Australian Navy since the war. What have they seen, of all the colourful voyaging we have just been reading about?

Many of them have seen a very great deal. Those who were in the cruiser "Hobart", for instance, have been to Japan—as have those who were in the destroyers "Quiberon", "Quickmatch", "Bataan", "Warramunga", and "Arunta", and the frigates "Culgoa" and "Shoalhaven"; and many of them not just once, but a number of times. Those in the aircraft-carrier "Sydney" have been to England—where some of them are in her now, returning to Australia shortly. Those in the cruiser "Australia" have just had an adventurous and exciting voyage down to Heard Island, on the edge of the Antarctic. That is an experience shared by those who have made the Antarctic voyages in the L.S.T. "Labuan", which has made a number of trips to Heard Island and Macquarie Island during the past two or three years. And many of them, in these and other ships of the Australian Fleet, have been to New Zealand, up in New Guinea waters in the Solomons, and around the Australian coasts; while those in the Survey Ships have carried out interesting and important work in North Western Australia, as well as in our southern waters and on the Great Barrier Reef.



Down on the edge of the Antarctic, the men of the R.A.N. in the "Wyatt Earp" brought back stories of icebergs such as this one sighted from their ship.

Nor must we forget those in the destroyers "Bataan" and "Warramunga", and in the frigate "Shoalhaven", who are now right in the centre of things doing a great job for the United Nations in the seas round Korea.

What do they do while they are away like this? How do they fill in their time? Naturally, they are not just passengers, but are they doing anything that would be useful to them in later life, if they wanted to settle down on shore, for instance?

Yes, they are. As we said earlier, those in the Royal Australian Navy live in a little world of their own; and it is a world where all sorts of trades and professions are carried on, just as they are in ordinary life ashore. There used to be a saying that it was the fool of the family that went to sea. That saying is incorrect to-day. For there is no room for fools in the Royal Australian Navy. As a matter of fact, the education standard for entry is rather a high one, as it needs to be because of the highly specialised work that goes on in the Service.

It used to be said, also, that a sailor was someone whose every hair became a rope yarn and every

finger a fish hook, and that he was good for nothing ashore. That is not correct to-day. There are many varieties of tradesmen in

the Navy to-day, for a ship or important shore establishment is almost a small—or indeed a good-sized—town, where the services of expert tradesmen in many branches are required.

In the trade branches previous trade experience is necessary before one can enter the Navy. As an example of the variety of work, here is a list of tradesmen who are eligible for entry—if they are over the age of eighteen and under that of twenty-four: shipwrights, boat-builders, bridge-builders, fitters and turners, boilermakers, coppersmiths, enginesmiths, instrument makers, electrical fitters, fitters, sheetmetal workers, and blacksmiths.

For those who have no previous experience, the Navy offers openings in which such is not necessary, and they are taught a trade which will be useful to them in or out of the Service, after they have entered. These openings in-



Such scenes as this street in Port Said are familiar to ratings in the R.A.N.



Many Australian sailors know Malta as well as they know their home town.



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clude those of Seamen, communications ratings—that is, those who have to do with signals, both visual and radio — stoker-mechanics, sick-berth attendants, cooks, stewards, electrical workers, clerical workers, dental assistants, and airmen (non-flying). There will probably be an opening for you as a musician or musician-bugler if you are that way inclined, but you need previous experience for that. And for all these non-experienced entries — and for musicians and musician-buglers — you need to be over seventeen-and-a-half and under twenty-four years of age.

And now that the Navy has wings, there are openings also for those who wish to fly. They can join the Naval Aviation Branch as a Naval Airman (Air Crew). In this Branch the age for entry is between seventeen years eight months and twenty-two years eight months. And the entrant must hold the Intermediate Certificate or its equivalent. After nine months' service in this Branch as Naval Airman (Air Crew), ratings are flight-graded for training as Observer or Pilot.

So there is, you see, plenty to choose from in a life in the Navy; plenty of opportunity, plenty to see and to do: change, variety, constant interest, and none of that monotony that distinguishes the usual humdrum job ashore.

That's all very well, you might say. But perhaps later on I might wish to settle down to a "humdrum" life ashore. Do I have to give up my whole life to the Navy if I join?

No! You may enter, if you wish, for only six years. So that if you entered at the age of seventeen-and-a-half or eighteen, and stayed in the Navy six years and then wanted to leave, you would still be under twenty-five if you wanted to make a fresh start ashore. Even if you were twenty-four when you entered, you would only be thirty if you decided to

leave at the end of six years — plenty young enough to embark on another career if you wished to. And you would have that six years' valuable experience and training in your pocket — plus your savings and deferred pay.

Not that the Navy would wish to lose you at the end of six years. And ten to one you would not wish to leave the Navy, either. So you could, if you wished, sign on for twelve years instead of six for a start; or, having finished your six years, you could re-engage for a further six; and, having finished twelve years, you could sign on again for another period of service.

The Navy offers you a permanent job if you wish it. It offers you also a six-year job if you'd rather have that for a start — with travel, change, variety, valuable education and training, good pay, good food, good accommodation—and such shore amenities as pictures and other things thrown in. Most of all, it offers you a useful and interesting career; one in which you could with truth say "Why, then the world's mine oyster."

And in next month's issue of "The Navy" we will tell you something of the details of how you could embark on this career, and just what it would offer you.

### SOVIET SHIPPING FOR FAR EAST

Press reports last month indicated a large-scale movement of Soviet shipping from Baltic and Black Sea ports to Vladivostok. Quoting the American Merchant Marine Institute, the reports stated that Soviet tankers with full cargoes had sailed to Vladivostok from the Black Sea oil ports of Constanza and Batoum, that many grain-laden merchantmen had also sailed for the Far East, and that three dry docks had been towed there from the west during recent months.



The new "Oronsay", which was launched successfully for the Orient Line at Barrow on 30th June, is the largest liner under construction at present in any part of the world. "Oronsay" will cost £4½ millions (Aust.) and carry 668 First Class and 833 Tourist & Class passengers. She is expected to make her maiden voyage from Australia to England in May next year.

## THE STORY OF THE ORIENT LINE

THE LAUNCHING OF THE NEW "ORONSAY" LAST JUNE BRINGS THE TALE OF ITS STEAMSHIPS TO ONE OF JUST OVER SEVENTY YEARS FROM THAT OF ITS "ORIENT" IN 1878.

IN 1853 there was an Orient Line of clipper ships, taking its name from the wooden clipper "Orient" — 1,032 tons, which made several record passages to Australia. The origin of this enterprise dates back to the Napoleonic Wars, when the association began, which still continues, between the Anderson family and the fortunes of the Orient Line. In 1797 the firm of James Thompson & Co. was founded to carry on the business of ship-owning and shipbroking. Some fifteen years later, Alexander Anderson, of Peterhead, a retired Naval officer gave them the London agency of

a prize ship which he had bought at the close of the Napoleonic Wars; it was through this connection that his nephew, James Anderson, then joined the Company. He subsequently became a partner and the firm became Anderson, Thompson & Co.; later, Anderson, Anderson & Co.; and ultimately, Anderson, Green & Co. Ltd.

During the seventies the Andersons, realising that the transition from sail to steam was inevitable, discussed with another well-known group of shipowners, P. Green & Co., the possibilities of running a line of steamships to Australia.

They first tried out an experiment and in 1874 chartered the "St. Osyth", 3,541 tons. Encouraged by the success of this experiment, they formed the Orient Steam Navigation Company in 1878, and bought four steamers then about seven years old. The "Garonne" was the first of these to fly the new company's house flag when she sailed for Australia in March, 1878.

In the same year, an order was placed for the "Orient" — 5,386 tons, the first steamship specially designed for the Australian trade. With the exception of the "Great Eastern", she was the largest ves-



## This Sign made History

In the year 1854 Mr. Thomas Swallow established a "Steam Biscuit Manufactory" at Sandridge. Amid surroundings of tall masts of sailing ships, he manufactured the ship's biscuits which were carried as rations by all ships on the long journeys between Australia and England.

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cel aloft, and was also the first ship to be fitted with electric light.

The year 1891 saw the launching of another famous Orient ship, the "Ophir". She was a handsome vessel and the first twin-screw ship ever to go east of Suez. In 1901 she was chosen to convey the Duke and Duchess of Cornwall and York (King George V and Queen Mary) on their Empire tour.

As long ago as 1876 the Managers had been concerned with the conveyance of emigrants to Queensland, and since then a great number have been carried to all five Australian States. Now the peopling of Australia is again very actively in train, the Orient Line is playing its part as before. Another important side of the business which developed in the eighties was the carriage of mails, and up to the outbreak of the Second World War the Orient Company was still under contract to the Australian Government to maintain a regular mail service between England and Australia.

The year 1908 marked a turning point in the Company's fortunes. Previously, steamers of the Royal Mail Steam Packet Company had shared in providing sailings in the regular mail service; now they were to be withdrawn. The Managers of the Orient Company had to decide whether to build at once five new steamers to enable them to carry on the fortnightly service by themselves. It was a formidable financial venture, but they took the risk and placed orders for five ships of 12,000 tons, viz.: "Orsova", "Orway", "Osterley", "Oranto", and "Orvieto". These were delivered between May and November, 1909. A sister ship, "Orama", was completed in 1911, and a larger vessel, "Ormonde", was laid down in 1914 and saw service in the 1914-18 War. These ships, with their ample deck space, were a great advance in comfort on anything that had been known in the Australian passenger trade.

Throughout the war of 1914-18 Orient Liners played their part as Armed Merchant Cruisers and troopships. Four were sunk, and after the war the place of the lost ships was taken by ex-enemy steamers until they could be replaced by modern passenger vessels specially designed for the trade. Between 1924 and 1929 five new steamers, each of 20,000 tons, were built, viz.: "Orama", "Oronsay", "Oranto", "Orford" and "Orontes".

In 1934 an order was placed for the building of "Orion", 23,500 tons. Like her forerunner, the "Orient", she marked a very distinct stage in the development of the type of passenger vessels in the Australian trade. She was the first ship in that trade to have conditioned air, and her distinctive appearance—she has only one funnel and one mast—marked her functional quality as a ship of to-day. In 1937, a sister ship, "Orcadea", with the same characteristics and of the same tonnage as "Orion", entered the service.

The Second World War inflicted heavy losses on the Company. Of the eight ships in service at the outbreak of war, all of which were requisitioned as troop transports, only four survived. It is only possible here to give the briefest account of the sinkings of "Orama", "Orford", "Orcadea" and "Oronsay". The loss of the "Orama" occurred during the evacuation from Narvik in May, 1940, when she became involved, when alone, with a formidable enemy surface force. Overwhelmingly superior armament allowed the enemy to pour shells into her at a safe range. Finally the attackers closed in and "Orama" was sunk and her crew taken prisoner. In the same month, during the evacuation from France, "Orford" was ordered to Marseilles. While she lay there German bombers, by a combined weight of high explosive and incendiary bombs, started a fire which quickly became un-

manageable, and the ship had to be abandoned. In October, 1942, one of the war's most concentrated and massive blows against one shipping company was struck by U-boats against ships of the Orient Line when, within 48 hours of one another, "Oronsay" and "Orcadea" were sunk off the west coast of Africa in two entirely distinct attacks several hundred miles apart. The latter succumbed only after the sixth torpedo had struck her.

Prior to being sunk, "Oronsay" distinguished herself at the evacuation from St. Nazaire, for in spite of having her bridge demolished by a bomb from an air attack, she was able to rescue a great number of troops from the sinking liner "Lancastria". Later, she led the attacking fleet through the minefields by night in the successful assault on Madagascar.

The four ships that survived—"Orion", "Orontes", "Oranto", and "Ormonde"—played their part throughout the war as troop transports. All of them took part in one or other of the three landings in North Africa, Sicily, and Italy. All were frequently under enemy attack, either from the air or by U-boats, and were lucky to escape serious damage. It was during the Sicilian landings that "Orontes" shot down an attacking JU.88.

Of the four survivors from the recent war—"Orion", "Orontes", "Oranto", and "Ormonde"—the first-named two were reconditioned afterwards—at costs not less than they cost to build! They have been busy in operation since, carrying First Class and Tourist B Class passengers.

"Oranto" was reconditioned and converted into a One Class-Tourist Only carrier, in which field, by virtue of her great deck spaces and many public rooms, this 20,000-tonner has no peer.

"Ormonde" was reconditioned as a One Class-Tourist B carrier. The "Old Lady" of the fleet has long since established records in

terms of voyages and passengers carried between England and Australia and has continued to be so popular that it is a generation since she was anything but a "full ship" when sailing time came.

The Orient Line is making good its war-time losses of tonnage. A new "Orcadea" of 28,164 tons and costing £3,500,000 sterling, was launched in 1947 and came into service the next year. Now she has a new sister, which was named "Oronsay" when she slid gracefully into the water at the yards of Vickers-Armstrong's at Barrow-in-Furness on 30th June this year.

Eighty big liner built for the Orient Line by Vickers-Armstrong's since 1924, the 28,200-ton "Oronsay" is the largest passenger liner at present under construction in any part of the world. To be greater by only 30 tons gross register than her 1948 sister "Orcadea", she will have the same dimensions—length 709 feet, breadth 90½ feet, and draft 31 feet; and the same 22½ knots' service speed and 42,500 shaft horse-power. She will cost £4 millions Sg. and will carry 668 First Class and 833 Tourist B Class passengers, coming into the Britain-Australia service about March next year.

The history of the Orient Line is a tale of a span of just over seventy years, covering the evolution from "Orient" to "Oronsay". The Orient Line fleet has never been a large one, quantity has never been its aim, but it has played a great part in the development of the Merchant Navy.

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**The Navy**

September, 1950.

The Navy

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## WEST AFRICAN HARBOURS

Large Developments In This Strategically Important Area Of The World Are Being Carried Out By Both Britain And America.

CONSIDERABLE projects for harbour development are under way on the West Coast of Africa, which part of the world has in recent years become of much greater importance, both as providing an alternative route to the Far East in the event of the closing at any time of the Mediterranean, and as constituting an economic barrier to Russian expansion.

Among major works in progress are those at Takoradi on the Gold Coast; at Lagos Harbour, Nigeria; at Freetown, Sierra Leone; and at Abidjan, on French West Africa's Ivory Coast.

The Takoradi scheme, the estimated cost of which is £2½ millions, will double the number of ships able to berth at the harbour quay, the wall of which will be extended by 15-ton concrete blocks, aggregating 100,000 cubic yards of concrete. Extensions to the main quay involve a new transit shed and coal dumps. Silt is being blown from the sea-bed, and the rock crust removed by a 10-ton hammer operating from a barge.

The existing artificial break-water will form the other wall of the quay, the area between the two walls being filled with earth. Much of this earth will come from the removal of a local landmark—Cox's Fort Hill—which has to go to make way for enlarged railway facilities, including twelve miles of track and a running shed and marshalling yard. The removal of the hill will necessitate the excavation of 1,600,000 cubic yards of earth, which will be used on reclamation work throughout the harbour area.

This development will make Takoradi a major ocean harbour, with water of a maximum depth of between 40 and 45 feet. A

British job, the work is being done by the London firm of Taylor Woodrow Construction Ltd., and all cement, steel, and contractor's plant is being supplied from Great Britain.

Another London firm—Pauling and Co. Ltd.—is doing the work at Lagos Harbour, and at Freetown. The Lagos Harbour project, estimated to cost over £2½ millions, consists mainly of a deep water quay 2,565 feet in length; a lighter wharf; a large amount of dredging and reclamation; railway sidings; road work; shed accommodation; and the opening-up and operation of a large quarry and crushing plant.

The project at the French West Africa port of Abidjan is being built with Marshall Plan funds, and for this and other work in French West Africa, American



Map of Abidjan, showing site of Canal and of new quays on Ile de Petit Bassour.

goods and machinery amounting to 31 million dollars have been allocated.

First stage of the work at Abidjan involves the opening-up of a canal through a sand barrier beach, so that ocean-going vessels can enter the protected lagoon on which the town stands. This work, which should be completed this year, involves the dredging of 23,000,000 cubic yards of sand, the placing of 1,000,000 tons of stone in jetties, and the laying of 430,000 square yards of bamboo fascine mattress.

This is not the first attempt to build a canal here so that ships would not have to anchor offshore in the Gulf of Guinea and lighter goods ashore. Attempts date back to the founding of the town in 1900, when a railroad was built into the interior.

In 1906 an opening was made at the narrowest point of the beach barrier, but it rapidly filled with sand under the action of waves and the littoral current. Another attempt was made in 1933. In both instances the cut was made opposite a great "bottomless hole" in the Gulf of Guinea, which precluded the building of projecting jetties. In each case, too, the cut was orientated so that waves entered it directly, and it was too small in cross section to provide sufficient water volume to keep it free of sand.

Now, however—according to an article in the American "Engineering News-Record"—hydraulic model studies have shown the way to a practicable design obviating all these shortcomings. The new canal is so placed as to escape the "bottomless hole" and thus permit of the building of protecting jetties; and it is orientated so that the waves do not directly enter it. Of nearly 9,000 feet in length, it is 1,200 feet wide at the water surface and 650 feet at a depth of 50 feet. Its banks, which slope at an angle of four-in-one, are protected by weighted fascine

mattresses, and similar mattresses are used at the entrance to form a sill. At the entrance, the canal narrows to about 800 feet, and is protected by jetties on either side; the west jetty, 1,700 feet in length and 230 feet wide at the base, is essential to give protection from the ocean swells and the littoral currents; the east jetty is only 600 feet long, but is shaped to guide the waves away from the entrance.

According to the French Colonial Office, work on the quays on the island opposite the town will commence at the end of this year. One quay, running north-east-south-west, will be about 1,000 feet in length and will be used for the export of timber. The other, 7,000 feet in length in a north-west-south-east direction, will handle exports of cocoa, coffee, and bananas. The port volume of Abidjan in 1938 was 345,000 tons, both exports and imports. It is planned to equip the port to handle 850,000 tons annually.



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# MARITIME NEWS OF THE WORLD

From our Correspondents in LONDON and NEW YORK

## PERSIAN GULF PIER

What is believed to be the largest combination crude oil loading and dry cargo handling pier in the world has just been completed at Mina al Ahmadi, in the Sheikdom of Kuwait, at the head of the Persian Gulf. The pier project consists of a T-headed pier and a small boat harbour, the length of the approach to the T-head running out at right angles to the shore line for a distance of 4,000 feet to give 45 feet of depth at low water at the T-head berths.

## T-HEAD BERTHS

The northern leg of the Persian Gulf's T-head pier is for oil berths, and will accommodate four tankers on the offshore and two on the inshore sides, and will handle an average of 500,000 barrels of crude oil a day. The southern leg, which is fully decked, provides berthing for one ship on the outshore and one on the inshore sides, and will handle

19,000 tons of dry cargo a month. The boat harbour is provided as a refuge for small craft during "shamals" — high winds up to about 40 miles an hour, which occur each summer — and to provide unloading facilities for heavy lifts from barges when such are too great to be carried over the approach to the T-head.

## WHALE OF A SUB

Of the recent reports of submarines in Australian and New Zealand waters, one at least was proved to be that of a surface object, not a submersible. Passengers in a Tasman Empire Airways flying boat thought they saw a submarine on the surface in the Tasman, but the pilot subsequently reported "We came down from 8,000 to 6,000 feet and saw that it was a whale. It must have been at least 60 or 70 feet long."

"EUROPA" NOW "LIBERTE"  
France has converted the 30,000-ton former German liner "Europa"

into "a little bit of Paris afloat", at a cost of £7,000,000. Once the pride of the German merchant service, "Europa" won the Blue Ribbon of the Atlantic in 1931, was almost destroyed in the shipyards at Hamburg in 1929 before she was completed, was bombed by the R.A.F. in Bremen in 1940, and sank at Le Havre during a storm in 1946. Now she has been reconstructed and modernised, and will carry 1,513 passengers across the Atlantic, at fares as low as £60/10/-.

## TIDAL POWER

The Resources Ministry of the Canadian Government recently told Parliament at Ottawa that it had instructed its engineers to survey the possibility of some tidal-power development in the Bay of Fundy, where there is an enormous range of tides. A report by an engineer, Mr. W. A. S. Melanson, of Moncton, New Brunswick, says that 2,140,000

horsepower can be obtained at a site near the confluence of Shepody Bay and Cumberland Basin, in the Bay of Fundy.

## PORT DEVELOPMENTS

The Dominican Republic has started a 2,500,000-dollar project to deepen and widen the port of Barahona. At slightly more than double the Dominican estimate — at a total of 5,500,000 dollars — the Government of Iran plans the reconstruction of the port of Khorramshahr, at the head of the Persian Gulf.

## SHARP END OR BLUNT

During last month the Melbourne-Tasmania ferry steamer "Tarooma" was laid up owing to a disagreement between the owners and the Seamen's Union as to the accommodation for the crew. The disagreement has, apparently, spread to Melbourne newspapers, one of which reported: "The seamen claimed they should be accommodated forward instead of aft and refused to man the ship on Friday," while another claimed that "The Seamen's Union claims that deckhands who are at present quartered in the ship's bows should be quartered aft." Why not compromise, and put 'em amidships?

## BRITISH DRYDOCK FOR NYASALAND

With a length of 160 feet 10 inches, and an inside breadth of 36 feet, and capable of lifting a 450-ton ship with a mean draft of eight feet in five hours, a 500-ton floating dock has been built in England for shipment in sections to Africa, where it will be used at the fleet maintenance base of the Nyasaland Railways on Lake Nyasa. The Nyasaland Railways have two ships on the 350-mile long lake — one of 450 tons and the other of 250 tons — with, in addition, seven tugs and other minor craft. The dock was cut and drilled in England, and arrived in Nyasaland in sections small enough for convenient transport, to be assembled by local labour.

## U.S. INVITES TANKER TENDERS IN U.K.

The Standard Oil Company of New Jersey has invited British shipbuilders to tender for the construction of a number of 26,000-ton tankers. It is expected that ships of the type specified will be used for the conveyance of crude oil from the Middle East to the new British refinery at Fawley, Hampshire. When completed, the new refinery — which is costing £37,500,000 — will produce 5,500,000 tons of petroleum products annually.

## TELEPHONES FOR TUGS

Sydney tugs are now able to keep in constant telephone touch with their head offices, whether tied up or out on a job. With them the post office's mobile telephone service came into operation on the 1st of last month. Next month Melbourne tugs will be similarly equipped when the service is put into operation in Victoria. The post office mobile telephone, with two-way conversations, operates through the main radio station.

## ANOTHER FLYING HESSE

He carried an additional "c" as cargo, but William Hesse Newton is reminiscent of Rudolf Hess in staging an unusual and unexpected flight in an aircraft. William Hesse Newton recently hired a seaplane for "only fifteen minutes or so in practice landings and take-offs around the Hackensack River, New Jersey." He exceeded his time, however, and flew out to sea, being picked up more than 100 miles out in the Atlantic by the Polish liner "Batory". "Batory", which carried A.I.F. troops during the 1919-45 war, carried Newton on to England.

## COSTLY CONVERSION

The cost of converting the fire-scarred luxury liner "Monarch of Bermuda" into the migrant ship "New Australia" is expected to exceed £3 million Australian, it having expanded considerably over the original estimate as a result of frequent labour disputes in the Thornycroft shipyard at Southampton,

where the work was carried out.

## ST. LAWRENCE SEAWAY

There was some indication earlier in the year that the St. Lawrence Seaway project, which was the subject of an agreement between the United States and Canadian Governments in 1941, but has since hung fire, would perhaps get the approval of Congress before next Christmas. In recent months big business — in this instance the powerful American steel companies — got behind it and pushed strongly for it, their reason being that they have heavily backed the exploration of vast ore deposits in Labrador and wanted to use the seaway for their big ore freighters to bring the ore into the Great Lakes. But the House Public Works Committee has shelved a Bill that would approve a U.S.-Canada agreement for development of the river, voting to defer action until the U.S. Senate considers the Bill — and that is not likely to be before 1951.

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# News of the World's Navies

## SABOTAGE IN R.N.

A thorough examination of reports and statements regarding the explosion which occurred in Portsmouth Harbour on 14th. July, when two lighters were being loaded with ammunition, has produced results indicating that the cause of the explosion was sabotage. In a statement made in the House of Commons on the 24th. July, the British Prime Minister, Mr. Alee, said: "Enough is known about the means employed to show that they were based on considerable knowledge and were carefully calculated for their effect. The incident thus constitutes an act of sabotage, though it has not yet been possible to establish by whom it was committed. Further enquiries are proceeding."

## AIRCRAFT CARRIERS ALSO

Sabotage has also been carried out in two aircraft-carriers of the R.N. In the aircraft-carrier "Illustrious", in Devonport Dockyard, a large triangular file was found jammed in one of the boiler tubes; and more recently minor damage, suspected to have been caused by sabotage, was done in the carrier "Thesus".

## WESTERN UNION EXERCISES

During July, Western Union Navies took part in a series of exercises in which more stress was put on the investigation and exercising of common tactical doctrines than in the major exercises of last year. In these of the later series, those taking part investigated the protection of convoys against attack by aircraft, submarines, coastal forces and mine-laying in restricted coastal waters. In all phases of the exercises R.A.F. Coastal Command took part, providing air protection for the convoys against submarines

and Motor Torpedo Boats. The Fighter Command control and reporting system was also in operation directing shore-based fighter aircraft and warning aircraft attacking the convoys.

## U.S. ADMIRAL PRAISES R.N.

British Naval forces under Rear-Admiral W. G. Andrewes, C.B., C.B.E., D.S.O., took part in the operations previous to the United States landings at Yongdok in Korea. After the action, Rear-Admiral J. M. Higgins, U.S.N., who commanded the combined naval force, sent a signal to Rear-Admiral Andrewes saying "highest praise for Admiral Andrewes and his fast-firing crew." In a later statement he praised the British naval units with "When you call on them to fire you can count on it. They make haste slowly. When they get an order they never change pace. They are deliberate at finding out first what to do and then they do it. I have only the highest admiration for them."

## R.N.V.R. CRUISES

H.M.S. "Montrose", the motor minesweeper attached to the Tay Division of the R.N.V.R. at Dundee, returned to that port on the 4th. of last month after a fortnight's cruise in which she visited Randers, Aarhus, and Horsens, in Denmark. Further south, H.M. Ships "Venturer" and "St. David", also Motor Minesweepers, sailed respectively from Bristol and Cardiff to French ports on a two weeks' cruise. The three ships were commanded, officered, and manned by R.N.V.R. personnel; and altogether sixteen officers and 59 ratings of the Royal Naval Reserve were thus able to carry out interesting and valuable training. It is a pity that something on these lines could not be done here in Australia.

## NEW R.N. SURVEYING SHIP

With her hull built by William Pickersgill and Sons Ltd., of Southwick, Sunderland; her main machinery built by George Clark Ltd., of Sunderland; and the ship completed at H.M. Dockyard, Devonport, the new surveying ship "Cook" has been accepted into His Majesty's Service. H.M.S. "Cook" is of 307 feet in length and 38 feet beam; and is powered by two four-cylinder triple expansion steam engines giving a total of 5,500 I.H.P. on a two shaft arrangement. Her peacetime complement is 11 officers and 147 men. She is the fourth surveying ship to be completed for the Royal Navy since the war, the other three being the "Dampier", "Dalrymple", and "Owen".

## NEW A/S AIRCRAFT

Details were recently released of two aircraft designed for anti-submarine duties. They are the Fairey 17, the first airscrew-turbine powered machine to land on the deck of a carrier, and the Blackburn Y.A.5. These aircraft are designed to detect, track, and attack underwater craft irrespective of whether they are fitted with a schnorkel or other breathing device. The equipment used by the aircraft is still secret, but they have a retractable radome, or "dustbin" type radar scanner. The long, capacious bomb bays are capable of holding a large mixed load of attacking weapons.

## SPECIFICATIONS OF THE NEW AIRCRAFT

The Fairey 17 is powered by an Armstrong-Siddeley Double Mammoth airscrew-turbine driving coaxial airscrews. It is possible to cut out one of the twin turbines, flying on the other unit. This gives the advantage of twin-engine safety with the aerodynamic cleanliness of a single-engine machine, and also in-

creases range. Span is fifty-four feet four inches, length forty-three feet, and normal height thirteen feet nine inches. Both machines have wings which can be folded mechanically. The prototype Y.A.5 is powered by a single Rolls-Royce Griffon piston engine, but later versions have an airscrew turbine. Dimensions of the Y.A.5 are: span forty-four feet two inches, length forty-two feet five inches, and height seventeen feet three inches.

## R.A.N. AIRMEN AT ST. MERRYIN

A stream take-off by Sea Puries and Fireflies of the 21st. Carrier Air Group of the Royal Australian Navy was one of the features of the Open Day and Air Display at H.M.S. "Vulture", the Royal Naval Air Station at St. Merryn, Cornwall, in July. Exhibitions were given by a comprehensive range of aircraft employed by the Naval Air Branch ranging from Tiger Moths and Sea Otters to modern jet fighters. A flying demonstration included rocket assisted take-offs by Barracudas, aerobatics by a Sea Fury and flights by jet-propelled Vampires and Meteors, and a gliding display. Ground displays included a working model of the light fleet carrier "Triumph" now serving in the Far East and from which fighter planes recently made successful strikes in North Korea.

## MEDITERRANEAN EXERCISES

Units of the British Mediterranean Fleet and ships of the United States 6th. Fleet held combined training exercises in the Central Mediterranean last month, the exercises involving air, sea and amphibious attacks, and affording tactical training for all participating units. The British forces were under the command of Admiral Sir John H. Edelman, K.C.B., C.B.E., Commander-in-Chief, British Mediterranean Fleet, and the United States forces were commanded by Vice-Admiral John Ballentine, Commander, United States 6th. Fleet.

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and settling ashore as Assistant Harbour Master with the Melbourne Harbour Trust.

It was in the Melbourne Harbour Trust that the son started his professional career, as a Cadet Draughtsman. He was still a boy when war broke out in 1914, but as soon as he reached the age of eighteen—in 1918—he enlisted in the Army, and was in training at Broadmeadows Camp when the war ended in November of that year. Two years later, in 1920, he joined the Victorian State Rivers and Water Supply Commission, and remained with the Commission until his death, when he was their Publicity Officer, and responsible for their publications "Spillway" and "Aqua."

It was in 1920 that he began his compilation of shipping records, which is probably unique in Australia. During thirty years he accumulated a large and comprehensive collection of books, newspaper cuttings, and other data concerning ships and shipping, both naval and mercantile, of all nations; and carried on a wide correspondence with others similarly interested in many parts of the world. He built up an excellent filing and card-index system, and has left a set of maritime records which is of the greatest value, and should be eagerly sought after by some individual or institution who could make use of it.

In the recent war he was called upon to give the benefit of his knowledge, and in 1941 joined the Army as a Lieutenant—subsequently being promoted Captain—and performed valuable service for the Navy and the Air Force instructing air observers in ship recognition. He was later transferred to Army Education, and remained there until the end of the war, when he returned to the State Rivers and Water Supply Commission. He was for many years an Associate of the Institute of Naval Architects.

Robert Dunn possessed an unusual charm of personality. He was an enthusiast, always eager to help, always cheerful, with a bright, engaging voice, a complete friendliness of approach. His loss is severely felt, not alone because of his unique knowledge of the subject which was his absorbing interest in life, but also because of himself as a man.

He left a widow and one daughter; and to them, on our own behalf and that of our readers, we offer sincere sympathy.

THE many readers of "The Navy" who read and enjoyed—and benefited by—the "Question Box" pages in the magazine, will have been shocked to hear of the sudden death of Captain R. C. G. Dunn, who conducted the feature, and the fruits of whose profound knowledge of ships and shipping was so generously given out by him to all who sought his help.

He died from a heart attack on the morning of the 31st. July at his home in Caulfield, Melbourne, at far too young an age, being only in his fifth year.

Robert Cecil Carter Dunn was born in England, at South Shields. His father was a Master in the British Merchant Service, and Bob Dunn, as he was known to a very wide circle of friends—with the rest of the family, made many voyages to sea in his father's ship. Shortly before the war of 1914-1918, the family came out to Australia in the steamship "Prophet," of which the elder Dunn was Master; on arriving here they settled in Port Pirie, South Australia, later moving to Williamstown, Victoria, Captain Dunn leaving the sea

September, 1960.



# WHAT THE NAVY IS DOING

**D**URING the past months there have been, further developments which have altered the Fleet programme as it had been laid down. One of these was the despatch of the H.M.A.S. Australia to Heard Island to pick up the sick doctor — Dr. Serge Udovikoff, one of the party there with the Australian Antarctic Research Expedition — and the other was the despatch of the H.M.A.S. Warramunga to join Bataan and Shoalhaven with the United Nations forces in Korea.

In Korea, Bataan is mentioned as having taken part in a bombardment of North Korean shore defences on the 1st. August. Fire from the North Korean position was, apparently, heavy; Bataan replying with 150 rounds, and silencing four guns of the enemy battery.

Another development in the R.A.N. since these notes were last written is the announcement by the Minister for the Navy, Mr. Francis, that it had been decided to re-establish the Women's Royal Australian Naval Service, applications being invited from women between the ages of eighteen and forty years.

## FLEET DISPOSITIONS

### The Aircraft Carrier:

H.M.A.S. Sydney (Captain D. H. Harnes, R.A.N.) is in the United Kingdom, having arrived at Portsmouth on the 24th. July. She will remain in Home waters for some weeks yet, and is expected to leave so as to arrive 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 Cruisers:

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 Melbourne for Heard Island on 27th. July, and reached her destination on the 7th. August. A fortunate break in the weather enabled a landing to be effected the following morning, and within ninety minutes Dr. Udovikoff had been embarked safely in the cruiser, and two relief doctors had been landed on the island, together with stores and mails for the members of the shore party. As

soon as her mission was completed, Australia sailed, and reached Fremantle on the 14th. August. Her programme — subject to alteration, as those of all ships are in the present unsettled times — is: after coming to Eastern Australia, return to Victoria, Westernport Bay, on the 1st. of this month, 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 the 22nd. November until the 12th. January, 1951.

### 10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Commander O. H. Becher, D.S.C., 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. 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, available for leave and refit until the 12th. of this month. Her subsequent programme is: Sails from Sydney on the 16th. of this month, and is due at Gizo, British Solomons, on the 22nd., 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 come under the operational command 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. Condamine (Lieutenant Commander R. T. Guyatt, R.A.N.) is under the operational

## ... at Sea and Ashore

control of the Flag Officer-in-Charge, New South Wales, carrying out anti-submarine training with H.M. Submarines. Condamine has just completed a period of availability for leave and refit.

### H.M. Submarines:

H.M.S. Telemachus (Lieutenant 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 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. She is in New Guinea waters, where she is expected to remain until November. Labuan will be available for leave and refit for a period of 50 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 British Minister for Defence, Mr. Shinwell, announced in the House of Commons on the 26th. July the Royal Navy's plans to meet United Nations requirements in connection with the invasion of the Republic of Korea, and to meet general requirements in the existing unsettled situation of the world in general. In outlining the Government's defence plan, Mr. Shinwell said that the Navy will speed up the modernisation of ships, particularly anti-submarine forces, and their planned programme of new production.

In regard to Naval manpower, the Admiralty detailed the requirements and methods of achieving them, in a message to the Fleet, in which it was stated:

"In order to increase the crews of the Far Eastern Fleet from the standard normally obtaining in

peace to that required to meet the continuing state of preparedness for action required by their present tasks, and to provide additional manpower for other commitments during the present emergency, Their Lordships have found it necessary to seek authority to retain in service officers and regular ratings and other ranks due for release at the termination of their normal period of engagement, and to recall a limited number of officers on the Emergency List, and a limited number of ratings and Royal Marine other ranks of the Royal Fleet Reserve and Pensioners. These steps also involve the retention on foreign stations of some officers and men due to return home, although not due for release from the Service. The retention of officers and men on foreign stations will come into force forthwith subject to meeting the requirements of training and



R.A.N. College Boxing Tournament, July, 1950.

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cases in which exceptional compassionate circumstances obtain. The retention of time-expired men will apply to men whose engagement expires after issue of the Royal Proclamations, which is expected to be in the next day or two."

Commenting on this, the First Sea Lord, Lord Fraser of North Cape, said that the Navy was always called upon to act immediately in an emergency and was always the first to call up reserves. He emphasised that the Admiralty would give sympathetic consideration to compassionate cases affected by recall, and, after referring to the domestic upsets which this action would cause, added: "There is no way out of it; we must see this thing through." He further explained that on their peace-time complements the ships of the Far Eastern Fleet were undermanned for continuous active operations. The strength of the Far Eastern Fleet at the time (July) was one light fleet carrier, three cruisers, 16 destroyers and frigates, and one hospital ship.

Commander-in-Chief, Far East, is Admiral Sir Patrick Brind, K.C.B., C.B.E. Second-in-Command, and commanding the British Forces aloft, is Rear-Admiral W. G. Andrewes, V.B., C.B.E., D.S.O. The British ships in Korean waters are operating in conjunction with the U.S. 7th Fleet under the overall command of Vice-Admiral A. D. Scrable, U.S.N.

Up to the end of July, British forces had been in action on a number of occasions in the Korean war. On the 2nd, July, British units, in company with United States units, were in action with North Korean E-Boats and other small craft. All the enemy vessels were destroyed, with the exception of one E-Boat which escaped. No damage or casualties were suffered by the British or U.S. ships. Two days later, while patrolling off the coast of South Korea, in company with a U.S. unit, a British frigate was attacked by two fighter aircraft, but no casual-

ties were caused, and only superficial damage was sustained.

On the 3rd. and 4th. July, aircraft from the aircraft-carrier H.M.S. *Triumph* went into action against military objectives ashore; all the aircraft returned safely. On the 8th. July the British forces suffered their first casualties when a shell from shore batteries hit the cruiser *Jamaica*, causing 12 casualties, five fatal. One able seaman was killed, and two seriously wounded. The remaining casualties were among Army personnel who had been embarked for a recreational and instructional cruise before the invasion of the Korean Republic, and who had volunteered as supply numbers to the close range anti-aircraft guns.

A British cruiser and carrier-borne aircraft were in action before the American landings at Yungdok.



The Comedian Joe E. Brown with Cadets of the R.A.N. College on his recent visit to Flinders Naval Depot.

#### GENERAL

Antarctic Clothing for  
"Australia's Personnel"

Special heavy winter clothing and extra sleeping blankets were issued to officers and ratings in H.M.A.S. "Australia" for her voyage to Heard Island, and additional electric radiators were embarked in the ship. The special

clothing included 200 duffel coats, 150 watch coats, 280 cardigan jackets, 380 pairs of winter drawers, 700 heavy flannels, 200 pairs of sea boots and sea boot stockings, 200 woollen scarves, 200 balaclava helmets, 200 pairs of fleecy-lined gloves, 200 pairs of woollen gloves, 140 oil skin coats, 140 oil skin jackets, 140 oil skin sou'westers, and 140 pairs of oil skin trousers. Extra blankets taken on board numbered 1,600, and radiators 150. The Australian Antarctic Research Expedition supplied the Royal Australian Navy on loan with 35 cases of special Antarctic clothing, including windproof suits and smocks, singlets, drawers, ski-mitts, berets, and other articles.

#### "Australia" Suitable For Task

Ill-informed criticism of the decision to send "Australia" to Heard Island, claiming that "she was dangerously unprepared for her mission as she was not fitted for Antarctic conditions," prompted the Minister for the Navy to issue a correction. "Australia", he said, would not be taken below fifty-four degrees south, which was not as far south as Cape Horn, which is a normal trade route. Heating for oil fuel and de-icing equipment is not kept fitted, as this is only required for extended operations in very high latitudes. Icing conditions in the vicinity of Heard Island should not be worse than those in many other areas in which ships of the class of "Australia" operated as a matter of routine in war and peace without being specially equipped. The cruiser had just completed her annual overhaul at a cost of £32,000, and was in every way suitable for the task on which she was sent.

#### Visit To Flinders Naval Depot

On the 20th. July the Minister for the Navy, accompanied by the High Commissioner for Pakistan, Mr. Yusuf Abdoolah Haroon, visited Flinders Naval Depot and spent the day there. The principal purpose of the Minister's visit was to see the facilities provided

for training ratings who would enter the Royal Australian Navy under the national service scheme. While at the Depot, he inspected cadet midshipmen at the College. On arrival at the Depot, the Minister was received by a guard of honour and a band, and was presented to the heads of departments by the Commodore Superintendent of Training, Commodore H. J. Buchanan, D.S.O., R.A.N. After inspecting the administrative block and the Naval College, the Minister and Mr. Haroon were guests of Commodore and Mrs. Buchanan at luncheon. Subsequently, the visitors completed their inspection of the Depot, and the Minister took the salute at a march past of officers and ratings.

#### Re-establishment of W.R.A.N.S.

Announcing on the 18th. July that it had been decided to re-establish the Women's Royal Australian Naval Service, the Minister for the Navy said that many women had indicated their desire to assist the R.A.N. by joining the W.R.A.N.S., and he was sure that many more would apply. Members of the W.R.A.N.S. would be employed in clerical, communications, stores, and other administrative work, and in mess duties. Recruiting officers in all States had been instructed to take the names and addresses of all women between the ages of eighteen and forty years who applied, so that details of service conditions could be sent to them.

#### "Warramunga" For Korea

H.M.A.S. "Warramunga" left Sydney for Korean waters on Sunday, the 6th. of last month, proceeding via Cairns (10th. August) and Darwin (14th. August). As in the case of "Bataan" and "Shoalhaven", "Warramunga" is manned with fully trained officers and ratings. This is not her first voyage to the north since the war ended, as she has, since 1945, made three tours of duty with the Allied Naval Forces in Japan.



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## NAVY LEAGUE AND SEA CADET NEWS

The Latest About The Navy League Of Australia,  
And The Australian Sea Cadet Corps.

**D**URING the past three months several changes have been effected in the structure of the Navy League in Australia. Previous to these changes, certain States of the Commonwealth — New South Wales, Victoria, and South Australia — each possessed branches of the Navy League. Their activities were, to a certain extent, co-ordinated with the formation of the Council of the Navy League in Australia, comprising representatives of each State Branch and of the affiliated Sea Cadet Company, Snapper Island. The activities principally involved centred in the Sea Cadet Corps in New South Wales and Victoria. Each State Branch, however, possessed "sovereign rights".

At a meeting of the Council on the 1st. May, 1950, it was decided to form the Navy League of Australia, distinct from, but affiliated with, the Navy League in the United Kingdom. Each State became a Division of the Navy League of Australia. The policy of the League in this country is decided upon by the Federal Council of the Navy League of Australia and put into effect by the Divisions. This Council is comprised of the Federal President, Deputy President, Secretary and Treasurer of the League, and of representatives of each Division. It has general executive and administrative control of the affairs of the League in Australia.

The Sea Cadet Corps of New South Wales and Victoria have now become the Australian Sea Cadet Corps. It is expected that these States will be but the nucleus of an Australia-wide organisation. The Corps is governed by a Sea Cadet Council constituted as follows:—

The Director of Naval Reserves (Chairman);

Staff Officer (Training) to D.N.R.;

Deputy President of the Navy League;

Representative of each Division possessing a Sea Cadet Corps;

Secretary.

The Sea Cadet Council is the advisory body to the Naval Board in all matters appertaining to Sea Cadets. The active participation of Naval Board representatives in Sea Cadet affairs stresses the importance of the Corps in the overall Naval picture, and marks a further step forward in the progress of the Corps. The physical administration of the Corps and the provisions of Instructors remain in the hands of volunteers.

In announcing the formation of the Australian Sea Cadet Council last month, the Minister for the Navy, the Hon. Jos. Francis, said that the chairman would be Captain A. S. Rosenthal, D.S.O., R.A.N., and other members would be Commander F. R. James, R.A.N., and Captain L. A. W. Spooner, O.B.E., R.N. (Ret.). The Secretary of the Council was Lieutenant (S) F. G. Evans, R.A.N.V.R. Matters upon which the Council would advise the Naval Board were Sea Cadet recruiting, training, equipment, and uniform, the appointment of officers and instructors, and the formation of new units. Mr. Francis said that the Navy League Sea Cadet Corps was a valuable organisation which was helping to keep alive the Naval tradition and to train boys who could later join the Navy. Any organisation that did that should be encouraged. The formation of the Council and the link formed between it and the Naval Board would ensure that everything possible was done to assist the corps

in its work and development.

On the 25th. June the New South Wales Division of the Australian Sea Cadet Corps, represented by eight officers, four Chief Petty Officer Instructors, three Cadet Petty Officers and approximately 106 cadets, held the first of the Annual Church Parades at the Dockyard Chapel, Garden Island. The Church Party marched from the Mitchell Library to the Dockyard. The Senior Officer, S.C.C. New South Wales, S.C. Commander L. E. Forsythe, S.S.D., was represented by S.C. Lieutenant D. J. Mort, Divisional Executive Officer, S.C.C., New South Wales.

The Parade was headed by the North Sydney Unit Drum Band, and the Colours were carried by this Unit. Units from Snapper Island Division, North Sydney, Woolwich and St. George District were represented.

On arrival at the Dockyard the Church Party was formed up and inspected by the Flag Officer-in-Charge, New South Wales, Rear-Admiral H. A. Showers, C.B.E. On completion of the inspection, Rear-Admiral Showers addressed the Parade, and expressed his pleasure to have had the opportunity to inspect the Sea Cadet Corps on the first occasion of their Annual Church Parade. He also said that he was pleased with the appearance and strength of the parade, in view of the adverse weather; and he congratulated all taking part on the fine show.

When the Church Party took up their positions in the Chapel, the Colours were received by the Port Chaplain, the Reverend Were, and after the Service they were returned to the Sea Cadet Corps. The Port Chaplain, who conducted the Service, gave a message to the Sea Cadets touching on keenness and loyalty to the Corps, impressing on them that they must be keen and loyal to their Unit both in the hard and easy times. It was a most impressive Service, and was appreciated

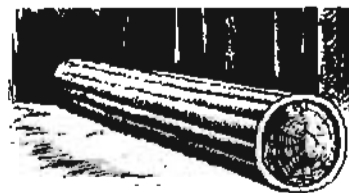
Continued on page 31



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# EX-NAVAL MEN'S Association of Australia

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## Federal Council

EX-NAVAL personnel throughout Australia will be pleased to learn of the Inauguration of the Papua-New Guinea Section of the Association on the 5th, July last, thus making a total of eight main State and Territory Sections now in full operation. The first elected President of the new Section was no less than Mr. N. C. Plant, who had been responsible for the organising and formation of the Association in the Territory of New Guinea. Mr. Plant maintained very close liaison with the Federal Secretary for several months before the plans were completed to grant Papua authority to proceed with formation as a full Section.

Mr. James H. Gillman, a member of South Australia, was elected as Hon. Secretary, and Miss Sybil M. Webb (an ex-W.R.A.N. Coder) has taken over the duties of Hon. Assistant Secretary. Reports which have just come to hand indicate that close on fifty ex-Naval men have joined the Association at Port Moresby, and there is every prospect of additional members being obtained from near-by districts in the immediate future. Mr. Plant is at present on leave and is visiting Brisbane and Sydney, where he will make personal contact with the Federal Executive.

Dr. Lowen A. Hardy has again been re-elected unopposed as President of Footscray Sub-Section, and Messrs P. R. Swartz, J. S. Grant and W. J. Greenwood as Vice-Presidents and J. Marshall as Hon. Secretary.

Mr. Wm. L. Johnson has also been re-elected unopposed as the President of Canterbury-Banks

town Sub-Section and Mr. Seckold as his Hon. Secretary.

Mr. P. R. Buring, South Australia's Federal Councillor, is visiting Sydney in September and will be present at the monthly meeting of the Federal Council.

His Honour, Colonel J. K. Murray, Administrator of the Territories of Papua and New Guinea, has granted his Patronage to the Association.

Mr. P. P. Anderson (Federal President), who recently returned to Sydney after a six weeks' air trip to Europe, was present at the September meeting of Federal Council.

The following members have been transferred from their original Sub-Sections during the last three months: From Melbourne — Messrs. R. A. Reilly to Perth; R. K. Phillips and K. E. Ottrey to North-Eastern; A. Gibbons to Geelong; A. J. Heap to Parramatta; A. W. Omond to Sydney; J. Reeves to Latrobe Valley; R. Stowers and D. McCallum to Sandringham; G. R. Nixon to Essendon; A. L. Patching and J. N. Storey to Heidelberg. From Adelaide, Mr. N. J. Walker has gone to A.C.T.; Miss M. L. Lawrence to Melbourne and L. D. Howard to Port Adelaide. Mr. C. M. Butson, of Sydney, has also gone over to Melbourne.

Sydney Sub-Section lost one of its most energetic members with the sudden passing of Mr. A. Applebaum (a former Committee-man) on the 20th. July. Representatives of the N.S.W. State Council and the late member's Sub-Section were present at the funeral service. The Melbourne Sub-Section has reported the deaths of Messrs. W. B. Craske

and M. Harty.

Results of State Councils' elections were not available when this issue went to press. G.W.S.

## BRISBANE.

### The Third Annual Memorial Service.

ON Sunday, the 6th. August, the Brisbane Section of the Ex-Naval Men's Association, in conjunction with the Ex-Naval and Mercantile Sub-branch of the R.S.S.I.A.L.A. and the Company of Master Mariners, held their third Annual Naval Memorial Service, to honour the memory of those seafarers who lost their lives during, and between the two World Wars.

The Service was held at the Shrine of Remembrance, Anzac Square, Brisbane, in the presence of many notables, including the Minister for the Navy and Army, Mr. Jos. Francis, and Mrs. Francis; Mr. C. G. Jesson, M.L.A., representing the Hon. E. M. Hanlon, Premier of Queensland; Senator Roy Kendall; Commander Chesterman, R.N.O., Brisbane; Major Stevens, representing the Army; Flight Lieutenant Page, representing the R.A.A.F.; Commander N. Pixley, R.A.N.R.; Capt. Herd, Company of Master Mariners; Mr. Hutchison, Ex-Naval sub-branch, R.S.S.I.A.L.A.; and Captain E. P. Thomas, R.N.

The Parade "fell in" in William St., and, preceded by the Brisbane Excelsior Band, marched to the Shrine via Queen, Creek and Adelaide Streets, arriving at the Shrine at 10.45. After the Band came a company of R.A.N.R. ratings under the command of Lieutenant-Commander Stevenson, R.A.N.R., followed by

Ex-Naval Men behind the banner and commanded by Lieutenant-Commander P. Vidgen, R.A.N.R. At the rear was a small party of men from the Dutch freighter "Abbecker", then in port.

Archdeacon Birch conducted the Service, assisted by Padre Riley, of the Missions to Seamen, who gave the Address, and Commander Chesterman read the Lesson.

A total of 13 wreaths was laid at the Flame of Remembrance at the Shrine, and at the conclusion of the Service, following the Last Post and Reveille, Archdeacon Birch pronounced the Blessing, after which the National Anthem was rendered.

Much valuable assistance was given by Scouts and Rovers of the West End-Dutton Park troop, for which the Committee is most grateful.

It was hoped by this Association to hold an "At Home" for the men of H.M.A. Ships in port for Exhibition Week, but owing to the exigencies of the Service we were unable to do so. "Australia" having to proceed to Heard Island and "Warramunga" preparing for Korea.

It is expected that, when next any of H.M.A. Ships are in port, our delayed "At Home" will be held.

NAVY LEAGUE & SEA CADET NEWS  
Continued from page 29

by the officers and cadets present.

On the 23rd. of last month, 47 Cadets of the Geelong Grammar School Sea Cadet Company embarked in H.M.A.S. "Gladstone" at Geelong and were taken across to Flinders Naval Depot, where they underwent a course which lasted until the end of the month. Three Cadets from the Footscray Technical School Cadets were also in the party. The Cadets were under the command of Lieutenant Brazier, Commanding Officer of the Geelong Grammar School Sea Cadet Company.

## BOOK REVIEWS

By R.N.

"THE BISMARCK EPISODE." By Captain Russell Grenfell, R.N. Faber & Faber.

THIS is one of the few books concerning major incidents of the Naval War, which is not written in so technical a manner as to make it virtually unreadable by the ordinary man. Captain Grenfell has taken for his subject one of the most startling Naval actions of World War II, and he has produced a most readable and interesting volume.

In the early hours of May 21st, 1941, a report arrived in the Admiralty to the effect that two large German warships, heavily screened and accompanied by eleven merchant vessels, had been seen steaming Northwards in the Kattegat the day before. This vital piece of news was at once sent on to the Flagship of the Home Fleet, H.M.S. "King George V", then in harbour at the main operating base at Scapa Flow in the Orkneys. It may strike some readers as curious that the method of passing this message from Whitehall to the Orkneys was by telephone, via a cable run out to the Flagship's buoy, and thence to a telephone in the Admiral's cabin, a method used in the 1914 War by Admirals Beatty and Jellicoe—and from the same buoy.

So began the hunt to destruction of the "Bismarck", under conditions of fog — almost continuously — rain, snow storms and visibility down to 100 feet and less.

I am not sure that it is possible to write a satisfactory review of "The Bismarck Episode," because it is written more as a narrative than a bald description of events, heavily impregnated with Naval terms and expressions which are not understood by the layman. Captain Grenfell was not present

at the action with the "Bismarck", but he has, to me, written a truly fascinating description of one of the War's longest pursuits at sea; he has done so by asking questions of those who were there, writing to others, and by much diligent research of our own and enemy archives.

There is a most comprehensive index and seven plans, or track charts, showing the various sections of the shadowing, pursuit and attack. The plans are at the back of the book, but I would rather have seen them placed in the body of the volume, adjacent to the matter to which they refer.

The author describes most graphically the various trials and tribulations which beset Sir John Tovey in his efforts to bring the "Bismarck to Battle"—how, after the first Air Strike from H.M.S. "Victorious", a report of "no hits" from one aircraft led him to believe, for a time, that this referred to all the torpedoes launched, instead of to those of one aircraft only. The Fleet Air Arm, at this time, was completely untried, and the necessity for an established reputation in their trade was of the utmost importance. In addition to all this, by an error of judgment, "Victorious" aircraft launched an attack on H.M.S. "Sheffield", which was evaded by skilful seamanship and without the cruiser firing either in haste or anger.

Ships ran short of fuel and had to be detached to their bases, most of them had to slow down at various times to avoid damage by the seas, and in one case all the bridge windows were blown in when the two foremost turrets were, of necessity, trained too far aft.

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Eventually, "Bismarck" was slowed down by air attack from "Victorious", then attacked by Captain Philip Vian's (as he then was) destroyers, just when Sir John Tovey was beginning to think that the quarry had escaped him — a bitter thought after so long a pursuit — "Bismarck's" firing on the destroyers as they raced in to launch torpedo attacks was radar controlled, and extremely accurate, but the attacks went on in succession. "It was the first time in history that radar-controlled gunfire had been used against ships at night, and it was a weird and rather awe-inspiring experience for the destroyers to undergo. Out of the darkness in the "Bismarck's" direction would come a ripple of brilliant flashes, momentarily lighting up the sky. A ten-or-fifteen-seconds pause, and then the shriek of approach-shells and a quick succession of terrific, splitting cracks, as they hit the water. Simultaneously, a vast upheaval in the sea near the ship, and a number of indistinct masses would tower up ghost-like and immense in the darkness alongside. Then another glare of gunfire, momentarily revealing columns of cascading water close at hand."

I have purposely not gone into too much detail in reviewing "The Bismarck Episode", because I feel that to do so would spoil for many who will read it one of the best books I have read in a very long time.

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## CONTENTS

Vol. 14

OCTOBER, 1950.

No. 10

### EDITORIAL

Sea Power and Korea

Page

5

Thrice Is He Armed

5

Freight Increases

7

### ARTICLES

Dear Mum and Dad . . .

9

R.N. Submarines Exercise with R.A.N.

14

Naval "Ambassadors" Strengthen Friendship Ties

17

Sea Cadets Spend Naval Week-end

29

### OVERSEAS NEWS.

News of the World's Navies

19

Maritime News of the World

21

### NAVAL OCCASIONS

What the Navy Is Doing at Sea and Ashore

24

### ASSOCIATIONS, CLUBS.

The Navy League

3

Ex-Naval Men's Association of Australia

31

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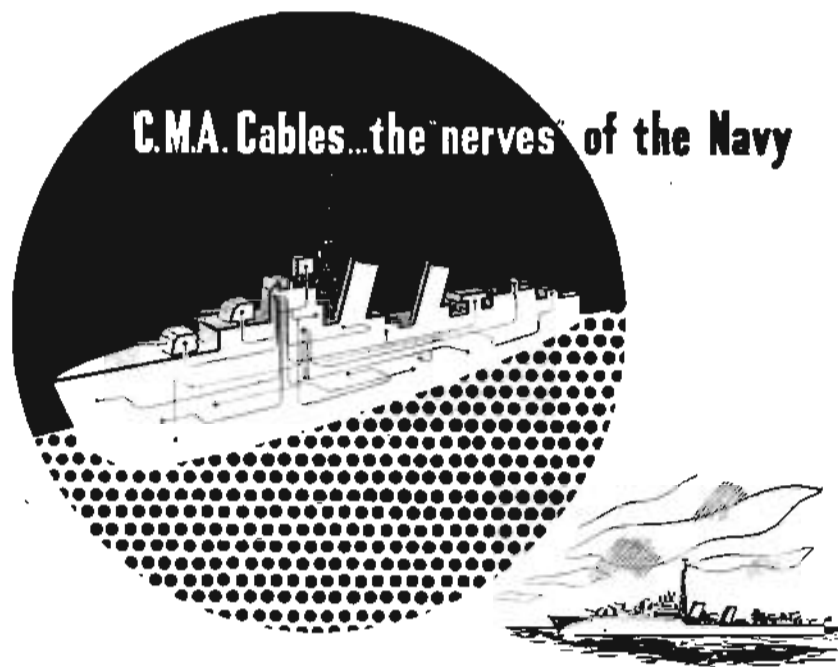
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## THE NAVY

Australia's Maritime Journal.

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No. 10

### SEA POWER AND KOREA.

AT the date of writing—within a few days of the large-scale amphibious operations in Korea—no details have come to hand regarding these operations. It is, however, obvious from their magnitude: from the fact that 262 ships of various types were engaged; and from the fact that large reinforcements have been landed, and are still being landed, to enable an all-out drive to be staged against the North Korean forces, that very large sea movements have taken place, and are still in progress, across the Pacific Ocean.

At least one battleship—U.S.S. "Missouri," famous as the scene of the signing of the Japanese surrender in 1945—is mentioned as taking part in the operations. The combat fleet, composed of U.S., British Commonwealth of Nations, and other units, is a large and powerful force. Much merchant tonnage must have been used, and is still being used, in the transport of troops, equipment and materials of war, and in military stores, to stage the invasion and maintain it. In fact we have, although dimly seen at this stage and with the limited information made available, another example of the overwhelming importance of the ability to move freely over that element which composes three-fifths of the earth's surface—of the importance of sea power.

It is, in spite of the rise of air power in recent years, still the predominating influence in world affairs. Indeed it has been strengthened by air power in the added range now given to it in penetration over the coasts of the land masses. That land power has, by the same agency, been given penetration over the oceans, does not carry the same weight, since land targets are, to a great extent, stationary, whereas sea targets are mobile.

But above all, sea power, and the freedom to move anywhere over the oceans in surface ships, gives to its possessor the inestimable advantage of being able to transport swiftly and easily large numbers of troops, and great tonnages of military equipment and stores, anywhere that those ships are able to go. In this regard the lessons of history continue to hold good. It is to be hoped that the implication will not be lost—to the land powers no less than to the sea.

### THRICE IS HE ARMED

LOGICAL steps taken by the democracies, arising from the developing situation of which Korea is a phase, are the decision to end the state of war with Germany, and the announcement by Great Britain, the United States and France, that they will defend free democratic states against aggression. Meanwhile the decision as to any United Nations advance in Korea beyond the 38th. Parallel, is awaited with interest.

This is a time calling for the display of statesmanship of a very high order. It may not yet be too late to avoid dividing the world into two camps irrevocably opposed to each other, with the ultimate inevitability of global war. It is for this reason that it is to be hoped that the lesson of Korea—more especially as it applies to sea power—be not lost upon the rulers of the continent of Asia. It is not to be supposed that the masses of the people of that continent are anxious for war any more than are the people of Australia, of Great Britain, or of the United States in common with those of other democratic countries. The indication to their rulers that aggression will not be submitted to tamely, which indication has been given by the action of United Nations in Korea, may give at any rate a breathing space in which some stock may be taken.

Certainly every endeavour should be made by the democratic leaders to secure that breathing space; and, once secured, efforts should be made to make it effective. This does not mean only the building up of military resources against the day when global war breaks out. Military strength is, of course, essential at this stage. But the effort must be made to make United Nations a real force in world affairs, not only as a line-up on a military basis of the powers opposed to the existing Russian political and ideological system, but as a force offering, to the masses of all peoples in the world, that security in which they may live their own lives to the benefit of themselves and all in general.

Only by such means may the process of world revolution—as which, without doubt, great masses of the world's peoples today regard the period in which we live—be eased down to one of world evolution, and the ends to which the great majority of us aspire—to live free lives in improving conditions peaceably, without interference or interfering—be attained. The effort is one which will call for sacrifices, nationally and individually, by all peoples. But the stake is a large one, and it is an effort well worth the making.

Men may mould events, but it is the trend and procession of events which make the epochal mo-

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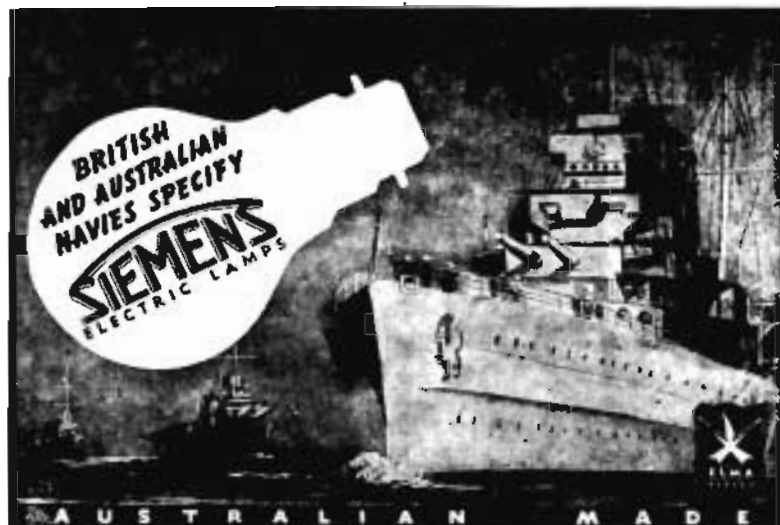
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ments in the story of humanity. And it is to be hoped that the democratic statesmen so mould events in the immediate and near future that they will lead to an epochal moment significant not as a black disaster but as a bright moment of liberation in the human story.

If they are able to do so, they, and the people of the world, will be three armed against the less admirable characteristics of the spirit of man. And it is those characteristics which are, as they have always been, humanity's enemy.

#### FREIGHT INCREASES.

THE decision of British shipowners to impose a ten per cent. surcharge on cargoes for Australia is hardly to be unexpected. For a long period now the slow turn round of ships on the Australian coast has been a byword, and the daily expenses of ships are high.

It is three years ago this month since Mr. I. C. Geddes, the Chairman of the Orient Steam Navigation Company, speaking at the launching of the "Orcades", had something to say on the matter of ship operating costs. The "Orcades" and her sister ship to be built would cost, he said, more than 66 millions for an aggregate of 60,000 tons gross, "ton for ton an increase not far short of 24 times pre-war costs. These two new ships alone will have to earn, in addition to their running costs, something in the neighbourhood of £600,000 a year to cover interest and depreciation. This is a terrifying thought and every man whose livelihood depends on the twin industries of ship owning and shipbuilding should realise the implication of this steep rise in cost."

Mr. Geddes went on to say "We have endeavoured to ease this problem by building bigger and faster ships with increased capacity for passengers. Each vessel will make four round voyages a year instead of three. While we reduce our risk by making few ships do more service, the financial hazard of building even these two ships is so great and so obvious that I should lack frankness if I did not say quite clearly that in the present conditions of uncertain timings for delivery and frighteningly high costs, 'Here is a red light which you would be unwise to ignore.' It is not a question of national or private ownership. It is an unpleasant truth that no one will continue to build ships which show in results nothing but loss."

New, bigger, and faster ships in all merchant categories, passenger liner, cargo liner, and tramp have been built and are operating on the Australian run. But in spite of the technical advantages built into those ships at greatly increased cost of construction, wasted ship days are greater because of the slow turn round and the time lost

in Australian ports of call. The obvious offset is an increase in freights; and that is something which reacts immediately and unfavourably on the Australian people as a whole.

The fault does not lie wholly with the water-side worker, but stems out into the whole system of transport from and to the wharves, and the general slow-down of working tempo. It is a matter about which only Australia can do anything. And meantime, since she calls the tune, she pays the piper.

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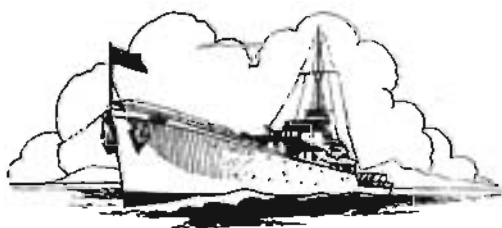
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IN WHICH A NEW RECRUIT IN THE ROYAL AUSTRALIAN NAVY GIVES HIS IMPRESSIONS OF HIS FIRST WEEK AT FLINDERS NAVAL DEPOT.

DEAR Mum and Dad,

Such a lot has happened since I left home only a little over a week ago that it seems ages longer than that. In fact it seems as though it were another world. And here I am now all rigged up with a uniform. You'd hardly know me. But I'd better begin at the beginning.

It was most interesting coming down in the train to Melbourne. I suppose I was so sort of excited at starting a new life that I

couldn't sleep much. But that didn't matter. I had a corner seat, and it was bright moonlight, almost as bright as day, and I spent quite a lot of time looking out of the window, though I dozed off now and again I suppose.

You've got no idea how that old railway line winds round and round on the way from Sydney to Albury. Quite often you can see the engine ahead of you puffing along as it hauls the train round the curves. Then there

were two or three stops, where we were able to get out if we wanted to and have coffee and sandwiches or something at the refreshment rooms. That was quite interesting, and very welcome, too.

Well we got to Melbourne all right after changing trains at Albury. It was a bright sunny morning, too, and very exciting to see Victoria. A chap in the carriage pointed out Mount Buffalo to me. We didn't see much of Melbourne, because we were taken straight down to the port to the Naval Depot there. It's a building on shore, just on the edge of the bay near the pier where all the big overseas liners come in. But it's treated just like a ship, and is called H.M.A.S. "Lonsdale".

There were quite a lot of us new recruits there. About twenty or so. All in civilian clothes of course, and from all over Australia. Some from the West, and two or three chaps from Tasmania and one I've got friendly with from Queensland. I suppose we first got friendly because he comes from a place called Mossman too. But his is spelt with two esscs (doesn't that look funny when you write it down?) not with one like our Mosman in Sydney.

He says his Mossman is right up near the north of Australia, north of Cairns, and near a place called Cape Tribulation which Captain Cook named that because of all the trouble and worry they had when his ship ran on a coral reef there and they thought they'd never get out of it. His father has a sugar cane plantation, and he says they have big toads which were brought over from America to eat the insects in the plantations, and they get around in the houses eating flies and



TOP: "We all set off in a 'bus for Flinders Naval Depot."  
BOTTOM: "Gave us a bit of a talk about things in the Navy."

things. He says they're pretty near as big as chooks. Do you reckon that's dinkum, Dad? I reckon Mum wouldn't like them much around.

But I must get back to what I was telling you about H.M.A.S. "Lonsdale." We saw the recruiting officer there, and he gave us a bit of a talk about things in the Navy, and what to do and what not to do if we want to get on. He said there are lots of openings for the right ones: and chances of getting to be a Petty Officer or a Chief Petty Officer, or even getting a commission later on. He seemed quite interested in us, too: and said there are just about as many different jobs in a ship as there are in a town ashore, so there's no lack of opportunity once you've made up your mind what you want to be.

There was a canteen there, where we could get cigarettes and chocolates, etc., and you can bet I made use of it.

We weren't at H.M.A.S. "Lonsdale" for long, for in the afternoon we all set off in a bus for Flinders Naval Depot, about sixty miles or so from Melbourne, at a place called Crib Point on the shores of Westernport Bay. We got there in the evening, and there a Chief Petty Officer took

charge of us, and we were all formed up and marched off to our quarters.

If you haven't been there, you've got no idea of what Flinders Naval Depot is like. It's a huge place. Covers acres and acres. Big red brick blocks (in one of which I'm now living), lovely big playing fields, gymnasium, drill hall, a cafeteria, swimming pool, post office, and a pier with boats; bonder flower gardens. And there's even a bit of a zoo, with kangaroos and wallabies.

We go to lectures and things like that. And the Naval College is here, where the kids who are studying to be officers are at school, like at one of the public schools. They're much younger than us, they come in at thirteen.

At one corner of a big square playing field is a mast where they teach you signalling, hauling flags up and that sort of thing. And there are drill halls for learning gun drill, and all about compasses and steering a ship, and cooking, and medical work, and knots and splices and all sorts of things like that. And there are schools for engineering. In fact it seems you could learn almost anything here.

The tucker's good and plenty of it. And we have picture

shows, and a canteen, and recreation rooms; so you don't have to worry about me at all.

Well, to get back to the evening we got here. As I said, a Chief Petty Officer took charge of us, and formed us up and marched us to our quarters. And did I get a shock! Each one of us was given our bed. It was a rolled up hammock with the bed clothes inside—and what do you think? My name was on the hammock. That shows you how the Navy looks after you.

Well, after a big we all had a shower and a good hot feed, and then we were just left to have a wander round and see the place. It was all a bit strange, you can bet, and I felt a bit lost—and I was jolly glad to have the chap from Mossman to go round with, and I think he was glad to have me. His name is Ted Edwards, by the way: but I reckon he'll be called Blue all the time, having red hair. He and I are what they call "Oppos" in the Navy. That's the same as coppers.

Well, you can bet we were tired after all the train journey, and not much sleep, and a fairly exciting day. So we didn't wander around for long. We were shown how to hang our hammocks up on steel rails running along the ceiling (only they call it "slinging" the hammocks, and the ceiling is the "deckhead" in the Navy) and we turned in, after a bit of a struggle to get into the hammock. We were what they call "piped down"—that means lights out and go to sleep at ten o'clock, and I was so tired I slept like a log.

We had to turn out again at six next morning, and not being used to it, I came a crasher out of my hammock. But I'm getting hot stuff at getting in and out now. And there's no doubt they are comfortable things to sleep in. When I come home on leave, Mum, I reckon I'll have to sling a hammock in my bedroom. I'll be so used to them I won't be able to sleep in a bed.

Well, Life's a rush down here from the time you turn out. Remember what a job you used to have to get me out of bed at home, Mum? None of that here. We have to go like scalded cats, out of the hammock, a quick shower and shave, and then a good breakfast. We have our tucker in a great big dining hall, and you get a tray like a cafeteria. It seats hundreds. Gee! They must get through a terrific lot of tucker here in a day. One of the chaps who joined up new with us is going to be a cook. I reckon he'll be kept busy.

Well, after breakfast we started training: with a lot of physical jerks, and games. And we were given talks on the Navy, and what it's for and what it means, and all that sort of thing. They're pretty hot on discipline. You have to be smart, and stick to the rules, and obey orders on the jump.

But I've been talking to one or two of the old hands here because they're not all recruits here you know: chaps come back here for extra training although they have been years in the Navy and have travelled all over the place and even been in action during the war, so there are always a lot of old hands here. Well, I was talking to one or two of them, and they were giving me tips about things. And they reckon that sailors like a bit of discipline because they know where they stand. They reckon they'd always rather serve under a Captain who's a bit strict, what they call "a taut hand," rather than under one who's too easy. That's providing they don't try to put it across them. Because no one likes having it put across him. But they reckon that discipline, providing a chap gets justice and knows what's coming to him if he plays up, is a good thing. And that's where they reckon discipline in the Navy is a good thing.

At any rate, they haven't been too tough on us so far. And the

old hands show you around and advise you. There's a bit of leg-pulling, of course, but you get that anywhere.

Well, on the third day, we were all taken along to the store and issued with our uniforms and things, what they call "kitting up." We had the ordinary sailors' uniforms issued. But you don't wear them all the time. You have working clothes too, blue dungarees, and there are all sorts of things in the kit. There was a lot of fun trying on the uniforms. It all seemed a bit strange at first. But I'm used to it now.

And gosh! Are they particu-

lar about the way your uniform fits. The recruit school clothing officer, and the recruit school tailor, both took a hand. And if necessary, clothes were altered to make a perfect fit. And your best uniforms what the old hands call "tiddle suits," they fit like a glove. You almost have to use a tin opener to get into them. They're dead keen on you looking smart.

Well, yesterday was the big day. In the morning we had marching drill—and we're getting not too bad at it now, an improvement on our first march to our quarters the night we got here then we got our uniforms



"There was a lot of fun trying on the uniforms."



"I think myself I'd like to be a signaller."

which had been altered to fit us back from the tailors. Then, after dinner, we changed into our uniforms for the big moment—the inspection.

We were all lined up, and an officer called the Training Commander—he's in charge of the training—walked all round us with the clothing officer, and gave us the once over. Or perhaps I should say the twice or three times over. Gee! He was particular. I got through all right, except he said that my silk—that's the black silk square we wear knotted in front, you know what I mean—was tied too loosely. That was soon fixed up. The Training Commander is a bit of a dog. One of the new chaps is a steward, and they wear peaked caps and collars and ties and ordinary style jackets—what they call "fore and aft rig", not "round rig" like ours. Well, this chap had his peaked cap on at a rakish sort of angle. The Training Commander told him to put it straight. "Only admirals are allowed to wear it the way you have it," he said.

Well, after that was over, we had the big thrill when we were inspected by the Commodore.

He's the officer in charge of the whole of Flinders Naval Depot. He's a senior officer, between a Captain and a Rear-Admiral, one of the old hands told me. And it's funny to think he's been right through the Depot himself when he was young. He was one of the kids at the Naval College. Of course, that was years ago. Since then he's gone up and up in the Service, and he's commanded destroyers and cruisers, and took part in lots of naval actions in the war. He's got rows of ribbons, including the D.S.O.

But it sort of makes you realise the Navy is sort of all one big family, when you think that many years ago he arrived at the Depot a raw new hand, just like we did a week ago, and now he's in charge of the whole lot. Some of the old hands remember him when he was a new young cadet at the Naval College; and since then they've sailed with him, as a midshipman, and as a junior officer, and as a Captain. They've sort of grown up together. The Navy's like that.

Well, he inspected us; and then he gave us a talk, all about the Navy, and what a fine Service it is. He made you feel sort

of proud, too; because he pointed out how particular the Navy is always to get good types of chaps in it, and how it has a great tradition to keep up, and insists on everyone in it being thorough and efficient; and there's no time for slackness or slovenliness or lack of discipline. And he reminded us that this month, October, is the anniversary of the Battle of Trafalgar, and that Nelson was a man all-ways to keep in mind as a model in the Navy. It's funny that Trafalgar month should have been my month for joining the Navy, isn't it?

Anyway, his talk made you feel it's a jolly worthwhile Service to be in, and you can bet it is, too.

Well, after he'd finished his talk, we were all marched away, and off came our "tidley suits" and we changed into working rig and went off to a lecture on seamanship.

Well, I've only been a week in the Navy, but that's long enough to see that it's good-oh! I'm liking it fine, and it seems to me the longer you're in it the better it gets.

Gee! You ought to hear some of the old hands, and the times they've had. I was speaking to one yesterday who was up in Japan only a few weeks ago. And there are chaps here who've been in the "Sydney" to England, and away in the Survey ships in North Western Australia, and some who've been down to Heard Island, and across to New Zealand and away up in the Islands. One chap is just down from Manus, where the Navy has a shore base away up there in the tropics. Gee, they do get around.

Talk about experiences, and the yarns they can tell.

And there's lots of opportunities. You've no idea of the numbers of things you can be. You can be a seaman, and go in for gunnery, anti-aircraft weapons, radar, anti-submarine work, electrical work, communications—

that is, all sorts of signalling, with flags and lamps or wireless telegraphy—or stoker mechanics. Or if you'd rather be in some other branch, you can be in supply and secretariat, and go in for clerical work such as a writer, or be a stores assistant, or a cook or steward; or you can join the medical branch and be a sick berth attendant, or a dental assistant, or you can join Naval Aviation, either to fly or be one of the maintenance crowd. I think myself I'd like to be in communications, and be a signalman. Anyway, I'll let you know.

But there's no doubt about it, there are tons of openings.

But you can rest assured I'm enjoying life here. There's not a dull moment. But all the same, am I keen for the time to pass when I can be rated Ordinary Seaman and get away in a ship. Will that be any good! But there's a long way to go in the Depot yet.

But it will soon pass. Mean-while I'm learning all sorts of things. You ought to see me washing my clothes, Mum. They call it "dhokeying" in the Navy. And you wait till you see me in my uniform. That'll be the day—when I come sailing home with a parrot, maybe as a Chief Petty Officer, or even with a commission.

Anyhow, I've made up my mind to get ahead, and I'll do it. You get plenty of chances, and plenty of help if you want it. And, as the Commodore said when he talked to us yesterday, we have the satisfaction of knowing we're doing a job for Australia in the Navy: because everything we have has to come and go by sea, our wool, and everything; so we have to have a Navy to keep our sea routes safe, besides defending Australia against any invasion. Because as he said, to be strong is to be secure, and a strong Navy is Australia's best safeguard against attack.

And he said "Each one of you fellows can help to make the Navy strong, and thus help to keep your country safe, by giving of your best." And that sort of made me feel important. And am I glad I joined the Navy. Well, I must close now. Please give my love to everyone, with tons to both of you.

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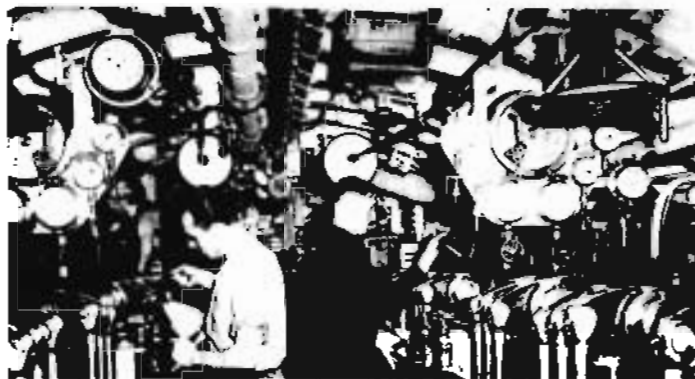
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The engine-room of a submarine is a marvel of compactness and ingenuity in design. Stoker mechanics of H.M.S. "Thorough" attending to some of the intricate machinery.

## R.N. SUBMARINES EXERCISE WITH R.A.N.

A CORRESPONDENT TAKES A VOYAGE IN ONE OF THE THREE BRITISH SUBMARINES NOW BASED ON SYDNEY FOR ANTI-SUBMARINE EXERCISES WITH THE AUSTRALIAN FLEET.

By A Special Correspondent.

**T**ANGING in the tiny ward room was a golden-lettered notice on a neat, polished board. "I expect everything will be all right," it read. Because it was the first time I had ever been down in a submarine, I sincerely hoped it would.

As it turned out, everything was all right: for the submarine was of modern design, remarkable in its efficiency and capabilities, and its officers and crew had all had considerable experience and been skilfully trained.

The submarine was H.M.S. "Thorough," one of three belonging to the Royal Navy which are now based on Sydney so that ships of the Royal Australian Navy might obtain full-time, first-hand exercise in anti-submarine operations. Its captain was and is Lieutenant Commander J. N. Devlin, R.N., who had been in submarines since 1941 and had won the Distinguished Service Cross for his exploits in the "Safari" in the Second World War.

Even now, this slightly-built Irishman, with a quiet sense of humour and the rare qualities of a gifted raconteur, is still only 33. Submarines, he thinks, are "really good fun."

The "Thorough" had left Sydney with the "Culgoa," "Condamine" and "Murchison," frigates of the R.A.N. anti-submarine flotilla, to exercise with them for three days off Jervis Bay. On two of those days the destroyer H.M.A.S. "Warramunga," which was lying in the bay, joined them.

It was on the second day that I went aboard the "Thorough" from the "Culgoa," in which I had learned how submarines were hunted. Now I was to learn how submarines evaded their hunters, or tried to evade them, if they could.

We were to submerge at 9 a.m., and left Jervis Bay an hour earlier than that.

Two minutes before 9 o'clock, when we were 10 miles from shore, the Captain said suddenly "I think we'll go down." Those

on the bridge immediately began to leave it and descend back wards through the conning tower.

The captain was the last to descend, and, as he closed the conning tower door above his head, a Klaxon horn sounded a raucous blast. It was his signal to the officer of the watch to get ready to "dive."

After I had climbed down the conning tower ladder, I discovered that there was still another ladder leading down into the control room in the centre of the ship.

This control room is, to the uninitiated, a bewildering array of dials of many sizes, gauges, levers and wheels, and is a marvel of confined compactness.

A few seconds after the captain had shut the door leading into the conning tower he was standing on the control room floor and saying quietly "submerge to periscope depth."

"Aye, Aye, Sir," answered the officer of the watch, who spoke quietly, too.

"Open main vents," added the officer of the watch and a man in the after part of the control room began to move a lever.

"Blow tanks," the officer continued, and there was a loud sound made by rushing, highly-pressurised air. I thought I could feel the submarine sinking, but could not be sure; and then two big dials showed that the vessel had already descended 20 feet.

The captain looked through the periscope, and then asked me to do so. I could see waves rolling and breaking on the surface of the water, the high, forbidding land along the coast and four warships steaming out from Jervis Bay in our direction.

A little later the submarine went down deeper and waited for the hunt to begin. It was all very quiet, except for the hum of the propelling motors and an occasional order from the officer of the watch to the helmsman to change course or alter speed. The quietness seemed infectious and the officer's words at any time were only slightly more than a whisper.

Meanwhile a watch had been set on the submarine's listening devices and attempts were being made to locate the ships that were seeking us.

Presently the watch reported an object on "green one five zero, four thousand yards." Then he reported another on "red zero eight five, three thousand five hundred yards." Time passed and then he reported still another object quite a short distance away.

"If this was real," the captain said, "we would crash-dive to several hundred feet." But, instead, we just went on.

Some seconds later there was a slight explosive thud above our heads, followed by a rattling sound as if a handful of stones had been cast on a roof.

"They are throwing reduced charges at us," the captain explained, and he smiled a little.

While he was speaking, I heard the officer of the watch or-

der the helmsman to alter course. He did this several times in the next few minutes as the submarine took evasive action.

On two or three occasions afterwards, however, the rattle of "stones" was again heard on the "roof." It was all good practice, both for the attacker and those who were being attacked.

After 90 minutes we surfaced for a short period and then submerged once more, on this occasion for four hours. We went down 80 feet. One of the first things we did when we reached the prescribed depth was to have lunch.

It seemed strange to me to be sitting down to a hot meal so far below the surface of the sea, but to the captain and the two other officers who were lunching with us it was an ordinary, commonplace event.

At the end of lunch we went back to the control room, where the officer of the watch and several men were on duty at their respective posts. The listening watch was still reporting the presence of searching ships.

Earlier in the day I had been

shown over the after part of the ships and had seen the amazing complexity of the crowded, but orderly engine room, the small, confined galley in which the meals are cooked, the cramped enclosed space which forms the ship's office, and other extraordinary places. In the afternoon I went forward and saw torpedo tubes and other apparatus and fittings, and sleeping quarters so compressed that I wondered how they could ever hold a man's body. But officers and men who work in submarines will tell you there is nowhere else you can sleep so well, and so enjoyably.

"It's so nice and quiet," they say. "No telephones, no newspapers, nobody to bother you, especially at three or four hundred feet."

About half an hour before we were to surface the captain ordered emergency exercises, whose purpose it was to test the efficiency of the equipment and the initiative of the crew in case of accident or damage from attack.

At one stage all the lights went out, at another the rudder refused to answer the wheel, at-



The commanding officer of H.M.S. "Thorough" (Lieutenant-Commander J. N. Devlin, R.N.) looking through the periscope of his ship.

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another still the motors stopped and the submarine just drifted.

The object of this last exercise was to hide our presence from the "enemy." Strict silence and stillness were ordered, because even the boots of men walking about in a submarine make sounds which travel through water and help the enemy in discovering the vessel's position. Our listening watch could hear the propellers of one of the searching ships almost overhead so we remained motionless and silent.

Presently the captain snapped his fingers, the officer of the watch spoke, and the motors and fans began to whirl and hum again. The contrast between the noise and the silence it had just broken was deeply impressive.

"Go up to forty," the captain murmured, and the officer of the watch repeated his words again. The hands on the big dials began to move, and we could see from them that the submarine was rising.

We stopped at "forty" for a while and then the captain said, "prepare to surface." A moment later he was looking through the periscope and then he beckoned to me. "Look," he said. "The top of the periscope is 10 feet under the sea, and you can see for about 100 yards right through the water."

I saw an expanse of clear light-green coloured water and on the top of it a beautifully fantastic pattern made by the shadows of the waves.

"Keep looking," the captain added, "and you will see the bow come up." I heard a few words spoken softly, and then, through the surface of the water, which suddenly appeared, came what seemed for a second, like a huge, ugly, steely snout with tons of water cascading from it. More of the "snout" came into view, the submarine straightened out and we were afloat, on top, like other ships that travel the oceans of the world.

Some of us dashed up the two ladders on to the bridge and were soon breathing clear, fresh air deep down into our lungs. It was very welcome after the stuffiness of our close confinement.

That night, inside the bay, the captain of the "Thorough" and some of the officers from other ships dined together and talked about the day's events and what they had taught them.

It became clear from their conversation that the basing in Australia of Royal Navy submarines had given anti-submarine specialists of the R.A.N., both officers and men, experience which they could not have gained otherwise. It became clear, also, that this experience would prove invaluable if Australia and her Allies were they ever again involved in war, in which long-distance, long submersible high-speed submarines would inevitably play a menacing part.

## NAVAL "AMBASSADORS" STRENGTHEN FRIENDSHIP TIES

SHIPS AND MEN OF THE ROYAL NAVY CEMENT FRIENDLY ASSOCIATIONS IN THEIR VISITS TO CONTINENTAL PORTS

By Trevor Blore

(Well-known English writer on Naval affairs, & formerly an officer of the Royal Naval Volunteer Reserve)

THE exchange of naval visits between countries of the North Atlantic Pact is serving to strengthen the ties of friendship among officers and men of the various navies. During the recent Northern summer, courtesy calls were paid by ships of the Royal Navy to ports in Denmark and Norway, the visiting ships being the aircraft-carrier "Implacable", wearing the flag of Admiral Sir Philip Vian, Commander-in-Chief of the Home Fleet, a light fleet carrier, and two cruisers, in addition to other craft.

Other visits to French and Norwegian ports have been paid by "spare-time" sailors of the Royal Naval Volunteer Reserve. Bonds of mutual interest created by the North Atlantic Defence Pact are being strengthened by the wide exchange of such visits.

This is not merely a matter of

the fleets of the North Atlantic nations joining in combined exercises, although the series of such naval movements which took place during May, June, and July of this year were of great importance. But the visits of warships arranged between the member countries of the North Atlantic Pact are also of great value. The close understanding achieved by the men of the various navies in working together in exercises at sea is further strengthened by such visits to each other's countries, and the understanding is also extended to people ashore.

It is in this sense that Britain sent more than 6,000 "ambassadors in blue" to various allied countries of Western Europe. These were the officers and ratings of a score of ships of the Royal Navy, from submarines to cruisers, from destroyers to motor launches, which visited a number of Euro-

pean ports.

Britain's "Saturday afternoon sailors" had the privilege of leading this friendly "invasion". These are the men of the Royal Naval Volunteer Reserve, who are in normal civilian jobs for most of the year, but devote most of their leisure to naval training, in such centres as the old sloop "Chrysanthemum", permanently moored alongside the Embankment of the Thames, in the heart of London.

While the majority of these volunteers do their annual sea training with the Fleet, or in the Royal Naval Volunteer Reserve naval air squadrons, some have lately enjoyed independent cruises to Norwegian and French ports. For instance, six Royal Naval Volunteer Reserve officers and some 25 ratings from the Tyne area, in the North of England, visited Norway in the little motor minesweeper "Bermicia", which is attached to the Tyne Division of the Royal Naval Volunteer Reserve, thus providing their first prolonged period of training afloat this year. Men of the Mersey Division of the Royal Naval Volunteer Reserve, sailing from Liverpool in the motor minesweeper "Mersey", also made their first long cruise of the summer training season with visits to Nantes and St. Nazaire; while three motor launches of the Solent Division sailed out of Southampton to visit Bordeaux, La Rochelle, and St. Malo.

Many who saw them ashore on these occasions would not readily appreciate that most of these young men were spending their summer "holidays" at naval training. Their cruises over, they were back again in civilian clothes, at



The "Battle" class escort destroyer "Aeneas", as seen from the deck of "Implacable" during recent Western Union combined naval exercises.



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In addition to the visits made by the vessels and men of the Royal Naval Volunteer Reserve, other and more important visits were made by ships of the Home Fleet. Some of these visited northern European waters, carrying in all a total of well over 6,000 officers and men. Some went to Sweden; for, although Sweden lies outside the North Atlantic Defence Treaty, there have long been close and warm associations between British and Swedish naval men.

Chief among the ships which visited Scandinavian and German ports was the flagship of the Commander in Chief, Home Fleet, Admiral Sir Philip Vian, the aircraft carrier "Implacable". With her was the cruiser "Superb", wearing the flag of Rear-Admiral W. R. Slayter, commanding the Second Cruiser Squadron. Also among those visiting German ports was the light fleet carrier "Vengeance", and the cruiser "Swiftsure", which went to the German port of Flensburg.

Both Norway and Denmark

saw the "Implacable", which, of 23,000 tons, has a complement of about 2,000 men. The Norwegians and Danes also had the opportunity of seeing some of the Royal Navy's latest destroyers, of both the "Weapons" and "Battles" classes, built towards the end of the war and since.

The Battle class destroyers, such as "Agincourt", "Jutland", and "Aisne", are of 2,315 tons, designed originally for service in the Pacific. They have a speed of 34 knots, a main armament of 4.5-inch guns, and a complement of 250 officers and men. The Weapons class destroyers, "Battleaxe" and "Crossbow", are even more modern ships of 1,980 tons, with six 4-inch dual purpose guns in twin mountings.

The cruisers, also, are fine modern vessels, both of 8,000 tons, with nine 6-inch guns and a speed of more than 30 knots. "Superb" belongs to the "Tiger" class of four ships, while "Swiftsure" is a later ship very similar to the "Tiger" class.

But, above all, it is the men who man the ships who count. Their visits ashore, and closer association with the naval men of the nations they visit, will count for much in strengthening the ties of the North Atlantic Pact.



The 23,000 tons aircraft carrier "Implacable", flagship of the C-in-C, Home Fleet.

## News of the World's Navies

### R.N. REFITTING ACCELERATED

Acceleration of the programme for refitting ships of the Reserve Fleet of the Royal Navy has made some increase in the demand on the ship repairing yards of Britain. In the first instance arrangements were made to refit by contract 89 ships, including seven destroyers, nine frigates, and 16 Fleet minesweepers. The remainder are small craft.

### REFITTING DETAILS

The work of refitting the Reserve ships has been well spread around the coast of Britain. Allocation is as follows: North East coast, two destroyers and two Fleet minesweepers; Humber, five Fleet minesweepers and one frigate; Southampton, one destroyer; two Fleet minesweepers, five motor torpedo boats, one salvage vessel; South Wales, two Fleet minesweepers, five frigates, one salvage vessel; Bristol, one Fleet minesweeper; Mersey, two destroyers, three Fleet minesweepers, two frigates, one boom defence vessel; Clyde, two destroyers, one Naval service craft, two boom defence vessels, 24 L.C.T.s and L.S.T.s; London, 12 motor minesweepers; FORTH, one Fleet minesweeper, one frigate, seven minesweeping motor launches; Aberdeen, three boom defence vessels.

### STANDARDISING NAVAL OPERATIONS

The First Sea Lord, Admiral of the Fleet Lord Fraser, the United States Chief of Naval Operations, Admiral Forrest P. Sherman, and the Canadian Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, recently approved the report of a tripartite committee representing the Navies of the three countries, on the standardisa-

tion of their Naval operations. The report calls for staff discussions to determine common objectives in the overall fields of Naval warfare wherein standardisation will be practicable and beneficial. As a result, staff discussions will take place in the broad fields of Sea Command Tactical Requirements; Communications; Naval Control of Shipping; Naval Air Operations; Air Defence of Forces at Sea; Submarine Operations; Anti-Submarine Operations; Minelaying Operations; Mine Countermeasure Operations; Operations by Coastal Forces; Amphibious Operations; Defence of Ports and Bases; Sea Exercises and Training; and Logistic Doctrines. The co-operation arrangements to be made for this purpose do not impair the control of any country concerned in any activity in its territories. No treaty, executive agreement, or contractual obligation has been entered into by the participating nations.

### TROPICAL SURVIVAL TRIALS

Mention has been made in these columns of the survival trials carried out by the Royal Navy in Polar seas. Now the Naval and civilian party which earlier this year conducted tests in the Arctic is to carry out similar tests in the tropics. They arrived at Singapore last month from Britain in the troop-carrier "Devonshire". The party includes representatives of the Department of Experimental Medicine at Cambridge, and will be assisted in the Far East by the Admiralty Tropical Research Unit at Singapore.

### NO CANARIES

Members of the survival trials party whose physical reactions are to be studied will embark on a

float of the type used in the Arctic tests, but the tent sides will be rolled up to provide conditions as cool as possible. There will be no canaries on this expedition, since in these conditions the dangers of toxic gases from heating and distilling apparatus will not arise. The only animal companions for the party are likely to be sharks and other fishes. Hence fishing tackle will be included in the equipment. One of the main objects of the trials is to estimate the best rations for castaways, and the men in the float will be called upon to remain in it for several days on low calory diets. In these trials the effects of special items of diet such as salt, which minimises the danger of exhaustion from heat, will be subjected to specific tests.

### INCREASED PAY FOR R.N.

Operating from the first of last month, a new Pay Code, giving substantial increases in pay to officers and men of the Royal Navy, Royal Marines, and W.R.N.S., in common with those serving in the other two Services, is now in force by the Royal Navy.

### MODERN "FLAGGMEN"

The famous series of portraits of Eighteen Admirals of the Second World War, headed by that of His Majesty King George VI, all painted by Sir Oswald Birley, has been on public exhibition for the first time at the National Maritime Museum, through the courtesy of the Royal Naval College at Greenwich. The series is intended to be a Twentieth Century counterpart to the celebrated "Twelve Flagmen" by Sir Peter Lely, who was commissioned by James, Duke of York — afterwards King James II — to paint the portraits of Admirals of

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the Navy of Charles II in the year 1665; a magnificent series of pictures which are now in the National Maritime Museum. The contemporary pictures offer an interesting contrast with those of Lely. Whereas the Admirals to-day are depicted wearing uniform, the "Twelve Flagmen" appear in the varied clothing of their era.

### THE GREENWICH COLLECTION

The Admirals in the "Greenwich Collection" of to-day are: His Majesty King George VI; Admirals of the Fleet Sir Dudley Pound; Sir Charles Forbes; Viscount Cunningham of Hyndhope; Lord Tovey of Langton Matraviers; Sir James Somerville; Lord Fraser of North Cape; Sir Algernon Willis; Sir John Cunningham; and Admirals Sir Percy Noble; Sir Max Horton; Sir Betram Ramsay; Sir Henry Harwood; Sir Neville Syfret; Sir Arthur Power; Sir Philip Vian; Sir H. Bernard Rawlings; and Vice-Admiral Earl Mountbatten of Burma. Sir Oswald Birley's series of paintings was completed in 1948, and was inspired in 1944 by Commodore Agar, V.C., then President of the Royal Naval College, and Lord Bruntisfield, then Parliamentary Secretary to the Admiralty, who had the idea of collecting pictures of Admirals of World War II to support the portrait which His Majesty had permitted to be painted by Sir Oswald Birley after the opening of the Painted Hall in 1939.

### ROYAL NAVAL ASSOCIATION DRIVE

A membership of 300,000 is aimed at by the President of the Royal Naval Association, Admiral of the Fleet Sir John Cunningham, G.C.B., M.V.O., who has launched a campaign with that in view. The Royal Naval Association, which was formerly the Royal Naval Old Comrades' Association, corresponds to the Australian Ex-Naval Men's Association, and its membership represents all ranks

and categories from the National Service ordinary seaman to an Admiral of the Fleet, and from frogmen and midget submariners to Commanders of Stations and Fleets. The Association is a non-political, non-sectarian, world-wide organisation of more than 200 branches, with the Commonwealth in membership, Canada, Australia, South Africa and Southern Rhodesia having strong representation.

### FRENCH CADETS VISIT SCOTLAND

Four patrol vessels of the French Navy — the "Somme", "Meuse", "Oise", and "Yser" — manned by Cadets of the French Naval Academy, visited Leith, Scotland, from August 21st. to the 24th. The squadron was under the command of Capitaine de Vaisseau R. C. M. Chatellier, who is Commandant of the Ecole Navale, and flew his pendant in the "Somme".

### R.N. GIFTS TO U.S. TOWNS

When the 50 U.S. destroyers were made available to the Royal Navy in 1940, they were renamed with names common to towns of Britain and the United States, except in the case of six vessels which were called after rivers on the American-Canadian border. The Royal Navy is now presenting the bells of the destroyers to the United States towns after which the vessels were named. The towns are also being presented with the ships' badges, and with books containing the full record of the ships' achievements. So far presentations have been made to Castleton, Vermont; Lin, coln, Nebraska; Stanley, Wisconsin; and Clare, Michigan.

### "DAINTY" LAUNCHED

H.M.S. "Dainty", fifth of the "Daring" class destroyers to leave the stocks, was launched on the 16th. August. The "Dainty" is being built at the yard of Messrs. J. S. White and Co., Cowes, Isle of Wight, and was launched by Lady Lang, wife of the Secretary of the Admiralty.



### DOCK FOR INDONESIA

Once part of temporary invasion harbours in Europe, a 1,000-ton pierhead has arrived recently in Banka Strait, off the east coast of Sumatra. Measuring 200 feet by 60 feet, it is now in use as a floating oil dock. The voyage from England, in tow of the 2,250 horsepower Dutch tug "Noord Holland", was by way of the Suez Canal. A total distance of 9,000 miles, the time taken en route was 67 days.

### CUNARD COMMODORE

Captain C. E. Cove, senior captain in the service of the Cunard Steamship Company, and Master of the "Queen Elizabeth", has been appointed Commodore as from August 1st. last. In his many years' service with the Cunard Company, Captain Cove has commanded a number of the large ships, including the "Queen Mary", "Aquitania", and "Mauretania". During the First World War he served with the Royal Navy.


### RESTORATION OF ROTTERDAM PORT

After extraordinary efforts in clearing and reconstruction work, the port of Rotterdam was finally restored to full service after its wartime damage, in December of last year. Following the initial attack by the Germans, when a great deal of damage was done, the Dutch authorities carried out some reconstruction work during the period of German occupation. But in the Autumn of 1944, when they were themselves under invasion attack, the Germans destroyed more than 24,000 feet of Rotterdam's quaywalls in an attempt to block allied use of the port facilities. This last demolition was done by heavy bombs which not only destroyed the quays, but dumped cranes, loading bridges, warehouses and stores into the harbour with heavy damage. The great chunks of wall, twisted frames of fallen cranes and thousands of tons of other debris were, in many places, totally covered by

sand which spilled out from behind the quays.

### IMMENSE TASK

Work of clearing the Rotterdam debris was hampered by the fact that there was little equipment except a few 15-ton cranes and some heavy home-made derrick cranes, the labourers were in actual destitution, and there were 25 unexploded bombs 20 to 30 feet below water level. The Dutch Government finally invited five big Dutch firms and three English firms to form a combination, known as N. V. Havenherstel, to do the cleaning and reconstruction. Using make-shift equipment, and labour that was ill-fed, ill-clothed, and almost without tools, this group was able to clear 75,000 tons of debris and 275,000 tons of sand in 20 months. By good luck, the bombs were removed without a single explosion. By April, 1946, the clearing job was well under way and reconstruction of the quay was pushed ahead.



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#### RECONSTRUCTION

In the course of reconstruction of the quay walls, 35 cofferdams had to be built, with an average length of 500 feet each. In all, 12,000 concrete piles were driven; more than 19,000 tons of sheet piling was used and re-used, 300,000 square yards of forms for concrete had to be made, and 220,000 cubic yards of concrete were poured. Most of the work could be done from the water, and a fleet of over 100 ships of different types were used to transport the thousands of tons of material that had to be handled to clear the harbour and rebuild the quays.

#### "BRECONSHIRE" REFLOATED

After only five months' work on a job which was expected to take four years, the 9,600-ton merchant ship "Breconshire", most famous vessel of the Malta Convoys, was refloated last month. After repeatedly running the air and submarine blockade to Malta, the "Breconshire" was sunk in the island's harbour by enemy bombers. She was, as a result of the recent salvage work, refloated bottom upwards, and has been towed 700 miles across the Mediterranean.

#### ADMIRALTY PRAISE FOR DIVERS

An Admiralty statement has praised the extraordinary performance of the divers engaged in the "Breconshire" salvage "in the face of great technical difficulties and hazards which would have dismayed any but the most fearless underwater men." Working 60 feet down, the divers risked their lives using oxy-acetylene apparatus to cut through into holds containing bombs, live ammunition, and other explosives. Working as much as five hours a day under water, some members of the diving team often had to spend six hours in recompression chambers when they reached the surface.

The Navy

#### SPEEDING TASMAN CROSSING

When in Sydney recently, the managing director of Saunders-Roe Limited, Mr. E. D. Clarke, said that the new flying boat being developed by his company would make the 1,200-mile Tasman crossing in two and a half hours. Known as the Duchess, the new flying boat will have six jet engines, will be designed to carry 75 passengers, and will cruise at 500 miles an hour.

#### "EMPIRE GLADSTONE" TOTAL LOSS

The British freighter "Empire Gladstone", which ran aground on the New South Wales coast near Merimbula on the 5th. of last month, was declared a total loss. With a cargo of 9,000 tons of iron ore below hatches, and 150 car bodies on deck, the vessel settled firmly on the reef where she struck. Within a few days of her going ashore, water 20 feet deep in the forward holds was rising with the tide and seeping into the engine room and Number 4 hold.

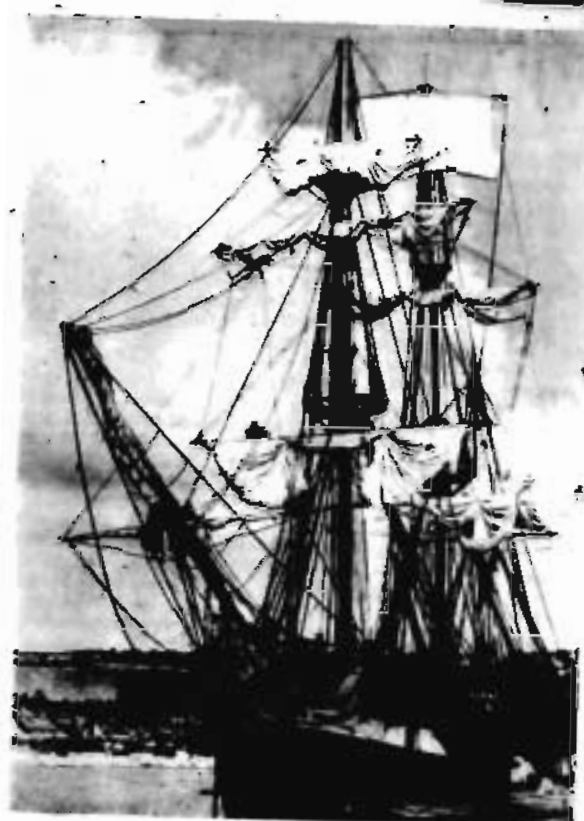
#### DEEP IN FAT

Streets in dockside London lay up to two feet deep in molten wax and fat recently. The flood ran from a warehouse which caught fire. More than 120 fire men, including a detachment of visiting firemen from Denmark, fought the flames from floats on the Thames, and shore appliances.

#### FIRST POST WAR JAP. SHIP VISITS U.S.

Flying the pennant of General McArthur's Allied Occupation Headquarters, the Japanese ship "Kiyokawa Maru", first Japanese commercial vessel to visit the United States since Pearl Harbour, arrived at Seattle on the 6th of last month. She took no cargo to the United States, but is loading wheat for her return voyage to Japan.

October, 1950.



The exact, sea-going replica of the three-masted "Hispaniola," constructed for the Walt Disney English Technicolor production of Robert Louis Stevenson's immortal adventure story "Treasure Island."  
—Inserted by RKO Radio Pictures Aus. Pty. Ltd.

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# WHAT THE NAVY IS DOING

THE news from Korea of the amphibious landings carried out in the middle of last month came like an echo of the war news of 1944-1945. Two ships of the R.A.N. were among the 262 which comprised the invasion fleet in the Inchon area, on the west side of the Korean peninsula. It was the largest striking force assembled since the 1939-45 War, and compared in size with the biggest amphibious operation in the Pacific. The battleship was again in the picture, with U.S.S. Missouri—which had made a fast passage from Norfolk Navy Yard, Virginia, in a voyage of 11,000 miles—taking part in the naval bombardment of North Korean positions.

In Australia, the Navy's need for men is reflected in the invitation to men who have previously served in the R.A.N. or the R.N. in the confirmed Able Rate and have been honourably discharged to enter the R.A.N. for two years, instead of the normal period of six or 12 years. In making the announcement, the Minister for the Navy (Mr. Francis) said that the Navy is particularly desirous of obtaining the services of former Chief and Petty Officers of the seaman branch, and that it wants men who have not been out of the Service for more than five years and who are aged not more than 47 years. The present need for men in the Navy is, again, a reflection of the world situation and of Australia's responsibilities as a member of United Nations. The decision to issue the invitation to ex-naval men had been reached, the Minister pointed out, because of the present commitments of the R.A.N.

## FLEET DISPOSITIONS

### The Aircraft Carrier:

H.M.A.S. Sydney (Captain D. H. Harries, R.A.N.) is in the United Kingdom, whence she will be sailing this month, being due to arrive 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. English holiday-makers had an opportunity to see over Sydney during the August Bank Holiday week at Portsmouth. It is customary for the Royal Navy to hold "Navy Days" in the summer, when the ships are open to the public in aid of Naval Charities. At Portsmouth, Sydney and the aircraft-carriers Implacable and Theseus were among the ships taking part in the Navy Day inspections.

### 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, left Sydney on the 11th. of last month for Hervey Bay and the Great Barrier Reef on a training cruise. She remains in the Hervey Bay-Barrier Reef area until the 3rd. of this month, and is due in Brisbane on the 5th., remaining there for four days. Her future programme is: arrives Jervis Bay on the 11th. October, Sydney on the 19th., Westernport on the 23th., where she remains until the 30th. She then proceeds to Melbourne, where she is due to remain until the 13th. November, subsequently returning to Jervis Bay and Sydney. Australia will be available for leave and urgent defects from the 22nd. November until the 12th. January, 1951.

### 10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Commander O. H. Becher, D.S.C., R.A.N.) is in Japanese waters, under the command of the United

States authorities, for operations in the Korean War with the U.S. Seventh Fleet.

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 with the U.S. Seventh Fleet.

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 following her return from Japanese waters, where she was under the command of the United States authorities, for operations in the Korean War with the U.S. Seventh Fleet.

H.M.A.S. Culgoa (Lieutenant-Commander V. G. Jerram, R.A.N.) is in the New Guinea area. She sailed from Sydney in September for a cruise to the British Solomon Islands, and was due at Rabaul on the 2nd. of this month, 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 come under the operational control 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, N.S.W. Murchison will be available for repair of urgent defects from 15th. January, 1951, for a period of 45 days.

H.M.A.S. Condamine (Lieutenant-Commander R. T. Guyatt, R.A.N.) is under the operational control of the Flag Officer-in-Charge, N.S.W., carrying out anti-submarine training with H.M. Submarines. Condamine has recently completed a period of availability for leave and refit.

### H.M. Submarines:

H.M.S. Telemachus (Lieutenant 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 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 P. D. Shaw, R.A.N.) is operating under the operational control of the Naval Board. She is in New Guinea waters, where she is expected to remain until November. Labuan will be available for leave and refit for a period of 50 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.

## KOREAN WAR

Ships of the British Commonwealth of Nations engaged in operations in Korean waters last month were:

### Royal Navy

#### Aircraft-Carriers:

H.M.S. Triumph (Captain A. D. Torlesse, D.S.O., R.N.).

#### Cruisers:

H.M.S. Belfast (Captain Sir Aubrey St. Clair-Ford, Bt., D.S.O., R.N.); H.M.S. Jamaica (Captain J. S. C. Salter, D.S.O., O.B.E., R.N.); H.M.S. Kenya (Captain P. W. Brock, R.N.); H.M.S. Ceylon (Captain C. F. J. L. Davies, D.S.C., R.N.).

#### Aircraft Maintenance Ship:

H.M.S. Unicorn (Captain H. S. Hopkins, C.B.E., R.N.).

#### Destroyers:

The 8th. Destroyer Flotilla. H.M. Ships Cossack (Captain V. C. Begg, D.S.C., R.N.), Consort (Lieutenant-Commander B. C. Hutchinson, R.N.), Comus (Lieutenant-Commander R. A. M. Hennessy, R.N.), Charity (Lieutenant-Commander P. R. G. Worth, D.S.C., R.N.), Cockade (Lieutenant-Commander H. J. Lee, D.S.C., R.N.), Concord (Lieutenant-Commander I. D. McLaughlan,

D.S.C., R.N.), Constance (Commander A. G. L. Seale, D.S.C., R.N.).

#### Frigates:

H.M. Ships Mounts Bay (Captain J. H. Unwin, D.S.C., R.N.), St. Brides Bay (Commander W. G. C. Elder, O.B.E., R.N.), Whitesand Bay (Commander A. N. Rowell, R.N.), Black Swan (Captain A. D. N. Jay, D.S.O., D.S.C., R.N.), Hart (Commander H. H. H. Mulleneux, D.S.C., R.N.), Cardigan Bay (Captain W. L. M. Brown, O.B.E., D.S.C., R.N.), Morecambe Bay (Commander C. C. B. MacKenzie, R.N.), Alacrity (Commander H. S. Barber, R.N.).

#### Hospital Ship:

H.M. Hospital Ship Maine (Master, Captain S. V. Kent, O.B.E.), the only Hospital Ship serving in the Far East, is engaged in evacuating casualties from Korea, and is serving as a floating hospital for the Fleet, under the direction of Surgeon Captain T. B. Lynagh, M.B., B.Ch., R.N.

The Senior British Naval Officer afloat, Rear-Admiral Andrewes, is flying his flag in H.M.S. Alert (Commander R. de L. Brooke, D.S.O., D.S.C., R.N.). Based on a Japanese port, Rear-Admiral Andrewes takes command, as cir-



Naval aviation pilots of the R.A.N. tell us the most dangerous flight from Hobart to Brisbane which they made in the Sea Fury aircraft on Tuesday, 18th. August, 1950. The flight of 1,110 statute miles took 2 hours 55 minutes.

circumstances require, of the sea-going forces

#### Royal Australian Navy

##### Destroyers:

H.M.A.S. Bataan (Commander W. B. M. Marks, R.A.N.)

H.M.A.S. Warramunga (Commander O. H. Becker, D.S.C., R.A.N.)

##### Frigates:

H.M.A.S. Shoukhai (Commander I. H. McDonald, R.A.N.)

#### Royal Canadian Navy

##### Destroyers:

H.M.C.S. Athabaskan (Commander R. T. Welland, D.S.C., R.C.N.)

H.M.C.S. Sioux (Commander P. D. Taylor, R.C.N.)

H.M.C.S. Cayuga (Captain I. V. Brock, D.S.C., R.C.N.)

#### Royal New Zealand Navy

##### Frigates:

H.M.N.Z.S. Pukaki (Lieut. Commander L. E. Herrick, D.S.C., R.N.)

H.M.N.Z.S. Tutara (Lieut. Commander P. J. Hoare, R.N.)

#### GENERAL

##### "Spindrift"

Congratulations to Flinders Naval Depot, and to those immediately responsible for its production, on the reappearance of the Depot magazine "Spindrift." This is the first time that "Spindrift" has appeared since before the war, the publication date of the present issue, the 1st of September, 1950, marks the thirtieth anniversary of the commissioning of Flinders Naval Depot under the command of Commander F. C. Darley, C. de G., Royal Navy. "Throughout this period," remarks "Spindrift," "personnel from the Royal Navy have been strongly connected with the depot, but time, as ever, has wrought a change. Whereas previously the R.A.N. could fill only the minor posts, it is in that particular field that we need the assistance now."

"Spindrift" should certainly be in the hands of every member of the R.A.N. It is an excellent Service magazine. Of 48 pages,

it is packed with brightly presented items of news and information bound to interest all R.A.N. personnel. We wish it the best of well-deserved luck, and again congratulate the editors and contributors on what should be a most successful publication, and one which should make regular, and frequent, appearances.

#### Depot Amenities

One of the greatest compliments that any magazine can pay another, is to quote from it; and we take the liberty of quoting from "The Years Between" in "Spindrift," on the subject of the amenities those at the Depot now

enjoy.

"Fifteen years ago," states our contemporary, "we didn't have very much in the way of amenities, but many changes have taken place since then. Apart from sporting facilities, reported elsewhere, there is now a cafeteria milk bar, where milk shakes, ice cream, soft drinks, cakes, grilled meals, etc., can be obtained until 2000 daily—except Friday and Saturday; a reasonable post office with savings bank and telephone arrangements (so different from the old days when the mail was brought from the train by horse and jinker, delivered to the Drill Hall where a Y.M.C.A. representative collected it and took it to the Y.M.C.A. but where each individual collected his own); a civilian laundry and dry cleaning establishment; a book-stall; a library, donated by the Freemasons; and, perhaps most important of all, a new cafeteria. Gone are the days of semi-cold food in the mess halls. The present system is the standard cafeteria one, using one central galley, and one large well-lit hall with proper hygienic arrangements for washing up. The only other item of note is the recreation space, but this, unfortunately, looks very poorly at present."

#### PERSONAL

The Minister for the Navy (Mr. Francis) announced on the 8th of last month that, pending the appointment of a Director of the Women's Royal Australian Naval Service, which it is intended should shortly be re-established, Mrs. Margaret Curtis-Otter, of Melbourne, has assumed a temporary appointment in the Department of the Navy in an advisory capacity on matters arising out of the re-institution of the W.R.A.N.S. Mrs. Curtis-Otter, a former First Officer in the W.R.A.N.S., is at present a First Officer in the W.R.A.N.S. Reserve.

Commander M. J. Clark, D.S.C., R.A.N., who was appointed Resident Naval Officer,

Port Melbourne, in January last, has been granted the acting rank of Captain. Before he was appointed to his present post, Captain Clark was Naval Officer in Charge, Kure, Commanding Officer of H.M.A.S. "Commonwealth", and Naval Component Commander of the British Commonwealth Occupation Force in Japan. He has commanded H.M.A. Ships "Yarra," "Nizam," and "Warramunga." It was for his services as commanding officer of "Nizam" in the Battle of Crete that he was awarded the D.S.C. He graduated at the Royal Australian Naval College, where he gained colours for tennis and rowing in December, 1923.

Commander Rodney Rhoades, D.S.C., R.A.N., who has been executive officer of H.M.A.S. "Albatross," the R.A.N. air station at Nowra, N.S.W., since it was commissioned in August, 1948, until August of this year, has just arrived in the United Kingdom, where he has been appointed on exchange duty with the Royal Navy. A graduate of the Royal Australian Naval College, Commander Rhoades commanded H.M.A.S. "Vendetta" on the Tobruk Ferry Run in the recent war. Subsequently he commanded the destroyer "Quickmatch" from September, 1942, until March, 1944, and was later in command of the frigate "Shoalhaven." Commander Rhoades was awarded the D.S.C. in December, 1941, for good service in the Mediterranean, which included not only the Tobruk runs, but also the evacuation of Greece and Crete among other operations.

#### H.M.A.S. "AUSTRALIA"

From an Australian Merchant Service Master, Captain Brett Hilder, of the S.S. "Moriunda," comes the following appreciation of the recent dash made by "Australia" to Heard Island, the appreciation being in the form of a letter to "The Navy":

"Sir,  
"Congratulations must be ex-

pressed to H.M.A.S. "Australia" for the successful completion of the operation to Heard Island, executed as it was in the most unfavourable season and after attempts by merchant ships had been abandoned as too hazardous. For this same reason the Merchant Service can appreciate all the more the implacability of Captain Oldham, his officers and crew, in the face of the monstrous seas which must, at times, have justified the abandonment of the operation without any dishonour. While having no authority to speak for my fellow Merchant Officers, they cannot but be in agreement with my personal congratulations to Captain Oldham, nor is there a better vehicle (or should it be vessel?) for the conveyance of our compliments than this journal common to the two Nautical Services in Australia. With best wishes to the Navy Magazine.

Yours, etc.,

BRETT HILDER."

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## SEA CADETS SPEND NAVAL WEEKEND

Boys From The North Sydney Company Hold Training Camp  
In H.M.A.S. "Warrego."

By S. C. Lieut. K. Adams.

It was a somewhat expectant and excited group of twelve Sea Cadets that was met by a Petty Officer and proceeded on board the Surveying Sloop H.M.A.S. "Warrego," at 1920 Friday, 25th August, berthed at the fitting out wharf, Garden Island Naval Base, Sydney.

The twelve Sea Cadets, from the North Sydney Sea Cadet Unit, T.S. "Australia," under their Commanding Officer, S. C. Lieutenant K. Adams, were the first Cadets to undergo a trial week-end training camp on board ships in reserve in New South Wales, with a view to introducing them into Naval life and customs.

The Cadets were mustered at the Dockyard Gates and marched to the "Warrego" where, before embarking, they were addressed by the Commanding Officer of H.M.A.S. "Warrego," Commander Tancred, R.A.N., who explained that unfortunately, as the ship was only in reserve, the cadets could not expect to see the same amount of life and activity that would be seen on board a fully commissioned ship. He congratulated the Cadets on their neat appearance, and remarked on their close haircuts.

On embarking, the Cadets drew hammocks, bedding and Mess traps, and were shown to their Mess Deck where they proceeded to sling, for many the first time, hammocks under the watchful eye of "Warrego's" Coxswain.

On completion of slinging hammocks and settling in, it was time for "Rounds," after which the Cadets were "piped down" for the night.

At 0600 Saturday, the Cadets had their first experience of "Lash Up and Stow." Ham-

mocks were lashed up and stowed, and then "Hands to Breakfast" piped. The Cadets provided their own "Cooks Of Mess" for the Galley.

"Out pipes," Hands fall in, and the Cadets washed down and scrubbed decks, this particular item taking some time and energy and requiring an occasional urging from the ship's Petty Officer in charge of Sea Cadets.

On "Out pipes," after a brief "Stand easy" the Cadets were formed into a class and instructed in the intricacies of splicing.

After dinner the Cadets were given instruction in Semaphore by the ship's Yeoman Of Signals, after which they were taken away in the ship's power boat and instructed in the management of power boats.

On returning to the ship, cadets were exercised in Rifle Drill, and by the time tea was "piped," were quite ready, with a good appetite, to enjoy it.

The Cadets were ready and

happy to turn in after a day of routine and exercises and were all asleep some 15 minutes after "Pipe Down."

On Sunday, the Sea Cadets were called at 0630, had breakfast and broomed down the upper Deck ready for Captain's Upper deck rounds, after which they cleaned into the "rig of the day." It was a lucky day for the Cadets that this Sunday happened to be the Monthly Dockyard Church Service, which all Protestants attended. Roman Catholics attended Service at St. Mary's Cathedral. After Dinner, Boat pulling instruction in the whaler and boat management in the power boat, was carried out, and the afternoon soon passed away and it was time for tea; clean up the mess-decks, return hammocks, bedding and mess-traps before disembarkation.

The cadets disembarked at 1710, leaving behind new-found friends and "ship-mates" amongst the "Warrego's" ship's company. Many of the cadets had some small memento of their first week end training camp on board a warship.

It was a very tired, but no less enthusiastic party of Sea Cadets that marched through the Dock-

Continued on page 12

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## Federal Council

CAPTAIN H. L. Howden has informed Federal Council that he has completed arrangements with the Royal Australian Naval Liaison Officer, in London, to place this Association's Laurel Wreath on the Nelson Column: this will be done during the ceremony marking the Anniversary of the Battle of Trafalgar. Members of the Association desire the Council to make similar arrangements for the future and it is hoped that on each Trafalgar Day the Ex-Naval Men's Association of Australia, (with which is affiliated the Ex-Naval Men's Association of Tasmania) will be represented in London.

Federal and State Councils of the Association have submitted a request to the Commonwealth Naval Board, to give consideration to organising an Annual Navy Day in each of the Capital Cities throughout Australia: it is suggested that the Navy Day should be kept up on the Anniversary of Trafalgar.

In response to the invitation for representation on the Recruiting Committee, the Federal Executive have advised the Acting Minister for Defence that the Council has unanimously elected Mr. F. F. Anderson, (Federal President) to be the Association's spokesman. All State and Sub-Section Honorary Secretaries have already been approached for their support, with a request that they obtain the assistance of their members to rally aid to the Recruiting Committee, in its endeavours to step up the influx of new recruits to all armed Services, and in particular the R.A.N.

State Councils have asked the Federal body to take up the question of War Gratuity payments with the Commonwealth Government. An appeal has since been sent to the Prime Minister, requesting that sympathetic consideration be given by the Government to increasing the value of War Gratuities which are due to be paid in 1951. The Association considers some adjustment should be forthcoming in view of the lowered purchasing power of the Australian pound since the close of World War 2. An increase in War Gratuity values would greatly assist our members in buying their own homes.

Recent ballots for State Presidents for term 1950-1951 have resulted in the following being declared elected: New South Wales, Mr. A. Hodgson; South Australia, Mr. P. R. Buring; Western Australia, Mr. N. A. Murphy; Queensland, Mr. M. Arber; Papua, Mr. N. C. Plant; Tasmania, Mr. M. G. Rose. Results of ballots for the Victorian State President and President of A.C.T. Section were not to hand when the October issue of The "Navy" went to press.

Victorian Sub-Sections' Presidents elected were:—Messrs. R. C. Davies (Melbourne), H. R. Lockwood (Essendon), Dr. L. A. Hardy (Footscray), D. Wagstaff (Sandringham), I. Somerfield (Geelong), W. R. Anderson (Heidelberg), and W. Baker (La Trobe Valley). Sub-Section Presidents elected in South Australia were:—Messrs. C. D. Amey (Adelaide), L. Snowswell (Port Adelaide), B. Morton-John (Southern Suburbs) and L. P. Walton (Northern Suburbs).

N.S.W. Sub-Section Presidents elected were:—Messrs. F. W. Holloway (Sydney), W. L. Johnson (Canterbury-Bankstown), L. V. Banks (Parramatta). Results of ballots in St. George and Newcastle Sub-Sections, together with those from Western Australia, are now awaited by Federal Council.

The award of the Diploma of Merit for this year in Canterbury-Bankstown Sub-Section has been made to Mr. Reg. Humphry, State Secretary of N.S.W. Council.

Mr. N. C. Plant (President of Papua Section) who was present at the September meeting of Federal Council, has now returned to New Guinea on the expiry of his leave. Members of the Papua Section intend to hold a Ball in the near future and it is hoped to raise funds for advancement of the Section in the Territory. There is a possibility that Sub-Sections of the Association may be formed in Rabaul and Lae. The Toowoomba Sub-Section in Queensland is gaining new life. Can we expect Rockhampton to do likewise?

G.W.S.

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**The Navy**



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## SEA CADETS SPEND NAVAL WEEK-END.

Continued from page 29

yard Gates at 1715 on the 27th. August, they will long remember their week-end "on board," and they will look forward to their next camp.

The sacrifices made by the Officers and Ship's Company of "Warrego" ensured that the first training camp of the cadets was a success, and the Officers and Cadets from T.S. "Australia" wish to express their appreciation and thanks for these sacrifices and hospitality.

## KOREAN WAR BOOSTS JAPANESE SHIPPING

The Japanese Kyodo news agency reports that the Korean war helped Japanese shipping to a new cargo record in August. With an increase of 50 per cent. more than the monthly average before the war began, the August total lift of cargo in Japanese bottoms was 1,221,000 tons.

## AUST.-INDONESIAN TRADE

Under the terms of the trade pact signed at Jakarta on the 8th. of last month between Australia and Indonesia, it is expected that shipping between the two countries will benefit by increased trade. Australia is expected to export goods worth £3,765,000 to Indonesia, and to receive in return goods worth £4,940,000, during the next twelve months. Australian exports to Indonesia will mainly be wheat, flour, milk products, textiles, metals and machinery, pharmaceutical goods, chemicals, paper and stationery, and live animals. Indonesia's chief exports to Australia will include tea, rubber, coffee, kapok, tobacco, and rattans.

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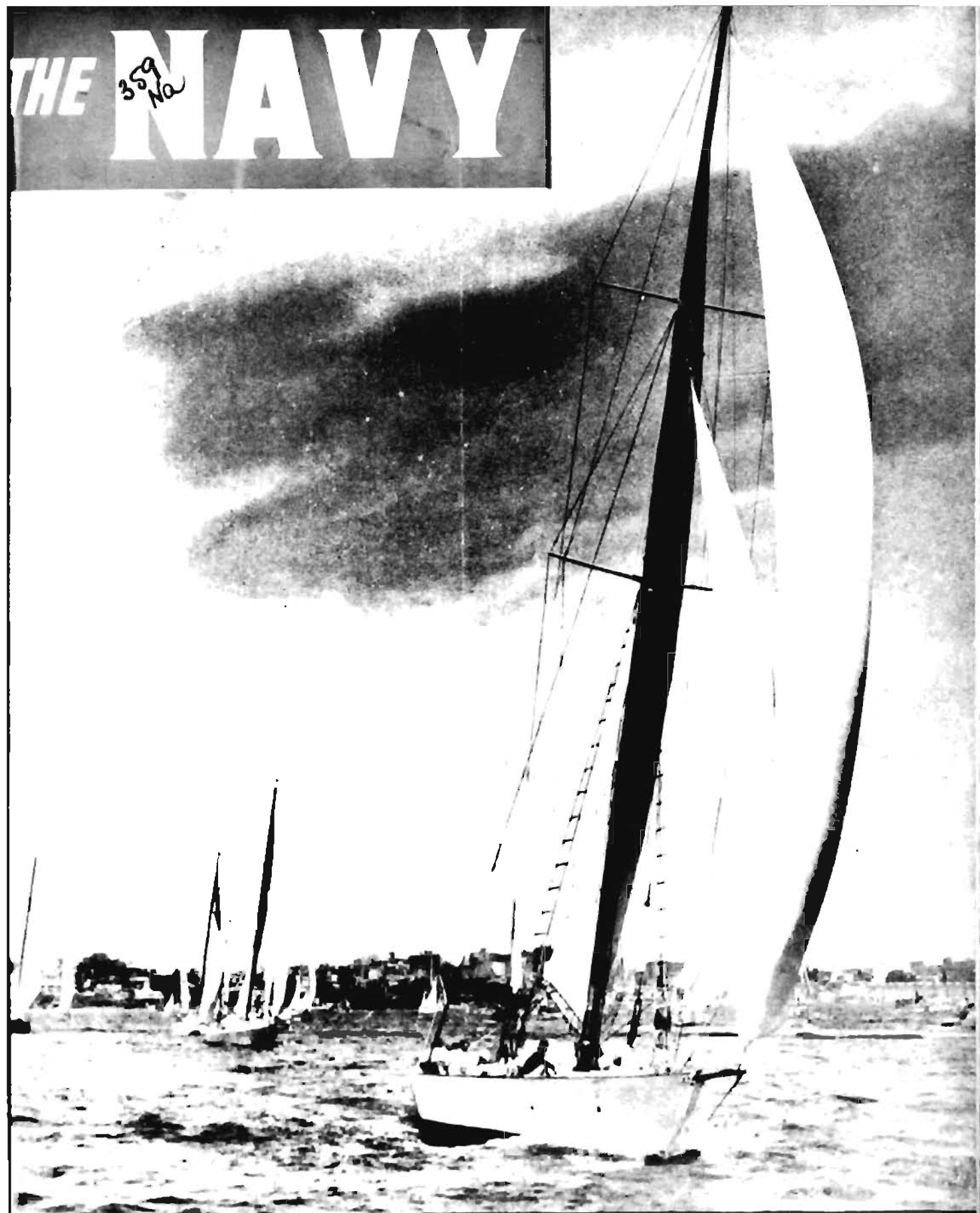
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# THE NAVY

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## AUSTRALIA CALLS All Ex-Servicemen!

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## CONTENTS

Vol. 14.

NOVEMBER, 1950.

No. 11

### EDITORIAL

Tradition

Efficient Co-operation

Page

5

7

### ARTICLES

"Once Upon A Time" . . . A Story for Youth

Naval Defence Co-operation in Action

Southampton's New Ocean Terminal

An Old-Timer's Posses

Refitting Britain's Reserve Fleet

Britain's Centre of Naval Technology

The Men Who Lead Britain's Far Eastern Fleet

8

13

15

18

19

21

26

### OVERSEAS NEWS.

Maritime News of the World

News of the World's Navies

24

27

### NAVAL OCCASIONS

What the Navy Is Doing at Sea and Ashore

22

### ASSOCIATIONS, CLUBS.

The Navy League

Ex-Naval Men's Association of Australia

3

29

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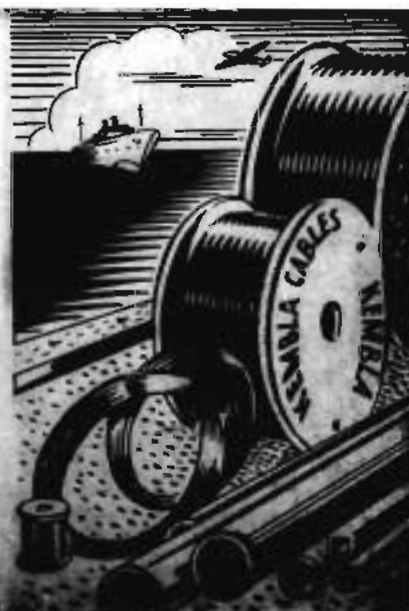
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The Navy



Vol. 14.

November, 1950.

No. 11

## TRADITION

**D**URING October the Commander-in-Chief, Far East Station, Admiral Sir Patrick Brind, K.C.B., C.B.E., sent a signal to the Naval Board in which he commented upon the work done in the Far Eastern Fleet by H.M.A. Ships "Warrawunga" and "Bataan", stating that it was excellent, "as had been expected." A little short of ten years ago, when discussing the Battle of Matapan, the then Commander-in-Chief, Mediterranean, Sir Andrew Cunningham, made a similar remark about the work of H.M.A.S. "Stuart" in that battle, as being of "a standard which I have come to expect of ships in the Royal Australian Navy."

Such comments are very gratifying, not only to the Royal Australian Navy, but to the country as a whole. That they are able to make them must be gratifying, also, to the Commanders-in-Chief: because the Royal Australian Navy is to a considerable extent the offspring of the Royal Navy, and the tradition the young Service has established during two world wars justifies the faith and work of many distinguished British officers who guided and encouraged it during its growing years.

For a lengthy period, when the germ of the

Commonwealth Navy was developing, the idea of such a separate naval force within the Empire was regarded by numerous people, both in Australia and in England, as anything but commendable. There were those in Australia who considered the idea as disloyal to Britain and the British Navy: as an indication of the weakening of the bonds between the two countries. They thought that Australia should continue to rely upon the Royal Navy for protection on the seas; that Australia should, by all means, help financially in the building and upkeep of the Royal Navy, but that she should not aspire to create her own naval forces: which could not hope to be of any value on their own, and which would only be an embarrassment to the Admiralty.

There was opposition to the idea in Britain, where the fear existed that a separate Australian Navy would create difficulties of command. The Admiralty, it was argued, committed to the world-wide defence of the seas, could not regard any area as a self-contained unit, but must have control over all, with the ability to move naval forces when and as required anywhere in the world to meet any situation which might arise. This was a logical and reasonable claim, and one with which the creation of a separate Dominion navy, controlled by the Government of that Dominion, might easily interfere.

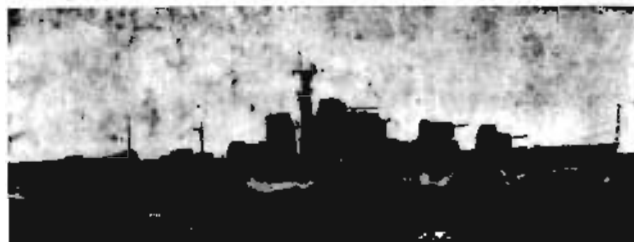
The idea of a separate Australian navy did,

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however, also command considerable support in Britain as well as in Australia. There were many men, both outside and inside the Royal Navy, and also a section of the British press, which recognised Australia's aspirations as natural and commendable. Fortunately, also, the British ability to talk things out and compromise on points at issue came to the assistance of the Australian Navy enthusiasts. It was possible to produce a formula which met the various objections, and the Royal Australian Navy came into existence.

It thereupon received Admiralty support and encouragement, and these it has continued to enjoy ever since. Once accepted, acceptance was unqualified. A separate force, owned and controlled by the Commonwealth Government, it has throughout its existence been so closely integrated with the Royal Navy as to be in effect part of the one force, and this by mutual agreement. The welcome given to ships and men of the R.A.N. when they have, at various times, come under the command of British Flag Officers, has never been half-hearted, either in peace or in war. In return, the R.A.N. has, in such circumstances, borne itself with distinction as a worthy brother of the older Service. And in recognition thereof, praise has never been stinted, as various messages of which Sir Patrick Brind's is the latest—illustrate.

The mutual appreciation and respect, the comradeship between the two navies, has grown with the years and with experience of each other. So far from being a weakening influence in British-Australian relations, the bond between the R.N. and the R.A.N. is one of the closest existing between the two countries. Long may it so remain.

### EFFICIENT COOPERATION

Elsewhere in this issue of "The Navy", reference is made to the high degree of efficient cooperation which has been reached between the navies of the Western Union nations. The need for such cooperation between allies in time of war was one of the lessons learned as a result of the recent world conflict.

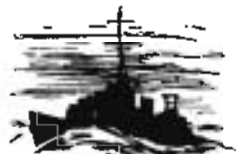
Mr. Churchill makes reference to the crippling disabilities under which the allied navies suffered at times as a result of lack of the machinery of cooperation during that conflict. A prominent example was that of the heterogeneous collection of ships which fought under the command of the Dutch Admiral Doorman in the battle of the Java Sea. When Doorman sailed from Sourabaya on the 26th. February, 1942, to give battle to a much stronger Japanese force, he had two Dutch cruisers, one British cruiser, one American

cruiser, and one Australian cruiser: and nine destroyers, of which three were British, four American, and two Dutch. They had no tactical exercises together, and, in addition, as Mr. Churchill says: "Admiral Doorman also lacked a common code of tactical signals. His orders had to be translated on the 'De Ruyter's' bridge by an American liaison officer before transmission."

It is difficult to imagine odds being more heavily weighted; and not the least of the weight was that imposed on a weaker force by lack of homogeneity. That is a disability which can be overcome only by constant and prolonged exercising together, with the exchange of thoughts and ideas by means of a common code of communications.

It has been said with truth that evil communications corrupt good manners. It can be said likewise that lack of communications has the same effect, with far-reaching consequences. The cooperation in the tactical field—and in the wider field of strategy also—being achieved between the navies of the Western Union nations, is valuable, but it is questionable if that is the greatest value being obtained from the close contact of the various Admiralties and naval forces, and the individuals comprising them.

There is little doubt that the other fellow's point of view on matters beyond immediate naval requirements is being obtained as a result of this cooperation, and to know and understand the other fellow's point of view—even if one cannot agree with it—is to advance a long way on the road of human companionship. The greater understanding of his fellow men that many who served in the armed forces during the war brought with them into post war life is not the least of the benefits coming from an experience which was not wholly evil. Comradeships, based on understanding which would not have been obtainable otherwise than through the mixing of men with different experiences, ideas, and outlooks, which mixing was forced upon them by war, have flowered and will last. It may be that such comradeships will flower, and spread, through the navies and peoples of the Western Union. If so, something will have been achieved through the present cooperation transcending the immediate object for which it was designed.



## "ONCE UPON A TIME" . . A STORY FOR YOUTH

HERE IS A CHANCE TO SAY IN THE YEARS TO COME, "I DID MY BIT TO HELP TO KEEP PEACE AND ORDER IN THE WORLD AND MAKE IT A WORTHWHILE PLACE. ONCE UPON A TIME I WAS IN THE NAVY."

"ONCE upon a time . . ."

Yes! Once upon a time, when we were very much younger, that is how the stories we enjoyed began. It is perhaps a good way to begin this story; although it is not a fairy tale. One of these days, perhaps, you will begin stories with those words, adding to them . . . "I was in the Navy. Yes! Once upon a time I was in the Navy."

Perhaps, when you tell the stories which start in that way, the "once upon a time" will seem a very long while past, although you will still be a young man when you tell them. It is, you know, amazing for how long one remains a young man these days, and what a lot one can do in

those years of youth which are, what? twenty, thirty years?

Once upon a time it was "too old at forty." But today one is not too old at fifty, sixty, or seventy years of age, and in a working lifetime of that length one can do a very great deal, see a very great deal, and have many, and priceless experiences.

One such experience could be that of six years in early working youth in the Navy: six years of learning in the most valuable way, by experience of the world, with training for a trade or profession thrown in. And, with all that experience and training in the bag, you need still be only a youth, twenty-four or so years

of age, with a grand start in life for whatever you intend to follow, whether it be still in the Navy, or in some civilian job on shore.

And, in addition, you will have the satisfaction of knowing that the six years you have spent in the Navy have been spent not only in your own interest, but in the greater interest of Australia, of the United Nations, and of your fellow citizens of a world we all hope to see developing into a better place to live in, with lives of increasing fullness and freedom for the ordinary man. You will have the satisfaction, at that early age of the middle twenties, of being able to say to your self, "Well! I've done my bit, anyway, to help to keep order in the world we live in, and to make it a worthwhile place." And you will be a better and happier man for it.

Unfortunately, we human beings are not yet sufficiently advanced to be able to live amicably with each other without some form of control. You don't have to go beyond your own suburb or town or city to see that. Some folks just have to be kept within the bounds of social behaviour by the forces of law. And it is the same in international relations. If force is not available to keep them in order, there are those in the world who would, for their own ends, have disastrous disorder in no time.

It is a regrettable fact that to provide the forces at present needed to secure and maintain order in the world, to enable peoples to develop their lives happily and peaceably without interference from others, it is necessary to spend enormous sums of

money on the upkeep of navies, armies, and air forces. That money could be put to far better uses. But until we are all of us sufficiently civilised to behave with law and order towards each other, force has to be maintained to keep the aggressive types in check.

The hope of advancing towards that happy state of free cooperation between peoples lies in the world's ability for the time being to secure cooperation by the existence of a force for law and order that will deter any would-be disturbers of the peace. That is why the United Nations—of which Australia is one—are building up such a force, building up their navies, armies, and air forces, to act together for the common good. And it is to the young people of their countries, the young people to whom the future of the world means most in the years that lie ahead of them, that they appeal to join those forces for at any rate a few years of their youth.

One of the areas of the world on which peace and order has to be maintained is the sea area; and if you look at a globe of the earth you will see that the sea area constitutes the major portion. It is roughly three-fifths of the earth's surface. Some nations—notably Australia, which is an island—are particularly dependent upon peace and order on the seas for their security. Those nations maintain navies for their own defence and contribution to the law-protecting forces of United Nations.

In recent years Australia has been strengthening her Navy; and today, so far as material is concerned, it is quite a sizeable force. It consists of a balanced striking spearhead of a carrier task group; anti-submarine forces; mine-sweeping forces; and harbour defence forces. The carrier task group is composed of an aircraft carrier—H.M.A.S. "Sydney"—while a second carrier—H.M.A.S. "Melbourne"—will soon be

added; three cruisers; and destroyers. The anti-submarine forces comprise destroyers, frigates, and corvettes, of which the Royal Australian Navy has a comparatively large number. And there are also a large number of vessels available in reserve for minesweeping and harbour defence duties.

But ships alone are not enough. They need men to man them. That is why the Commonwealth Government is appealing for recruits. That is why there are now great opportunities for young men in the Royal Australian Navy. Let us see what is offering.

Supposing you are a young chap at school, just thinking of leaving and making your start in the outside world. You have no knowledge of any trade or business or profession.

There is, however, an opening for you in the Navy if you can meet certain qualifications. These are, you must be the son of natural born or naturalised British parents and of substantially European descent. You must produce evidence of good character; be medically fit, and satisfy educational standards, which vary slightly according to the branch

of the service you wish to enter. No previous knowledge or experience of a trade, business, or profession is needed. You will be taught your business in the Navy, and will learn much that will be valuable to you in after life, and fit you for a job ashore should you wish to settle down after your service.

If, in the foregoing category, you are over 17½ and under 24 years of age, you can enter the Navy to become a Seaman, or a member of the Electrical Branch, a stoker-Mechanic, a Signaller, a Telegraphist, a Writer, a Stores Assistant, a Sick Berth Attendant, a Dental Assistant, a Cook, or a Steward. If you have some previous knowledge of music, and ability with a wind instrument, you could enter to be a Musician or Musician-Bugler.

Also without previous knowledge, and if you are between the ages of 17½ years and eight months and 22 years and eight months, you could enter the Naval Aviation Branch as a Naval Airman (Aircrew) for training as Pilot or Observer.

If, on the other hand, you are already a tradesman, up to 23 years of age—in special cases 25 years—you can enter the Navy to



Ratings on the "plot" in a frigate of the R.A.N. The plot records the positions of all ships taking part in any particular operation or action, and then presents the tactical situation to the Commanding Officer.



An anti-submarine frigate of the R.A.N. drops depth charges.

be a Shipwright, Joiner, Engine Room Artificer (Fitter and Turner, Boilermaker, Copper-smith or Engine-smith), Electrical Artificer (Fitter and Turner, Instrument maker or Electrical Fitter), Ordnance Artificer (Fitter and Turner), Painter, Plumber, or Blacksmith. If you are over 18½ years of age and under 23 years, you can enter to be an Aircraft Artificer (Fitter, Coppersmith, or Sheet Metal Worker).

If you wish to enter a "Trade" Branch, you have to pass a Trade Test before entry, and requirements generally stipulate that you have completed five years' apprenticeship, though this does not apply in every case.

There are, you see, openings in a wide variety of activities, on deck, in the engine and boiler rooms, in the stores and galleys, in clerical work, even in the air.

That's all right, you might say, but for how long do I have to commit myself? It may be that I won't want to make the Navy my life's job; and I wouldn't want to be too old if I feel like making a fresh start in some shore job.

You can sign on for as short a period as six years, from the age of 18 or from the date of your entry if that was after your 18th birthday. So even if you entered at the upper age limit of 24 years you would be only 30 years of age if you left the Navy after six years' service—plenty young enough to make a fresh start, but with six years' valuable experience behind you.

You could, if you wished, sign on for an initial period of 12 years instead of six; or, having completed your six years, you could then sign on again for another six. And after having completed 12 years, you could, if you decided to remain in the Navy, re-engage for two further periods of five years each, and then in periods of two years each until the age of 50 years—subject, of course, to medical fitness and recommendation.

So you can, you see, make the Navy your career, and that is what the Navy would like you to do. But that is a matter for your own decision. Conditions are so good in the service now that, ten to one you would wish

to remain in the Navy even though you only signed on for six years in the first place.

What are the conditions? Pay is, quite naturally, a matter of first importance to you. Navy pay is good. It is calculated at daily rates on the basis of seven days a week; and in considering the pay you must bear in mind that, in addition, you receive Food—of excellent quality, wide variety, and full and plenty—Quarters, and free Medical and Dental attention throughout your service. When you take all that into account, you will see that the rates of pay are such as will more than stand comparison with rates payable for similar work ashore.

And the opportunities for saving are better than elsewhere.

Just to give you an idea, here are some of the weekly rates of pay in the Royal Australian Navy, current from the 7th. of last month. Just the lowest and the highest in each branch are shown here.

In the General Service Branch, if you are a recruit under 21 years of age, you would get £4/0/6 a week if single, £6/14/9 a week if married. That's at the low end of the list. Within a few months your pay would be up to around £6 a week if single, and £9 if married; while you could rise to Chief Petty Officer with £9 a week if single, and £11/10/0 a week if married.

In the Naval Aviation Branch a Recruit Naval Airman (Aircrew), under 21 years of age, gets the same as in the General Service Branch, single and married; but rises up to, in round figures, £10 a week if single, £13 a week if married, as Pilot or Observer, 1st. Class.

In the Trade Branches, a Recruit and Artisan 5th Class gets £5/19/0 a week if single, and £8/13/3 a week if married, and can rise to over £9 a week if single and to £12 a week if married, as a Chief Artificer. Add on to the foregoing amounts—and remember that there are,

of course, various grades in between the lowest and highest here shown—the value of your food and accommodation and dental and medical care, and you'll see this pay is pretty good.

Then you get retirement benefits also, so that you could easily go out of the Service even if after only six years with a nice little sum. Part of it would be your own savings, which you would have contributed to the Defence Forces' Retirement Benefits Fund, and which would be refunded to you on your completion of service; but in addition, if you agreed if requested to enrol in the Royal Australian Fleet Reserve for a period of five years without obligation to drill, you would also be paid a gratuity of £120 if you had completed a six-year engagement, or £360 if you had completed 12 years.

If you decided to make the Navy your career, and completed at least 22 years continuous service, you would become eligible for a pension for life on completing your period. The pensions range from £95 a year to £215 a year, according to length of service and substantive rating held on discharge.

There are, in addition, various payments you may receive in lieu of furlough. But you can see, without further detail, that pay and benefits are considerable.

Opportunities for advancement are also good; and it is possible to progress from Recruit to Chief Petty Officer from the lowest to the highest pay rates, and parallel retirement benefits—within 16 years. And beyond that, Petty Officers and Chief Petty Officers have the opportunity to advance to Warrant Rank and then to Commissioned Rank, and it is also possible for younger men, Able Seamen and Leading Seamen, to advance direct to Commissioned Rank.

Uniform is, of course, issued free—a complete kit—on your entering the Navy; and thereafter an allowance of 1/3d. a day is

paid to you to provide for upkeep and replacements.

Leave is on a generous scale. Up to 42 days a year is given to men serving in sea-going ships or in remote establishments ashore; while those in other shore establishments get 28 days leave annually. Normally this leave is divided into two periods, one about mid-year, and the other around Christmas and the New Year. In addition to the long Recreational Leave, short leave is granted, as much as possible consistent with the needs of the service.

There are plenty of openings for sport, including cricket, football, boxing, athletics, swimming, fishing, golf and tennis. R.A.N. teams have held their own with distinction in football and cricket against high-grade shore teams.

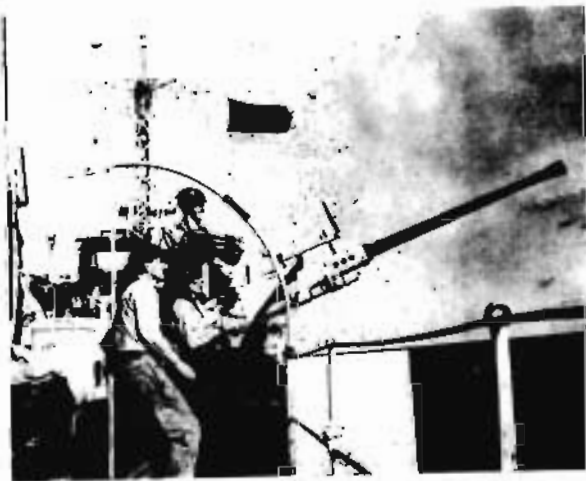
And something which is denied to the vast majority of shore-dwellers—you will have excellent opportunities for travel, and for seeing the world. Even in ordinary times the Navy roams far and wide. There are the normal cruises, taken to maintain operational efficiency, which are within the bounds of the Australia Station, but which include within those bounds—in addition to the continent of Australia—some of the islands of the East Indies,

New Guinea, the Solomon Islands and New Caledonia; and exercises in conjunction with the Far Eastern Fleet of the Royal Navy, or the ships of the New Zealand Navy, in Malayan or New Zealand waters.

Even within the confines of the Home Station, you see, there is considerable travel, and plenty of new scenes and peoples to see. But there are opportunities for going further afield. Ships of the R.A.N. proceed on exchange service with ships of the Royal Navy, joining either the Atlantic or Mediterranean Fleets. Then, as you know, since the war H.M.A. Ships have been regularly in Japanese waters; and in recent months have been taking part in the operations in Korea; while H.M.A.S. "Sydney" has been for some months in England, and other members of the R.A.N. have been down to the far south, to Heard Island, in H.M.A.S. "Australia," and H.M.A.S. "Labuan."

Your chances of travel in the Royal Australian Navy are, therefore, very good; and, as a member of that Navy, with the prestige attaching to the White Ensign, you would be highly regarded and welcomed wherever you went.


Continued on page 20



A before crew on an Australian destroyer prepares to defend the ship against attack.



Training in the R.A.N. is realistic. Here an assault party makes a landing from a landing craft—at Flinders Naval Depot.



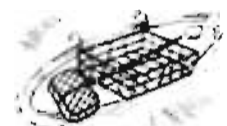
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British and French sailors cement friendships made during joint manoeuvres of the Western Union Nations.

**Naval Defence Cooperation in Action**

Among The North Atlantic Treaty Powers, International Naval Cooperation Is On A Scale Never Before Known In Times of Peace

By Lt.-Commr. TREVOR BLORE, R.N.V.R.

AN officer in the French Admiralty picks up a telephone and speaks to a Commander of Britain's Royal Navy in London: "Next Monday we have a cruiser sailing from Brest to Toulon. If any British ships are anywhere along the route, we might arrange a joint exercise. What about it?" Everything is laid on quite informally. Or a Dutch naval officer may casually telephone Britain's Admiralty and say: "We've got a newly-commissioned destroyer working up. How about sending her to join one of your flotillas for experience?"

Those are just two illustrations of the spirit today inspiring the navies of the North Atlantic Treaty nations. From the naval Chiefs of Staff, down through the naval representatives on the Standing Group in Washington and the Regional Planning

Groups in Paris, London and Washington, to the men in the ships all are fast learning to think together.

Such understanding, to be fostered and developed by the new North Atlantic Council of Deputy Ministers in London, manifests itself through a variety of channels, but above all, through joint exercises which develop not only common tactical concepts, but provide that essential human contact between the officers and ratings of the respective fleets.

In the Atlantic, the Caribbean, the Mediterranean and the Pacific, close collaboration has been maintained by the United Kingdom and United States navies since World War II, and, equally important, has been the practical development of understanding between the navies of Britain, France, Holland and Belgium under Western Union.

This was expressed by Britain's First Sea Lord, Admiral of the Fleet Lord Fraser, when he returned earlier this year from visits to Norway, Denmark and Holland. Referring to the North Atlantic Treaty he said: "We have done a great deal of planning although we have only been in action eight months. We should all be very grateful to the Western Union countries which two years ago established the basis on which we are designing the North Atlantic plan."

"Exercise Verity" might well be described as setting the pattern for the development of seaward defence under the Treaty. It was last summer that a veritable armada from the navies of Britain, France, Holland and Belgium took part in this exercise, and, with the co-operation of Britain's Royal Air Force, practised all the evolutions of war from bombardment and convoy protecting to minesweeping and motor torpedo-boat attack. Belgian, United Kingdom, French and Dutch ships were closely intermingled, with Admirals of the various nations giving orders to all in various phases of the exercise.

A Commander who initiated the planning of "Verity" and saw it through to successful conclusion pointed the moral. "From the very outset of the planning there was perfect understanding and collaboration," he said. "At no point was there even a hint of friction over precedence or seniority. 'Verity' gave a small example of how dignified surrenders of sovereignty can be made by all for the benefit of all—an example which might serve for other fields of collaboration."

This "get-together" of the Western Union navies was repeated this year, though on a smaller scale, in "Exercise Activity," in which aircraft carriers, cruisers, destroyers, escort vessels, submarines and aircraft, both



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naval and R.A.F. participated. While "Verity" was under the overall command of a United Kingdom Admiral, "Activity" was commanded by a Dutch Admiral and the plans were formulated by the Staff of the Royal Netherlands Navy in co-operation with British and French naval and air force officers.

"Exercise Activity" was only one aspect of the naval programme carried out this year. Coastal forces of Britain's Royal Navy visited Norway, Denmark, and Holland. A French destroyer and submarine took part in advanced anti-submarine exercises with the Royal Navy's Third Training Flotilla off the Scottish coast. British, French and Dutch ships participated in minelaying and minesweeping exercises off Brest directed by a French Flag Officer, and units of Britain's Home Fleet visited Scandinavian ports. Even this is only part of the programme leading towards

closer understanding, for the picture of North Atlantic sea-air defence is not only confined to western waters. In recent months for example, there have been joint naval exercises in the Caribbean area in which United States, United Kingdom, Canadian and Dutch warships have participated to mutual advantage.

Another fortuitous link in this great defence partnership at sea has been the part Britain has been privileged to play in helping her friends in Europe to restore their shattered fleets. France, for instance, was lent the light fleet carrier, "Colossus," as long ago as 1946, and she also bought six frigates from Britain and many smaller craft. Holland bought a light fleet carrier, the "Venerable," from Britain in 1948, and has in her Navy today many other smaller ships of United Kingdom origin. Belgium recently negotiated the purchase of six Algerine class minesweepers from Britain. Denmark in 1946 chartered three submarines and also bought two frigates and a corvette, while many of Norway's warships are of United Kingdom construction. All of which goes to promote better technical understanding between the men who sail and fight these ships.

There is still, however, a long way to go, and much has still to be done before the naval integration envisaged in the North Atlantic Treaty is achieved. The development so far is well summarised by Britain's Admiralty, in announcing the summer programme of naval visits and exercises, when it stated: "International naval collaboration on the scale visualised has never before been known in times of peace; it demonstrates the growing military effectiveness of Western Union and provides experience of an order which would normally be out of the reach of almost all the participating nations."



## Southampton's New Ocean Terminal

Designed Primarily To Handle Passengers And Baggage From The Giant Atlantic Liners. It Is The Finest Dockside Reception Station In The World.

**T**ODAY, Southampton is the premier passenger port of Great Britain. During the half century, passenger traffic at the port has more than doubled, from 213,000 in 1900, to 578,000 in 1949. The size of ships using the port has increased in far greater proportion. In 1900 the largest vessels berthing at Southampton were of 12,000 tons gross. Today they are far larger, up to the 83,673 tons of the Cunard White Star "Queen Elizabeth."

Until this year, passenger handling facilities had not kept pace with these increases; and the main passenger terminal was the station at Ocean Dock, which was built in 1911. This station was damaged by bombing during the war, and its replacement results in Southampton now possessing, in the Ocean Terminal which was opened by the British Prime Minister on the 31st. of July last, the finest dockside reception station in the world, and one which sets a new standard in design and planning in the architecture of transport.

Begun in 1947, the new Terminal measures 1,272 feet 6 inches in length by 121 feet in width externally. When designing it, it was realised that the old type single storey transit sheds, where passengers, cargo, and baggage were all handled on the same floor, was inadequate; and the new building, spacious in design and logical in arrangement, is on three levels, the ground floor being devoted to incoming transport by rail and road, the first floor to offices, Customs examination halls and facilities for passengers, and the third floor to sightseeing space for casual visitors.

Elevators and escalators link the floors, and illuminated directional signs facilitate the quick movement of passengers.

The extreme south end of the building is designed in the form of a modified tower, which is more elaborate in treatment than the rest of the Terminal; it is used as an observation post from

two platforms, and, in addition, houses Customs and waterguard offices, and accommodation for bonded baggage.

On the ground floor of the Terminal, an island platform operates two full-length boat trains at one time, access to this platform being by 16 elevators and two escalators from the first floor. With the exception of portions of the north and south ends, the remainder of the ground floor serves as a car park and cargo working area, with the usual offices and Customs cages. Island platforms at the north and south ends serve passengers arriving or departing by road vehicles.

On the first floor are two sets of waiting halls, centrally situated and giving access to two Customs examination halls, one to the north for first and tourist class passengers, and one to the south for cabin class passengers. These waiting halls are luxuriously equipped, and have offices for tourist agencies, currency exchange, post office, and kiosks for the sale of newspapers and cigarettes. This first floor is linked with the liner's decks by electrically operated telescopic gangways, which are mounted on the baggage landing platforms.

These gangways, made of an aluminium alloy, supersede the old type of gangway which needs a crane to lift it into position. Each supplied with two walkways, one for ingoing and one for outgoing traffic, each gangway is controlled from a central turret on which it slews and luffs; they are handled with extreme delicacy of control, and it is possible to obtain adjustment of as little as an inch or so at the outward baggage platform.

On the third floor level, a sightseers' gallery runs the length of the buildings. It is reached by a bridge from the Cunard White Star road on the far side of the

Continued on page 30





# TRAFALGAR DAY DEMONSTRATION AT CAPTAIN COOK DOCK.

TOP—Water pours off the hull of the submarine H.M.S. "Tactician" as she surfaces after a practice dive in the Dock. Other features of the display included fire-fighting exhibition.

LEFT—Captain of the H.M.S. "Tactician" checking the hydroplane dials with Lead Mechanic B. Turner before the submarine made a practice dive.

RIGHT—H.M.S. "Tactician" lies up in Captain Cook Dock before making practice dives in the dock. The submarine made exhibition dives in the dock during Trafalgar Day celebrations.

—Photos: Courtesy Sydney Morning Herald





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S.S. "Quorna" in 1922.

## AN OLD-TIMER PASSES

S.S. "Quorna"

Thirty-eight years ago, in 1912, a sturdy little ship of 606 tons was built in England, and named "Warrenier." Not long afterwards the Adelaide Steamship Company bought her for the West Coast Trade, re-naming her "Quorna," and later still she was transferred to the Spencer Gulf run.

With a few passengers and a greatly varied cargo, this stout little "Lady of the Port River" sailed from Port Adelaide to Spencer Gulf Ports each week for many years. Shortly before the war, a "miniature luxury liner" was being built to replace "Quorna," but as war intervened, it was not until 1947 that the new ship "Morilla" was ready, after a valiant war record, to take over.

It was a proud day for the "Morilla" when she first sailed for the little outports, but for the then 34-year-old coal-burner "Quorna," it was a sad one.

Now she lies, undisturbed in the mud of the Port River, dirty and uncared for, her old-fash-

ioned open bridge neglected, her engines quiet. But surely she misses the cheerful sounds of her crew who manned her for so many years.

Certainly there have been ships far more handsome, ships able to carry more cargo in a shorter time, and ships with more comforts, but I know many who love ships and the sea, who mourn the grand little steamship "Quorna," quiet and still, in the Port River.

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## REFITTING BRITAIN'S RESERVE FLEET

A Strong Navy Is A Major Part Of Britain's Rearmament Planning

By A. J. McWHINNIE,  
Naval Correspondent of the London "Daily Herald"

NO fewer than 162 warships are being either refitted, converted, built, or about to be built, as part of Britain's defence rearmament programme. In the Budget for the year ending March, 1951, the United Kingdom Government proposed spending £781 millions on defence and the Navy's share of this was to be £195 millions. In July, following the events in Korea, an additional £100 millions were marked out for defence expenditure but then less than a month later the Government announced a new defence programme with an upper cost limit of £1,400 millions over the next three years.

Britain's Royal Navy, already carrying out many traditional and readily accepted duties in several oceans of the world is, therefore, soon to receive valuable reinforcements. Now being built are two fleet aircraft carriers, seven light fleet carriers, three cruisers and eight destroyers. New construction and conversion also includes four anti-submarine frigates, 25 minesweepers and two motor torpedo boats.

In addition, there is great activity among the ships of the Reserve Fleet, of which 111 are being refitted and brought up-to-date ready for any demands. Of these warships 22 are being refitted in Royal Navy dockyards, and private shipyards have been stirred to a greater tempo of activity by contracts to refit 89 of the vessels. Analysis of individual ships scheduled for refitting replacing worn parts and equipping with the latest devices for detection, protection and attack shows that primary importance is being shared by anti-submarine and minesweeping vessels. This means that Britain's naval experts see that the two outstanding features of any future sea

conflict could be provided through submarines and mines. Big-ship battles are unlikely: most naval experts feel that these belong to history.

Naval chiefs of the Atlantic pact nations make no secret of their realisation that of all the big sea powers Britain has the greatest experience of sea-mine and counter-mine warfare. They recall that throughout World War II, Britain never failed to find an antidote to every new mine German scientific genius could devise. It is this factor which suggests that Britain's naval experts may well find themselves at the head of mining and counter-mining operations in the Atlantic pact naval line-up. That gives importance to the fact that minesweeping plays such a major part in Britain's defensive preparations, that of the 89 Reserve Fleet ships for refit in private shipyards, no fewer than 55 are minesweeping vessels. They range from Fleet minesweepers of more than 1,000 tons, down to motor minesweepers and minesweeping motor launches.

In May this year, Viscount Hall, First Lord of the Admiralty, said that a special experimental flotilla of 10 minesweepers were being commissioned "to investigate the sweeping of mines which

did not respond to orthodox methods." It may be predicted that soon there may be indications of minesweepers of an entirely new design being ordered. Their numbers may well total dozens.

British admirals have, also, never under-estimated the possibility that there could be a submarine menace far surpassing the strength of Hitler's underwater raiders in World War II. Anti-submarine training was not stopped when the last conflict ended. New scientific devices with which the refitted British ships are being equipped are believed to have more than kept pace with new developments in submarine warfare.

Meanwhile, the refitting programme is marked "urgent" by the Admiralty. Speed is the essence of the contract. Britain's "mothball fleet" is being brought up to date with the latest equipment, to meet any emergency which her duty among the nations should demand. However, news of what is happening to the "mothball fleet" should not obscure the fact that operational warships of the Royal Navy are active in many oceans. They have been taking leading parts in several exercises with ships of

Continued on page 31



Destroyers of Britain's reserve fleet at Portsmouth.

November, 1950.

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## Britain's Centre of Naval Technology

The Engineers For The Royal And Dominion Navies Are Trained At H.M.S. "Thunderer" On A Picturesque Estate At Manadon In Devonshire.

By D. Aiba Smith

THE surroundings which inherit the picturesque and traditional aspects of English life, Britain is remoulding H.M.S. "Thunderer", as her Royal Naval Engineering College is called, to make it a completely modern centre of technology for the Naval engineers of the Commonwealth and other parts of the world. Because there was no room for the expansion of the old college at Keyham, in Devonshire, Britain's Admiralty, before World War II, bought an estate at Manadon, a few miles from Sir Francis Drake's Plymouth. On it an old-world house rested among the beech-trees opposite a sand-stone pillared barn that was there when William, the Norman, conquered England 900 years ago. To-day, young Naval officers from Canada, Australia, New Zealand, India, Pakistan, Burma and Egypt, in addition to those from the United Kingdom, park their cars beneath the barn roof while they study the principles of engineering in nearby class-rooms and hangars.

Under the impetus of war, the site at Manadon was developed rapidly and at a cost of more than £1,000,000, but the old building at Keyham was retained for instruction in the purely marine aspects of engineering, while the basic work in moulding, founding, boiler making and fitting was done in Devonport Dockyard.

Now, two large permanent brick-built blocks, together costing £500,000, are rising at Manadon, so that, eventually, all aspects of training can be concentrated in the same place, with resultant efficiency and economy. Eventually, too, the war-time prefabricated houses on the estate in which students are now living will give place to fine residential blocks, and when the entire

scheme is completed, in between seven and ten years time, Keyham, which has been the home of Naval engineering since 1880, will pass to other uses.

This term there are 244 midshipmen, sub-lieutenants and lieutenants under instruction at the College. There are eight from Australia, twelve from Canada, three from New Zealand, nine from India, five from Pakistan, ten from Egypt, and three from Burma. Although the Royal Canadian Navy trains its own executive officers, it relies on England to train its Naval engineers. There is a good reason for this because the Royal Naval Engineering College has produced between 10,000 and 12,000 officers in a tradition which combines scientific knowledge with leadership and the ability to improvise in the difficult circumstances which arise at times of trouble at sea.

The young officers rise early from morning "divisions" and their day is a busy one, but it is not all listening and watching. Whereas, formerly they were instructed in classes on school lines, to-day the method is that of the University.

They have lectures and demonstrations, but each student has his tutor, who supervises his private study. Instead of canalising his mind into the detail of traditional marine engineering, he is taught the basic facts and techniques underlying all engineering during his first two years at the College. He then goes to sea for a year and returns to specialise in marine, aeronautical or ordnance engineering. His total of three years at Manadon is equivalent to a University course and may include much of the detail of jet engines, guided missiles and other of the

weapons that have added to the complexity of wartime studies.

The defensive fighting of warships, including pumping and flooding to maintain stability, is, to a large extent, the responsibility of the engineer officer, and training in this can be done realistically in a room containing complex electrical and hydraulic panels which simulate damage to various ship services. By moving controls, the student's reaction to damage and the measures he has taken to offset it are shown to the instructor.

But in spite of the great range of subjects which his mind is expected to absorb, there is time for plenty of open-air exercise. United Kingdom and overseas officers fuse into a keen Rugby football team, and there are many opportunities for ocean racing and dinghy sailing. Engineer officers regard the sail as a perfectly good method of propelling a craft through the water, and their prowess has been recognised by Britain's Royal Naval Sailing Association, which competes in world sailing events. The engineer officer also learns to fly from nearby Plymouth Airport in the College's own aircraft. This is considered both as a sport and a technical acquirement, for more and more the Naval engineer is concerned with aircraft as a naval weapon.

For a long while the Naval engineer has maintained the complex gun mountings and associated machinery of ordnance. Looking into the future he will be devoting more time to launching rockets and other missiles from the decks of ships and their aircraft. At Manadon his mind is made sufficiently flexible to adapt himself to these developing techniques. These hard-thinking and hard-playing young officers are determined not to become slaves to any routine, and there is little danger of their preparing for future responsibilities with methods that are obsolete and limited by the horizon of past wars.

# WHAT THE NAVY IS DOING

NAVAL appointments since publication of last month's issue of "The Navy" include a change in that of the Deputy Chief of the Naval Staff at Navy Office, and the appointment of the Commanding Officer of H.M.A.S. Anzac, which is now completing at Williams-town Naval Dockyard. Captain A. W. R. McNicoll, G.M., R.A.N., has been appointed Deputy Chief of the Naval Staff, in succession to Captain G. G. O. Gatacre, D.S.C., R.A.N., who is going to the United Kingdom. Commander John Plunkett-Cole, R.A.N., has been appointed in command of H.M.A.S. Anzac, which is the second of the Battle Class destroyers being built for the Navy.

In opening the recruiting campaign last month, the Prime Minister fired the first shot in a series of three broadcasts when he spoke of the Navy's needs, following in subsequent broadcasts of the series with his appeals for the Navy and Air Force. In his broadcast speech, the Prime Minister emphasised the great danger which would threaten Australia from submarine warfare in any future conflict should such materialise.

During the period since our last issue the Naval Board has received a signal from the Commander-in-Chief, Far East Station, Admiral Sir Patrick Brind, K.C.B., C.B.E., commenting on the excellent work done by H.M.A. Ships Warramunga and Bataan in the Korean operations, "as was expected of them."

## FLEET DISPOSITIONS

### The Aircraft Carrier:

H.M.A.S. Sydney (Captain D. H. Harries, R.A.N.) was in Belfast last month embarking aircraft for her voyage to Australia. It is anticipated that she will arrive in Sydney about the first of next month, 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, has been on a training cruise round the Australian coast. She reached Melbourne on the 31st October, and remains there until the 12th of this month, when she returns to Sydney. She will be available for leave and urgent defects from the 22nd of this month until the 12th January next year.

### 10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Commander O. H. Becher, D.S.C., R.A.N.) has been operating in Korean waters with the British force under the command of Rear-Admiral Andrewes under the overall command of the United States authorities. Among her war activities last month, she carried supplies of rice from the Korean mainland for the relief of South Koreans marooned by the war on islands off the coast.

H.M.A.S. Bataan (Commander W. B. M. Marks, R.A.N.) has been operating in Korean waters with the British force under the command of Rear-Admiral Andrewes, under the overall command of Vice-Admiral C. T. Joy, U.S.N., Commander of the United Nations Naval Forces in the Far East.

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, where she arrived on 22nd September after having been for some weeks operating with the British force under Rear-Admiral Andrewes in the Korean war. Shoalhaven is at availability for leave and refit.

H.M.A.S. Cullgoa (Lieutenant-Commander V. G. Jerram, R.A.N.) spent last month on a cruise in the New Guinea area. She was at Rabaul on the 2nd, Manus on the 5th, Madang on the 8th, Dräger Harbour on the 11th, Samarai on the 14th, Port Moresby on the 17th, Vila on the 20th. She is due at Noumea on the 3rd of this month, and should reach Sydney on the 10th. On her return to Sydney she will come under the operational control 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. She will be available for repair of urgent defects from the 15th January, 1951, for a period of 45 days.

H.M.A.S. Condamine (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.

### H.M. Submarines:

H.M.S. Telemachus (Lieutenant 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

## .... at Sea and Ashore

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 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. Loburn (Lieutenant-Commander Ian Cartwright, R.A.N.) is operating under the operational control of the Naval Board. She was in New Guinea waters throughout last month, and arrived in Melbourne last month. She will be available for leave and refit for a period of 50 days from about the 27th November.

### 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.

### 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

H.M.S. Belfast, the first ship to return to the United Kingdom from the Far East since operations started in Korea, arrived at Sheerness on the 6th of last month. She is re-commissioning, and is expected to sail early this month on her return to the Pacific.

Three light fleet carriers of the Royal Navy arrived at Singapore from the United Kingdom during September. They are H.M.S. Warrior, engaged in ferrying personnel and equipment from the United Kingdom to the Far East, and H.M.S. Ocean, similarly engaged, while H.M.S. Theseus ar-

rived there to relieve H.M.S. Triumph, which has been engaged in operations since the start of the Korean war.

In a review of the activities of the British Commonwealth's naval forces in the Korean war, "The Admiralty News Summary" says: "Since the last summary of operations was issued on August 25th., H.M.S. Triumph has operated her aircraft of No. 13 Carrier Air Group almost daily in support of military forces ashore, in normal sea patrols, and in attacks on objectives including coastal shipping, harbour installations, rolling stock, and other military targets. Her pilots have carried out several hundred sorties."

The "News Summary" continues: "Bombardments of shore installations have been carried out by several ships, including H.M. Ships Jamaica, Charity, Consort, and H.M.C.S. Sioux. H.M.C.S. Athabaskan supported Naval Forces of the Republic of Korea in inshore operations and provided landing parties for raids. H.M.S. Comus has also directly engaged the enemy and was bombed by two hostile fighters, sustaining damage which reduced her speed. She suffered casualties—one man killed and others injured. Casualties were also suffered by H.M.S. Jamaica, one seriously wounded and two minor injuries, when she was attacked by two enemy aircraft, one of which she shot down.

"In the combined assault on Inchon, British Commonwealth Forces played an important part, carrying out air and sea bombardments and covering the flanks of the attacking forces. The ships engaged in this operation included H.M. aircraft carrier Triumph, H.M. cruisers Kenya and Jamaica, and several destroyers. A volunteer force of Royal Marine Commandos took part in the landing.

## GENERAL Trafalgar Day

The Royal Australian Navy celebrated Trafalgar Day in Melbourne with a performance of the ceremonial "Death of Nelson and Victory at Trafalgar," in front of Parliament House. It had originally been intended that a march past of more than 700 officers and men from Flinders Naval Depot would take place in the City of Melbourne, as part of the Trafalgar Day ceremonial, but the train strike made it impossible to transport that number from the Depot to town, and finally only 200 or so came up by road. The ceremony was held in dull, rainy weather, but nevertheless, a crowd of some 3,000 watched.

## Mercy Mission

The starving plight of a number of South Koreans marooned by the war on small islands off the coast, was discovered recently by the Canadian destroyer, H.M.C.S. "Cayuga," which landed some foodstuffs, and signalled to base for further supplies. On receipt of the signal, "Warramunga" was ordered to take two tons of rice on board and proceed to the islands forthwith, which task she duly carried out.

## Naval Lectures

During last month, officers of the Royal Australian Navy visited the Melbourne High School, and grammar schools and colleges in the metropolitan area, and addressed the boys on the significance of Trafalgar Day.

Captain G. G. O. Gatacre, D.S.C., R.A.N., who has been succeeded as D.C.N.S. by Captain McNicoll, sails for England next month in the "Scrathaird." He is to undergo the Imperial Defence College course.



# WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

## MEATLESS DAYS

During August and September, British shipping companies owning vessels trading between Britain and South America dropped £500,000 sterling, mainly because of the cessation of Argentine meat exports to Britain. Ships specially equipped for the frozen and chilled meat trade continue to sail with empty refrigerated holds.

## "IRON DERBY"

One of the largest cargo vessels ever built in Australia, the "Iron Derby"—20th ship to be completed since the Broken Hill Proprietary began building ships at Whyalla in 1940—was launched at that port in September. She shares her distinction as regards size with her sisters "Iron Yampi" and "Iron Kimberley," both of which have been for some time in commission. An indication of the carrying capacity of these ships is given in the fact that in her first six months of service, "Iron Yampi", in 17 trips, carried 185,000 tons of iron ore from Whyalla to Newcastle.

## FOR AUSTRALIAN RUN

It was announced in New York during September that the Panamanian passenger liner "Brasil", 8,130 tons, had been withdrawn from her regular New York-Mediterranean run to take displaced persons from Germany to Australia.

## SURVEY AT SANTA BARBARA

In Santa Barbara harbour, described as "one of the most consistently calm shorelines of the entire Californian coast," it is estimated that an average of 800 cubic yards of sand are being deposited each day, necessitating periodic dredging operations costing the city, county, and U.S. federal governments 60,000 dollars a year. Since the harbour's breakwater was completed in 1928, millions of dollars in valuable beach have been washed seaward. As the first step towards discovering the causes of the heavy shore movements and consequent harbour filling, a survey is now in progress.

## WIND AND WAVE

While the average amount of daily sand deposits in Santa Barbara has been known, the effect of climatic and wave conditions on the volume of this movement has never been determined. A survey crew has installed a wind recorder and wave recorder, from the recordings of which graphs and charts will be prepared. The speedomax wave recorder records the height and interval of waves by means of a cable extending 100 yards into the ocean outside the breakwater. Electrical impulses from this cable are charted on a graph, thus establishing the wave pattern at any hour

of the day. The wave chart is correlated with the wind measurement, and the surveyors thus have a means of establishing the effects of these conditions on the harbour floor.

## LANDLOCKED SHIPS

The severe landslide which occurred in Sweden during September resulted in 50 ships being locked up in Lake Vänern. The landslide, besides killing a number of people and wrecking the village of Surte, blocked the Goeta River, which links Sweden's inland wastes with the North Sea. All last month dredgers were scooping out a navigable channel in the shallow Norrre River in an effort to free the ships, since it was estimated that the Goeta River could not be cleared for at least two months.

## "BINBURRA'S" TRIALS

Built in Brisbane for the Australian Shipping Board, the 6,000-ton freighter "Binburra," which was laid down in January, 1948, successfully carried out her final sea trials during September.

## BRITAIN'S MAIN INVISIBLE EXPORT

Exceeding £70 millions a year, and with a substantial proportion from hard currency areas, British tourism today represents Britain's largest invisible export. Between

January and July this year, 365,000 visitors arrived in the United Kingdom, compared with 329,000 for the same period in 1949. The British Government sponsors the British Travel and Holidays Association, which includes all major interests directly or indirectly connected with travel to and from and within the British Isles, and this association, as part of a plan to foster tourism within the British Commonwealth, has appointed an Australian representative in Melbourne.

## NEW ITALIAN SHIP FOR AUSTRALIAN RUN

On the first of last month in Trieste, the Italian Lloyd Triestino Line launched the 13,000-ton "Neptunia", the last of three modern ships which will come on to the Australian run next year. The others are the "Australia" and "Oceania." The ships carry 90 first class, 168 tourist, and 508 third class passengers, and a crew of 220.

## CERTIFICATE SUSPENDED

On the 5th, September, the British freighter "Empire Gladstone" went ashore on the Haystack Rock, off Merimbula, near the border between Victoria and New South Wales. The ship was later abandoned and written off as a total loss. Early last month the Court of Marine Inquiry suspended the certificate of the Master, Captain John Lennie, for six months, the suspension being made retrospective to the date of the ship's stranding.

## TURKISH PORT DEVELOPMENT

With the help of a £12,500,000 dollar loan from the International Bank for Reconstruction and Development, Turkey is embarking on a \$8 million dollar port development programme. The

country's ports, situated on a 4,450 miles coastline with few natural harbours, are badly overloaded and need improvement.

## TURKEY'S PROJECTS

Projects included in the Turkish port improvement programme are the construction of a new pier and basin at Salipazar, on the Istanbul waterfront, to give Istanbul a berth capable of taking large freighters; the construction of new berthing facilities at Haydarpaşa, on the Asiatic side of Istanbul harbour, for general cargo and to service grain elevators to be built under a grain storage project; the construction of a new wharf and new berthing facilities at the port of Izmir on the Aegean, which will handle general cargo as well as service the newly-projected grain elevator; the construction of a new port at Samsun on the Black Sea, on which Turkey has no natural harbours, to open up an economically rich hinterland in central and eastern Anatolia; the improvement of the port of Iskenderun on the Mediterranean, to facilitate handling of coal and Chrome ore and service the projected grain silo; and the re-

placement, reconditioning and repair of existing equipment and the addition of new operating equipment in these and other major Turkish ports to increase their efficiency.

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## The Man Who Leads Britain's Far Eastern Fleet

"Daddy" To The Navy, Admiral Sir Patrick Brind, K.C.B., C.B.E., Has Had A Long Association With Far Eastern Waters

By Richard Greenwood

(Courtesy of the British Central Office of Information)

THE messages sent by the Admiral commanding the combined naval forces in Korea must have given special pleasure to Admiral Sir Patrick Brind, K.C.B., C.B.E.—as, in fact, they did to Britons everywhere.

Rear Admiral J. M. Higgins, U.S.N., sent a signal to Rear Admiral Andrewes, of the British Fleet then in action, saying: "Highest praise for Admiral Andrewes and his fast-firing crew." In a statement made later, he praised British naval units in the following terms: "When you call on them to fire you can count on it. They make haste slowly. When they get an order they never change pace. They are deliberate at finding out first what to do and then they do it. I have only the highest admiration for them."

The man who has charge of Britain's Far Eastern Fleet with this degree of efficiency is Admiral Brind. The question is often asked by people outside the Navy: "What sort of a man is Brind, and why is he known as 'Daddy' throughout the East?"

Probably the Fleet has never given much thought to the latter part of the question because Admiral Brind has been "Daddy" to the Royal Navy for over thirty years. Obviously the nickname has stuck for a better reason than his white-grey hair, which now disguises his present fifty-eight years as sixty-five or even more. But the reason is that in a world of smash and grab by the materialists, "Daddy" Brind has held to immemorial values. Not many Christians in these difficult days have such high ideals, and fewer still live up so close to them as this distinguished Admiral. So prob-

ably the Navy has easily associated with him the notion of fatherliness.

As for the man himself: tall and erect, he has the bearing of a Guardeman, and a commanding presence. Those who can tear their gaze away from his bushy eyebrows, and monocle—worn regretfully of necessity, and not for effect—find a vast store of wisdom written into the lines of his face, and a remarkable understanding in his eyes. Moreover, he is a great humanitarian. In the Pacific fighting he was the first British senior officer to see that ice-cream and cinemas, good mail and air conditioning boosted morale high in British ships.

Irish by birth, christened after his patron saint, his connection with the Emerald Isle ends there. Nothing could be less Irish than his dislike of hot-headed decisions, or more English than his firm, quiet voice. Descended from a long line of distinguished soldiers, "Daddy" left his elder brother to maintain the military tradition while he established a naval one in his family. Both brothers have now risen to the top of their two services.

To the troubled waters around Japan and China, he brings a long acquaintance. Few British naval officers have a better knowledge of the East, and the East has probably had something to give him in return. Surely the Chinese themselves taught him "softly softly catcatch monkey", for he plays a waiting game to perfection, pouncing always at the ideal moment.

As Captain Brind, in the years of uncertain peace and appeasement before the Second World War, he made his cruiser—H.M.S. "Birmingham"—a ship feared by tyrants the length of the China

coast. When a small British freighter, S.S. "St. Vincent de Paul", was illegally seized by the Japanese at Taingao, Brind of the "Birmingham" swept into the anchorage to find the British coasting vessel lying amid the combined might of the Third and Fourth Japanese Fleets. Polite and fruitless parleys continued until midnight, when Brind put British marines on board the merchant ship in time to send a Japanese boarding party tumbling back down the gangway, and signalled: "I intend to sail at dawn with 'St. Vincent de Paul'." The Japanese commander replied: "In that case we shall open fire."

When the dawn came, the guns of every Japanese ship were trained at point-blank range on the "Birmingham" and the small freighter, following round after them as they weighed and steamed the length of the anchorage to the open sea. The Japanese bluff was called, and the Japanese ships and aircraft which followed out of harbour in the hope of turning the two British vessels back only succeeded in losing bigger and better face. The stagnant trade on the China coast took on new life at the news.

Brind came back to the Pacific, as the Second World War reached its climax, to command British cruisers in the Allied Fleet. The first British ship to join up with Task Force 58 at Ulithi was his cruiser flagship, "Swiftsure", which still wore his flag when she steamed into Tokyo Bay with Task Force 38. For the British, "Daddy" Brind played a great game in the outfield, smoothing over the liaison and fielding for solution all the unspectacular logistic and training problems of the British Task Group in the forward areas. But the days he spent swinging from ship to ship in a bosun's chair were not overlooked, and Rear-Admiral Brind left the Pacific for England's shores as Vice-Admiral Sir Patrick.

Subordinates find his complete

*Continued on inside back cover*

## News of the World's Navies

### U.S. NAVY

The U.S. Chief of Naval Operations, Admiral Forrest Sherman, said last month that America's naval strength by the 20th. June next would include 20 carriers, two battleships, 15 cruisers, 200 destroyers, 75 submarines, 118 mine and patrol craft, 256 amphibious vessels, and 9981 aircraft. The Navy planned to modernise two other big aircraft carriers and to have another battleship out of "mothballs" by 1952. On the basis of 22 aircraft carriers it was planned to have 7335 naval aircraft by 1952. Admiral Sherman said that the Navy intended to seek authority to start building a new type of carrier by 1952 to handle faster and heavier aircraft.

### "TRUCULENT" FUND

The fund organised for dependants of the 64 men who died when the submarine "Truculent" sank in the Thames Estuary in January, now totals £48,300. Some of the money has already been distributed, and the fund is being divided on a points system according to needs and responsibilities of dependants. Naval donations received through the medium of the Flag Officer Submarines' Appeal, total £13,950, and a donation of £5,000 has been made by the Portsmouth Naval Disasters Fund. H.M. Ships in Bermuda, the dockyard there, and residents of Bermuda, have sent a combined donation of £1,877.

### ITALIAN ANTI-SUBMARINE TRAINING

For the first time since the end of the war in 1945, ships of the Royal Navy exercised with units of the Italian Fleet in the Mediterranean when the destroyer "Grecale" and corvettes "Ape," "Flora," and "Cormorano" visited Malta in August in order that

the Italian Navy should gain experience in British anti-submarine methods and procedure.

### TRAINING SUCCESSFUL

After discussions between British and Italian officers ashore at Malta, the Italian ships exercised at sea in company with H.M. Ships "Pelican" and "Peacock" of the Second Frigate Flotilla, and H.M.N.Z. Ships "Taupo" and "Hawea," now serving in the Mediterranean. The training which was regarded as highly successful, included convoy screen manoeuvres, single ship anti-submarine practices and communication exercises. In the final stages, the four Italian ships carried out a co-ordinated three-hour simulated action. H.M. Submarines "Token," "Trump," "Solent" and "Sturdy," co-operated in all of the practices.

### CANADIAN BUILDING PROGRAMME

The Canadian Minister for Trade and Commerce, Mr. Howe, has announced that contracts amounting to more than 43 million dollars had been awarded to Canadian shipyards on both coasts for the construction of 18 vessels for the Royal Canadian Navy. The contracts, which were allocated by the Canadian Maritime Commission, are for four anti-submarine vessels, 10 minesweepers, and four other vessels. The new building is additional to a construction programme that was inaugurated earlier this year when contracts valued at over 28 million dollars were placed with various firms for nine vessels. At that time about half the work being done in Canadian shipyards was on Navy orders. The new ships will augment a general defence policy under which every existing warship is being modernized and put into commission.

### U.S. MINESWEEPER LOST

It was announced in Washington early last month that the U.S. minesweeper "Magpie" had been sunk by a floating mine near North Korea, and that 21 of her ship's company were missing. The ship sank two miles off shore, there being 12 survivors. "Magpie" was the third U.S. ship to strike a mine in Korean waters. Two destroyers, "Brush" and "Mansfield", were damaged by earlier collisions with mines. "Brush" losing 11 men.

### HISTORIC PARALLEL

An exhibition of selected documents illustrating the history of the Royal Navy and the office of the Lord High Admiral was opened to the public at the Public Record Office in London during September. One document, as the Admiralty News Summary remarks, is of almost topical interest today. It is a printed proclamation of increases in the pay of seamen, by which every ordinary sailor was to receive up to 14s. a month, subject to a deduction of 4d. for the chaplain, 2d. to the surgeon—known as the "Barber"—and 6d. to the Catham Chest, when sick and hurt were relieved.

### N.Z. NAVAL PERSONNEL REVISIT EMBARKING SCENES IN CRETE

Two officers and a rating from the New Zealand frigates "Taupo" and "Hawea"—now serving with the Mediterranean Fleet—visited Crete and the village of Sphakia while their ships were at Athens recently. It was from Sphakia that most of the Second New Zealand Expeditionary Force was embarked after the fall of Crete in 1941. The visit was arranged by Lady Norton, wife of the British Ambassador.



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# EX-NAVAL MEN'S Association of Australia

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### Federal Council

REAR-Admiral H. A. Showers, C.B.E., has become a Vice-Patron of the Association and it is anticipated that his keen interest in affairs of ex-Naval personnel will continue in New South Wales whilst he is in charge of H.M.A. Naval Establishments.

Advice has been received that payment of prize money is still held up, but when distribution is due to take place, eligible claimants will be required to complete an application form and will be asked to nominate the Bank account to which the money is to be paid.

The Federal Council is gratified with the creation of the Navy Day held on the 21st October. The Association would like to see such days held in all Capital Cities in the Commonwealth.

Through the generosity of Mr. Eric Lee, a former R.A.N. rating, who now resides in San Anselmo, California, ex-Naval inmates of Repatriation Hospitals throughout Australia have received parcels of American magazines, etc.; the distribution of the periodicals were arranged for and carried out by the Hon. State Secretaries of the Association. Mr. Lee informs the Federal Secretary that he is preparing to post out a second batch of reading material for use of his old ship-mates who are receiving hospital treatment for war-caused disabilities. As a mark of appreciation of Mr. Lee's very fine gesture, the Federal Executive have sent him, in return, parcels

of Australian periodicals, including The "Navy."

On Friday, 20th. October, the Federal President (Mr. F. F. Anderson) and Hon. Federal Treasurer (Mr. C. R. Barrie) attended the 25th Annual Dinner of the N.S.W. Section of the Association: the Federal Officers being the guests of the State Executive. During the course of the evening the Federal President presented the Association's Diploma of Merit to Mr. Reg. Humphry, State Secretary of N.S.W. Mr. A. Hodgson, State President, has been elected a Trustee of the King George Fund for Sailors, filling the vacancy caused by the recent resignation of Mr. G. Carroll.

The Victorian State Conference was held in Melbourne on Saturday, 14th October. Many items were dealt with by the Delegates from Victorian Sub-Sections and quite a few motions will be put forward for the Federal Conference Agenda.

The Annual State Conference of South Australia was held in the Naval Memorial House, Adelaide, on Friday, 6th, and Saturday, 7th October. Considerable interest was taken by Sub-Sections' Delegates: hereto items for the Brisbane Conference will be forthcoming.

Judging by the Western Australian State President's Annual Report, rendered to the Conference held at the Navy Club, Fremantle, the housing efforts of Association members in the West are now progressing favourably and augers well for the future. Federal Council is pleased to

learn of the unstinted co-operation of the members in assisting their former old ship-mates to build homes.

The Papua Section's Executive attended Government House, Port Moresby, to pay respects to His Honour, the Administrator, who has granted his Patronage to the Association. The Section held its Trafalgar Day Dinner on Saturday, 21st October. Arrangements for the Association Ball, to be held at Port Moresby during November, are well under control and it would appear that the festivity will be very successful. Ex-Naval personnel in Madang are desirous of forming a Naval Volunteer Group: this is a step to assist the Recruiting drive recently sanctioned by the Government. C. P. O. Batons of the R.A.N. Native Recruiting Section, was a guest of the Papua Section at its September General Meeting.

Essendon Sub-Section (Victoria) has informed the Federal Secretary that Miss Grace J. Burden has now become the wife of Mr. R. M. Clarke: both husband and wife are members of this Sub-Section. Diplomas of Merit have been awarded by Federal Council to Messrs. C. L. Leggo of the above Sub-Section and J. A. Dunk, of Heidelberg S.S. The Latrobe Valley Sub-Section has indicated that it may hold its November General Meeting in Moe, instead of Yallourn: by doing so, it hopes to instill interest in the new district which should be beneficial to the Association in Gippsland.

G.W.S.



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"ONCE UPON A TIME" ...  
Continued from page 11.

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**SOUTHAMPTON'S NEW OCEAN TERMINAL**

Continued from page 15

building, and casual visitors are thus able to enter, use, and leave the Terminal without interfering with vital clearance operations.

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**REFITTING BRITAIN'S RESERVE FLEET**  
Continued from page 19

other Atlantic Pact nations, whereby understanding and co-operation is being strengthened in the most practical and useful way. And at the start of the war in Korea the bulk of Britain's Far Eastern Fleet, was actually in Japanese waters. They were paying courtesy calls at Japanese ports. Immediately, Admiral Sir Patrick Brind, Commander-in-Chief of the British Far East station, signalled General MacArthur saying "my ships are at your disposal."

Other of Britain's warships are on their autumn cruise in the Atlantic, while further units are in the Mediterranean. For six years of the fiercest sea war in history strengthened the traditional British belief that you do not produce an efficient Navy by letting your ships lie idle in docks. You put them to sea. That belief has not changed.



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## BOOK REVIEWS

By R.N.

**"THE KON-TIKI EXPEDITION."** By Thor Heyerdahl. Geo. Allen & Unwin Ltd. (Translated from the Norwegian.)

SIX men set out on a wooden raft to prove a theory—that the Polynesian Races of today are the direct descendants of Americans, or perhaps more correctly, of South Americans! They built themselves a raft of green balsa-logs, which they cut, with the assistance of some native labour, and rafted down to the sea at Callao. In due time they were taken by wind and current across half the Pacific Ocean, to ground on Raroia Reef in the Tuamotu Archipelago. They may have been the first in more than 500 years thus to travel—and if they did nothing else, they proved the author's theory.

I believe this book will be read by both young and old, because it contains many elements of adventure, excitement and scientific observation which are written in a manner both human and flowing. It was, to me, a story more interesting than were the voyages of Columbus.

Thor Heyerdahl had spent some time, ten years earlier on an island in the Marquesas, collecting data of a scientific nature. An old native chief once told the author: "Tiki—he was both God and Chief. It was Tiki who brought my ancestors to these islands, where we live now. Before that we lived in a big country beyond the sea." To Heyerdahl, these words must have meant a very great deal, because they supported much of his theory, based on research, that the descendants of the Incas had originally sailed from Peru on balsa-wood rafts to populate the islands of the South Pacific.

This was perhaps not a completely original theory, but Heyerdahl went past the stage of mere talk and put his theories into prac-

tice. He gathered round him five others, Norwegians and Swedes, and despite the financial setbacks associated, as always, with such venture, and the collecting of "26 inches of correspondence," the raft became a reality in the course of a comparatively short time, in the Naval Dockyard at Callao. To use the dockyard was in itself much of an outstanding achievement. Heyerdahl's description of his meetings with Peruvian dignitaries, particularly the Minister of Marine, are quite literary gems.

"Young man," said the Minister, drumming uneasily with his fingers, "you've come in by the window instead of the door. I'll be glad to help you, but the order must come from the Foreign Minister to me; I can't let foreigners into the Naval area, and give them the use of the dockyard as a matter of course. Apply to the Foreign Minister, in writing, and good luck."

A letter to the President of Peru resulted in them securing all they needed and more, even to a final interview with the President, who wished them luck, although he must have felt himself shaking hands with six potential suicides. The raft was towed fifty miles to sea off Callao on the morning of April 28th, 1947, and cast adrift. It was cast ashore 101 days later, on Roarai Reef, 4,300 miles across the Pacific.

Included in their limited supplies of food were Service "packs" then undergoing trial for future combat use, tiny wireless sets from Army and Air Forces, and a multitude of apparent non-essentials given them to test. The raft itself was built of nine thick balsa-wood logs, into which were cut deep grooves, to prevent the ropes which were to fasten them and

the whole raft together from slipping.

"Not a single spike, nail or wire rope was used in the whole construction. The nine great logs were first laid loose side by side in the water, so that they might all fall freely into their natural floating position before they were lashed securely together. The longest log, 45 feet long, was laid in the middle and projected a long way at both ends. Shorter and shorter the logs were laid symmetrically on both sides of this, so that the sides of the raft were 30 feet long, and the bow stuck out like a blunt plough. Astern the raft was cut off straight across, except that the three middle logs projected and supported a short, thick block of balsa-wood which lay athwart-ship and held thole pins for the steering oar. A deck of split bamboo was laid on the raft, fastened in the form of separate strips, and covered with loose mats of plaited bamboo reeds. In the middle of the raft, but nearer the stern, we erected a small open cabin of bamboo canes, with walls of plaited bamboo reeds and a roof of bamboo slats with leathery banana leaves overlapping one another. There was a tripod mast and the big canvas square sail 18 feet by 12 feet.

There was good weather and bad on the passage—once, three days of continuous storms and high seas. Much of their diet consisted of fish, of all sorts and sizes, and at least they never went hungry, no matter what the weather. They caught a snake mackerel, the first ever seen, so unreal a thing that one member of the crew, on being awakened to view it, remarked "there is no such fish," and promptly fell asleep again!

When you are half-way through this book I believe you will be as reluctant as I was to put it down unfinished. Brimful of adventure, it should, as I have said before, become one of this century's most-read books.

The Navy

THE MAN WHO LEADS BRITAIN'S FAR EASTERN FLEET.

Continued from page 26.

devotion to duty, and meticulous attention to detail, a tough example to live up to, even in a service which takes these attributes for granted. His efforts have had their reward, for his attention to detail saved the day in the chase and destruction of the German battleship "Bismarck", and the energy which he threw into the brilliant organisation of the most rugged convoy run of all—through the Arctic to North Russia—won him promotion to Flag rank over the heads of many of his seniors.

Staff Officers have reason to wonder why his devotion to duty has not killed him. The answer is that Sir Patrick is made of sterner stuff than is the ordinary man. Before the Normandy invasion, when senior officers at the Admiralty were dropping dead from overwork, he shouldered a far heavier load than most, and came through.

During the last eighteen months, as Commander-in-Chief of the Far Eastern Fleet, the searchlight of publicity—for which he has the traditional dislike of the Royal Navy—has shone brightly upon him. First, the Communist attack upon the British warships in the Yangtze, followed by the gallant dash for freedom of the frigate "Amethyst"; then the Communist threat to the security of Hong Kong and Malaya and now the war in Korea.

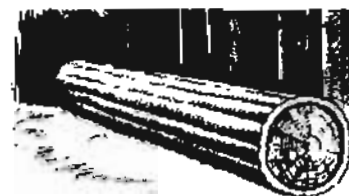
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## CONTENTS

Vol. 14, DECEMBER, 1950, No. 12.

### EDITORIAL

	Page
Jubilee Year	5
Growing Tradition	7
Unqualified Service	7
Deep Sea Port	7

### ARTICLES

"Albatross" Spreads Its Wings	8
Some Famous Admirals of World War II	10
Canadian Canal Project	13
Sea Cadet Notes and News	14
Adventures On Board A Frigate	21
The "Suffolk" Room	28

By John Forsyth

### GENERAL

True Thomas Wood	20
------------------	----

### OVERSEAS NEWS.

Maritime News of the World	16
News of the World's Navies	16

### NAVAL OCCASIONS

What the Navy Is Doing at Sea and Ashore	22
--	----

### ASSOCIATIONS, CLUBS.

The Navy League	3
Ex-Naval Men's Association of Australia	30

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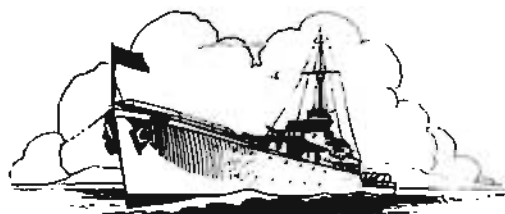
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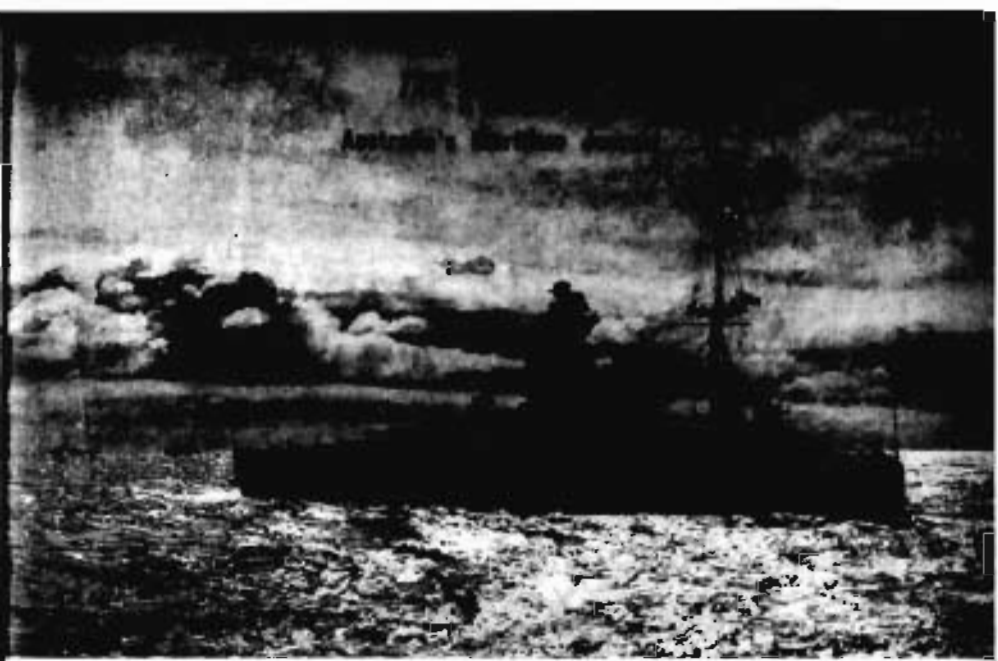
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Vol. 14.

December, 1950.

No. 12.

### JUBILEE YEAR

THE year 1951 is that of Australia's Golden Jubilee Celebrations, the year when we commemorate the 50th. anniversary of the creation of the Commonwealth of Australia, and of the States in the Commonwealth.

From the naval viewpoint, it is something additional to that. It is the year in which we might commemorate the 50th. anniversary of the sowing of the seed of the Royal Australian Navy, for it was not until Federation that the creation of an Australian Navy became practical politics, and from the time of the setting up of the central Administration the possibility of Australia's having a navy of her own came to the forefront.

Up to that time, as Victoria's Secretary for Defence, Captain R. M. Collins, pointed out in September, 1900—just prior to Federation—the separate Australian colonies had established small local naval forces, costing in the aggregate £65,000 a year, and had combined in a subsidy of £126,000 a year to the Imperial Government for the maintenance of an Australian Squadron of the Royal Navy. This was laudable as far as it went, but as Captain Collins said, it was "important to Australia, from her geographical position and her

manifest maritime future, to develop her own local resources. This cannot be done if her naval defence is restricted to the payment of subsidies."

During the decade that followed, throughout the first ten years of Federation, the crusade for an Australian Navy, led by Captain W. R. Creswell, gathered strength and marched to victory. It was a victory gained not without battles. "The Times" reflected considerable powerful opinion when, commenting on the report of a conference of Colonial naval officers held at Melbourne in 1899 at which the formation of a naval force in Australia was recommended, it said: "A nondescript force of inadequately trained naval volunteers is an illusory scheme, while a separate colonial fleet manned mainly by amateurs would be expensive to maintain in time of peace, and absolutely ineffective in war."

Fifty years have shown that the opinion then held by "The Times" was illusory. The Australian Navy idea had supporters as well as opponents, not least among those who favoured and forwarded it being enlightened officers of the Royal Navy. And the year of Australia's Golden Jubilee Celebrations sees a Royal Australian Navy that has been tried and proved in two world wars, and one that, so far from being a fleet "manned mainly by amateurs, expensive to maintain in time of peace and absolutely ineffective in war," has shown itself to be second to none in the world save in the extent of its establishment in ships and men.

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It is something to be borne well in mind in planning the celebrations which will take place next year.

## GROWING TRADITION

THE growing tradition of the Royal Australian Navy was exemplified at the Passing Out ceremony at the Royal Australian Naval College at Flinders Naval Depot in October. Among the Cadet-Midshipmen who graduated were three, Cadet-Midshipmen Waller, Rayment, and Martin, whose fathers were graduates of the College before them, and who lost their lives in action in the Royal Australian Navy during the recent war.

Captain H. M. L. Waller, D.S.O., R.A.N., was lost when H.M.A.S. "Perth", under his command, went down fighting against numerically superior Japanese surface forces in Sunda Strait, on the night of the 28th. February-1st. March, 1942. With him in "Perth" was Commander W. H. Martin, R.A.N., who also failed to survive. Commander J. F. Rayment, D.S.C., R.A.N., died of wounds on Trafalgar Day, 1944, in H.M.A.S. "Australia", when that ship was struck by a Japanese kamikaze aircraft at the assault on Leyte.

These three Cadet-Midshipmen are not the first at the College who have followed, in successful graduation, the example set by their fathers. The tradition is now firmly established. It is an indication of the fact that the Royal Australian Navy is growing up.

## UNQUALIFIED SERVICE

IT is a good thing that the Government has made clear that enlistment in the Royal Australian Navy and the Royal Australian Air Force, whether in the permanent branch or in the reserves of either service, is for service not only in Australia but for service anywhere in the world.

So far as the Navy is concerned, that condition has obtained since the passing of the Naval Defence Act in 1910, when it was made clear in the wording of the Act that such was the case. But few people read Acts of Parliament, and when war broke out in 1939 a number of naval reservists were under the impression that the terms of their engagement were for service in Australian waters only.

The misapprehension probably arose from the fact that, under the Compulsory Training Scheme, youths could be called up to serve in the Military forces, but could not thereby be compelled to serve outside Australia in the event of war. Youths so called up could express a wish to perform their compulsory training in the Navy. They thus "volunteered" to serve in the Navy, but a number

of them were apparently unaware that by so doing they volunteered also to serve anywhere in the world, though such a condition is obviously inseparable from naval service.

Further confusion may have arisen from the division of the reserve forces into "Royal Australian Naval Reserve" and "Royal Australian Naval Volunteer Reserve"; but the term "Volunteer" had no relation to service overseas or otherwise, but merely to voluntary service as against the compulsory service under the Compulsory Service Scheme. The "compulsion" applied only to military service. Naval service has always been voluntary in Australia; but it is not difficult to see how misapprehension could have arisen. Such misapprehension should not now exist, however; though steps should be taken by the naval recruiting authorities to see that there remains no chance of it so doing.

## DEEP SEA PORT

THE recently announced plan to exploit the Victorian brown coal deposits at Gelliondale, in South Gippsland, for the production of chemicals, promises to give Victoria another deep sea port in Corner Inlet, behind Wilson's Promontory. The creation of such a port on the long stretch between Melbourne and Port Kembla would be a good thing. Not only would it provide another exit for the produce of South Gippsland — and it is to be anticipated that, with its vast brown coal deposits in the Latrobe Valley, that area is likely to develop into a major industrial district — but by its provision of one of the elements of sea power it would add to Australia's potential of naval defence.

## THE MINISTER FOR THE ARMY AND NAVY

It is with much regret we report the sudden illness of The Honourable Josiah Francis, M.H.R., Minister for the Army and Navy.

Mr. Francis is in the Canberra Community Hospital, and we are sure all readers join with us in wishing him a speedy recovery.

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## "ALBATROSS" SPREADS ITS WINGS

THE R.A.N.'s NAVAL AIR STATION AT NOWRA, N.S.W., HAS MODERN FACILITIES FOR THE EFFICIENT TRAINING OF THE NAVY'S CARRIER AIR GROUPS.

IT is only a few years ago since Nowra, New South Wales, held no greater significance for Australians other than its own citizens, than that of an excellent stopping-place for motorists taking the Sydney-Melbourne coast road. On the beautiful Shoalhaven River, it is near to the turn-off to Kangaroo Valley and the Cambewarra Lookout, and as such was looked for by travellers on the road.

But to-day it is of considerable importance in the affairs of the Nation — and more especially of those interested in the Navy. For it is at Nowra that H.M.A.S. "Albatross", the Royal Australian Navy's naval air station, has its permanent moorings put down in the open countryside some miles from the sea; and in these times of aircraft carriers and their carrier air groups, a naval air station plays a vital part in naval operations.

At present they are very busy at Nowra's "Albatross", preparing for the reception of the 21st. Carrier Air Group, which arrives this month from the United Kingdom in H.M.A.S. "Sydney". The Group includes officer pilots and officer and rating observers of the Royal Australian Navy, and officer pilots and officer observers on loan from the Royal Navy; and there will also be Group and reserve aircraft, and a large quantity of stores to disembark and transport across the 22 miles which separate Nowra from Jervis Bay.

But on their arrival at Nowra, the members of the Group will find a modern naval air station which, although not yet quite completed, will eventually be of at least as high a standard as the Royal Navy stations at which they have been trained abroad.

The 21st. Carrier Air Group, which was formed in England on Anzac Day this year, includes

among its R.A.N. officers former members of the Royal Navy, of the Royal New Zealand and Royal Australian Naval Volunteer Reserves, and the Royal Australian Air Force. The Group is a self-contained unit, including both flying and ground personnel. Since its formation it has undergone intensive training overseas, at Eglinton in Northern Ireland, at St. Merryn in Cornwall, and at sea, the training including formation flying, operational, tactical, weapon, and deck landing and carrier training.

Now they of the Group will find, at Nowra, facilities which, although not yet entirely adequate for doing all the aircraft repair and maintenance work required,

are fully requisite for training purposes and, so far as repair and maintenance is concerned, thoroughly modern and efficient, and in the charge of officers and men trained to a high degree of skill. Plans have been made for the development of repair and maintenance facilities at Nowra, and for the acquisition of similar establishments; but in the meantime much of the necessary aircraft repair work is being done by civilian firms. And, however the Navy's own establishments grow, the practice of employing civilian firms also will undoubtedly be continued in the future, for it is desirable both from the national and service points of view that the aircraft industry should be fostered.

As it is, the technical training establishment is one of the most important units at Nowra. Here aircraft maintenance ratings are taught every phase of the servicing of aircraft, both at sea and ashore. Subjects taught include the theory of flight, the basic principles of airframe and aero-engine construction, metallurgy, and aircraft electronics. The most modern aero-engines are used for instructional purposes, and during training it is continually brought home to trainees that airmen's lives depend upon the thoroughness and conscientiousness with which repair and maintenance work is carried out.

The operational training of pilots is carried out from two long runways at Nowra. From these aircraft take off for both day and night flying, bombing and rocket and cannon firing practice against land and sea targets, anti-submarine exercises, and the carrying out of any other missions.

On Beecroft Peninsula, a large promontory jutting out for seven miles or so along the north-eastern

side of Jervis Bay, old army tanks, field guns and other similar objects, form the targets for naval airmen engaged in bombing and firing practice. And the airmen co-operate with their brothers of the surface vessels and the under-sea craft in anti-submarine exercises, the frigates "Culgoa", "Condamine", and "Murchison", and the submarines "Telemachus" and "Tactician", on loan from the Royal Navy, joining in this phase of training. These exercises take place both in daylight and dark, and night flying and night navigation form an ever-larger part of the training curriculum at Nowra.

To become airborne, a naval pilot must become adept at taking off from the flight deck of a carrier. And there is some truth in the saying that what goes up must come down, and since it is desirable that everything comes down in one undamaged piece—at least so far as aircraft and pilot are concerned—it is desirable that the pilot can land on a carrier's deck safely. This means constant practice, and this practice is largely secured by Nowra trainees on a satellite airfield at Jervis Bay, making what is known as aerodrome dummy deck landings.

The key personality here—as he is when actual landings are being made on a carrier's deck—is the batman. With two coloured bats, somewhat like large table tennis bats, he signals to the pilots by a positional code, and guides them in to land. The position, and movement, of the bats, tells the pilot whether to increase or decrease his speed; to adjust his wing levels to keep his aircraft on an even keel; when to "cut" his engine so that he will land correctly on the deck and engage the arresting gear.

The batsman is himself a skilled pilot, so that fliers may have perfect faith in his directions—and this is very necessary, as the batsman's guidance is essential to safe landings, and pilots must obey his signals instantly; there is no time for indecision or hesitation. Per-

fect co-ordination between batsman and pilot is something which must be achieved, and can only be achieved by continuous practice.

The airfield at Jervis Bay, on which exercises are conducted, is ideal for its purpose; and it will be busier than ever with the arrival of the new Air Group. The Marine Section of H.M.A.S. "Albatross", comprising a search and rescue unit equipped with two fast 60-foot motor launches, is also at Jervis Bay. The personnel of the Marine Section are trained to search for and pick up airmen who may have had to "ditch" their aircraft or bale out over the sea. The Section's launches, which are fitted with radio, and medical and first-aid supplies, are primarily for this work, though they could also go to the assistance of any small ships or boats that might require help in the area. Supplementing the work of the launches is that of the two Sea Otter aircraft, usually based at Nowra; these are naval amphibians which can descend on the water to pick up survivors.

To help pilots to help themselves while awaiting rescue if forced down either at sea or on land is the Safety Equipment and Survival School at "Albatross". This school has charge of all kinds of safety equipment worn or used by aircrews, such as parachutes, dinghies, and so on; and it also instructs pilots and observers in what to do if they crash, especially in such inhospitable regions as jungle or desert.

Other units at Nowra include communications and radar; the Meteorological Section; the Armament Section and repair shops; and a Photographic Section.

The general well-being and health of those stationed at Nowra is well cared for. Comfortable living quarters for officers and men have been provided and are being developed, and these are set in attractive surroundings of lawns and gardens, and playing fields. Family quarters are being constructed; and there is a cinema and concert hall, together with bright recreation rooms. Meals

Continued on page 11



A Sea Fury aircraft being hoisted into a hangar from the after lift in the Australian aircraft carrier "Sydney" docked in King George V Dock, Glasgow. The carrier visited the United Kingdom to take on new aircraft and is now returning to Australia.



Aircraft being embarked in the Australian aircraft carrier "Sydney" at the King George V Dock, Glasgow, before the ship's recent departure for Australia. She had visited Great Britain to take on board three machines. The aircraft are Fleetly Mark VI and Sea Fury Mark XI.

## SOME FAMOUS ADMIRALS OF WORLD WAR II.

THEIR PORTRAITS CAN BE SEEN IN THE TREASURE HOUSE OF NAVAL LORE.

(English feature writer and journalist formerly on the staff of the London "Daily Mail")

NEARLY every commissioned officer in Britain's Royal Navy goes at some time in his career to the Royal Naval College at Greenwich, five miles from London, to study the various aspects of maritime warfare, staff work, and the application of science to the Navy.

Adjoining the College is one of the world's greatest treasure houses of Naval lore and history, the National Maritime Museum, familiar to thousands of visitors from overseas, particularly seafarers from the Commonwealth. Here an exhibition has been opened of portraits of men who are the modern inheritors of the centuries-old traditions of seamanship and gallantry commemorated in the permanent displays. Headed by a fine study of King George VI, who served as a Sub-Lieutenant at the Battle of Jutland in 1916, the collection is of 17 of his Admirals of World War II.

The series was specially commissioned as a 20th Century counterpart to the famous "Twelve Flagmen", Admirals in the Navy of King Charles II, painted by Sir Peter Lely. This collection was commissioned at the successful end of the Dutch wars in 1665 by the Duke of York, later King James II, who had done much for the Navy as Lord High Admiral, with Samuel Pepys, the diarist, as Secretary to the Navy. These portraits are permanently in the National Maritime Museum and are shown side by side with those of the Admirals of World War II.

These latest portraits are the work of Captain Sir Oswald Birley, M.C., who painted the

series for a nominal fee covered by a fund raised by public subscription. The series was inspired in 1944 by Commodore Agar, V.C., then President of the Royal Naval College, and Lord Bruntisfield, at that time Parliamentary Secretary to the Admiralty, who had the idea of collecting portraits of Admirals of World War II as complements to the portrait of King George VI which Sir Oswald painted in 1939 for the Royal Naval College.

There is a fascinating contrast between the bewigged and be-ruffled Admirals of nearly 300



A portrait of Admiral Sir Philip Vian ("Vian of the Cossack"), which has been placed in the National Maritime Museum of the Royal Naval College at Greenwich, near London.

years ago to the "Flagmen" of King George VI. For example, Vice-Admiral Earl Mountbatten, of Burma, is shown informally posed, sleeves rolled up in a jungle

green military tunic, open at the neck, a Royal Navy cap and shoulder insignia denoting the triple rank of acting Vice-Admiral, Lieutenant-General, and Air Marshal. He was invested with these ranks in 1941, when he was chosen as Chief of Combined Operations. Later, this life-long sailor, son of a famous First Sea Lord, Lord Louis Mountbatten, became Supreme Commander, East Asia, and after the war was the last Viceroy of India.

South African born Admiral Sir Neville Syfret is shown in more formal pose, the gold rings of his rank and the six rows of medal ribbons making a splash of colour against his dark uniform. The George Cross island of Malta has reason to remember Admiral Syfret warmly, for time after time he commanded forces which took convoys and aircraft carrier support to the hard-pressed defenders.

Slender, with strong chin and deep-set eyes is Admiral Sir Algernon Willis, who, as Commander-in-Chief, South Atlantic, flew his flag first ashore at Free town, Sierra Leone, and then Capetown. There he was mainly concerned with the war against the U-boats, protecting the great convoys carrying men and supplies for the North African campaigns and the East Indies. Later he saw action with the Eastern and Mediterranean fleets, and in 1943 relieved Sir John Cunningham as Commander-in-Chief, Levant, where his forces vigorously probed the enemy strength.

One of the most striking studies is that of Admiral of the Fleet Sir Dudley Pound, who as First



A portrait of Admiral of the Fleet Lord Fraser of North Cape, painted by Sir Oswald Birley, M.C., which has been placed in the National Maritime Museum of the Royal Naval College at Greenwich, near London.

Sea Lord from 1939 to 1943 did so much to bring about the victory which he did not live to see. The strength and determination which won world-wide acclaim for "Vian of the Cossack" are strikingly revealed in the portrait of the hero of the rescue of 300 Merchant Navy officers and men from the German prison ship, "Altmark", in 1940. Admiral Sir Philip Vian's portrait is one of the finest of the collection. His war-time service took him to North Russia and Moscow, as commander of an expedition to occupy Spitzbergen, and in gallant convoy battles through to Malta. Up to the end of the war, commanding Fleet carriers in the British Pacific Fleet, his forces fought with distinction as part of the United States Fleet under Admiral Nimitz.

The defeat of the German battlecruiser, "Scharnhorst", is among the many brilliant achievements of Admiral Lord Fraser, of North Cape, whose flag was familiar to Australians. He built up the largest carrier force in Royal Navy history, based on Australia, which he kept in

operation against Japan for long periods. His portrait shows him white haired, broad-shouldered, with the cleft chin which so many distinguished sailors seem to have.

Two great sailors portrayed in tropical white uniforms are Admiral of the Fleet Sir James Somerville and Admiral Sir Arthur Power. The names of both are linked with the unceasing efforts of the Royal Navy to supply and sustain Malta and with the war against the Japanese.

The story of the Royal Navy's vigilance, unshakable courage and determination, in all its spheres of operation, leaps fresh to the mind as the rest of the collection is viewed. For in it may be studied the personalities of such other great sea commanders as Admiral Sir Charles Forbes, Admiral of the Fleet Lord Tovey of Langton Maltravers, Admiral Sir Percy Noble, Admiral Sir Max Horton, Admiral Sir Bertram Ramsay, Vice-Admiral Sir Bernard Rawlings, and Admiral Sir Henry Harwood. Of the latter's claim to fame, the Battle of the River Plate against



A portrait of Vice-Admiral Earl Mountbatten of Burma, painted by Sir Oswald Birley, M.C., which has been placed in the National Maritime Museum of the Royal Naval College at Greenwich, near London.

the elusive and notorious Nazi raider, the "Graf Spee", will ever be remembered, especially by the New Zealand manned "Achilles" which, with two other cruisers, "Ajax" and "Exeter", vanquished a foe who could muster greater broadside fire than the three combined.

Nor will the succeeding generations of sailors of Britain and the Commonwealth fail to thrill to the exploits in World War II of Admiral of the Fleet Lord Cunningham of Hyndhope and Admiral of the Fleet Sir John Cunningham. Both made naval history in the Mediterranean, and the culmination was Lord Cunningham's famous signal: "Be pleased to inform Their Lordships (of the Admiralty) that the Italian Fleet now lies at anchor under the guns of the fortress of Malta."

"ALBATROSS" SPREADS ITS WINGS.  
Continued from page 9.

For the ratings are dispensed by the cafeteria system and eaten in attractive dining halls, the food being prepared in modern, oil-fired galleys.

A Sick Bay of 32 beds has been established, and is equipped with an X-Ray department, a blood bank, and a laboratory. Apart from caring for the sick, the Sick Bay, through its attached Air Medical School, provides the various medical tests which define the qualities of individual airmen in such matters as eyesight, hearing, etc., and gives aircrew instruction in the use of oxygen in aircraft, and first aid.

The work that has been put in to the building up of H.M.A.S. "Albatross" as a first-class naval air station is showing good results. And there is no doubt that members of the 21st Carrier Air Group will find in the station an all-round efficiency equal to that which they have experienced in Royal Navy stations overseas.

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Map of Chignecto Peninsula and Canal.

## CANADIAN CANAL PROJECT

Its Completion Would Bring The St. Lawrence And U.S. Coastal Ports Closer To Each Other By Sea

THE "Engineering News-Record" for September reports requests by the premiers and cabinets of the four Canadian Maritime Provinces for the construction of the Chignecto Ship Canal, to cut through the narrow neck of land connecting the provinces of Nova Scotia and New Brunswick. Sixty citizens of the Maritime Provinces—Nova Scotia, Prince Edward Island, New Brunswick, and Newfoundland recently waited on the Prime Minister in Ottawa for discussion of the project with him and his ministers.

The construction of the canal might cost as much as 100,000,000 dollars, but it would save more than 300 miles of the sea voyage between the mouth of the St. Lawrence River and the United

States ports of Boston or New York—an important fact in view of the effort to develop vast iron-ore deposits in Labrador. It would also make New Brunswick ports such as St. John more accessible to Canadian centres.

A difficult problem involved is that of the enormous tides in the Bay of Fundy, where tides of as great as 30 to 55 feet are not uncommon in many areas, and appear in some parts of the Bay as a mole, or wave. The solution would be a lock canal of an unusual type, particularly in view of the short distance—only 20 miles through the Chignecto Peninsula—involved.

This is not the first occasion on which the canal project has been raised. As far back as 1686, during the reign of Louis XIV of France, a special commissioner for

the king suggested that a canal be cut through the peninsula, but his idea was not adopted. Since the year 1822 no fewer than nine formal Canadian Government commissions have studied and re-studied the proposal. But the rock on which their favourable reports have so far foundered has been the financial one.

Tu-day, the premiers and cabinets of the Maritime Provinces are in favour of the project, and the importance with which their representations to the Dominion Government is viewed was reflected in the presence of eleven members of the Federal Cabinet at the meeting of the Provinces' representatives with the Prime Minister, Mr. St. Laurent.

The Prime Minister pointed out to the delegates that the cost of canals does not end with their construction, but becomes a permanent charge in maintenance. He promised, however, that the matter would be carefully studied in relation to plans for tidal power development in Passamaquoddy Bay, at the lower end of the Bay of Fundy, which project has been under serious consideration by the Canadian Government recently.

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Girls of the Girls' Nautical Training School stepped out well in the march.

## SEA CADET NOTES AND NEWS

Trafalgar Day Celebrations At Sydney And Wollongong, N.S.W.; Visitors' Day At The Manly Unit, T.S. "Perth".

**T**RAFALGAR DAY in Sydney was an important day for the N.S.W. Division of the Sea Cadet Corps, it being the first occasion on which a large number of Cadets marched in public.

Five Officers and 84 Cadets from "Sydney" Training Depot, T.S. "Australia", T.S. "Warrego", and T.S. "Sirius", made up the "Company" and marched from the Mitchell Library to the Cenotaph. The Parade was led by the massed bands from H.M.A.S. "Australia" and H.M.A.S. "Rushcutter". A party of Sea Rangers and the Girls Nautical Training Corps took part in the march, and put on a very fine show. The G.N.T.C. in the U.K. is a well established Corps, and it is hoped that the N.S.W. Corps will grow and take on with the girls in Australia. The dress and appearance of the Cadets was good, and is beginning to show that the standard of the Sea Cadet Corps is improving; one of the fruits of the policy of recognition by the Naval Board.

On arrival at the Dais in Martin Place, the Sea Cadets were inspected by Rear-Admiral Showers.

Rear-Admiral Showers gave an address on Trafalgar Day, after which the Parade marched to the Cenotaph for the laying of wreaths. On completion of the laying of wreaths, the Parade marched back to the Mitchell Library and were dismissed.

In the afternoon, the Cadets gave displays of Squad Drill and other subjects taught to Sea Cadets during their initial training. The Sea Rangers and G.N.T.C. also put on some fine displays of Signalling and First Aid. After the displays, the Cadets were dismissed and went on a sightseeing tour of inspection of the Island. As an initiation into combined ceremonial parades, the day was "not too bad", but it is hoped that next year will see a far better show, born of strict training and guidance, introducing improvements gained by experience throughout the year.

The Wollongong Unit, T.S. "Beatty", comprising two Officers and 55 Cadets led by the 3rd. Infantry Regimental Band, marched through Crown Street, Wollongong, to the Cenotaph. On arrival at the Cenotaph the Unit

was inspected by Alderman Brandon (Deputy Mayor); Commander De-Burgh-Thomas, R.N. (Ret.); Captain Christie, Harbour Master, Major McCammon, 3rd. Infantry Regiment; and the Rev. Searle. After inspection, the C.O. T.S. "Beatty" laid a wreath on the Cenotaph. In the address to the Cadets, Ald. Brandon congratulated the Cadets on their appearance and marching, and hoped they would follow "Nelson's" traditions and, if the time ever came, they would do their duty.

The "Last Post" and "Reveille" were sounded, after which the Parade marched to the Depot. At a reception in the Depot the C.O. thanked the Official Party for their support in making the Commemoration a success.

On Sunday at 10 a.m. the Unit, led by the 3rd. Inf. Band, marched to the Congregational Church, where an appropriate service was conducted by the Unit's Padre, on "Trafalgar". The C.O. gave a short talk on the "Naval Life Of Admiral Nelson", and the Unit's 1st. Lieutenant read the "Text". The Church was adorned by the Equipment of the Depot.

The arrangements for the week-end's activities went through without a hitch, the weather was perfect, and a good crowd attend-



Inspection of Wollongong Sea Cadets of T.S. "Beatty", being inspected by the Deputy Mayor, Alderman Brandon.

ed at the Cenotaph. The Deputy Mayor was impressed by the Cadets, and from now on the Unit will have his support if we need help from the Council.

On Saturday, 11th November, Manly Unit (T.S. "Perth") was "Open to Visitors". The parents of Cadets and the Unit's local committee joined the Ship's Company in a very fine Film show. Cadets from T.S. "Warrego" and T.S. "Sirius" attended the show. The spirit of "getting together" with other Units is to be encouraged; it gives the Corps a better sense of "Unity".

The Film show was instructive and gave the Cadets an insight into the life of "Dartmouth Naval College" and the New Zealand Sea Cadets. A few more shows on similar lines would greatly assist recruiting, not only for the Sea Cadet Corps, but for general recruiting for the Navy.

This was the first occasion un-

der the new Commanding Officer, an Ex. R.A.N. man, that the Manly Unit had "got together". The numbers are beginning to increase, and it should not be long before T.S. "Perth" is up to full strength. Boys resident in Manly, and for that matter any district within easy reach of T.S. "Perth", should join the Unit and help establish it in the Sea Cadet Corps. With other Units gradually growing in strength, we do not want Manly to be out of "Competitions", Training Cruises and Courses.

The Training year for 1951 begins in January, and boys should join the Unit so as to commence at the same time as other Units, thereby gaining time for Efficiency Grants, etc. Each Unit is all out to be the best and most efficient Unit of the Corps for the year, and there is no reason why Manly, with its vast population of boys in the 14-18 age group, should not help to make T.S. "Perth" the best.

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The Trafalgar Day scene in Martin Place, Sydney.





MARITIME NEWS OF THE

# WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

## "KANIMBLA" BACK TO TRADE

First of the Australian coastal liners to become an armed merchant cruiser in the 1939-45 war, "Kanimbla", McIlwraith McEacharn's fine passenger-cargo ship, returns to civil life this month after having been away from trade for eleven years. In company with the Shaw Savill steamers "Arawa" and "Moreton Bay", she was taken up by the Admiralty for conversion in September, 1939. Work was carried out in Australian yards, and before the end of the year the three ships were serving as patrol cruisers on the China Station.

### A.M.C. TO L.S.T.

"Kanimbla" spent many months as an armed merchant cruiser. She was first on the China Station—during which period she visited Japan, to hand over nine Germans who had been taken by a British cruiser from the Japanese liner "Asama Maru". She then was transferred to the East Indies Station—and while there took part in the operations in Iraq and Iran. Later, she returned to Australia, became H.M.A. Ship instead of H.M., and was converted to a Landing Ship, Infantry. As such she took part in many assault landings in the South-West Pacific area. After the war ended she carried out many troop-carrying voyages, including a number to England. We welcome her back to fill a much-needed want in the Australian coastal trade.

## 'FRISCO'S BIGGEST WHARF

The biggest wharf in the San Francisco Bay area has recently been completed, just in nice time to handle the increased traffic flowing through the Californian port as a result of the Korean war. The wharf, which will berth eight ships, is of an unusual triangular shape due to the fact that it is built over Mission Rock.

### AND IN KOREA

Away at the other end of the U.S. supply line in South Korea, villagers in one of the ports have built by hand a quay to enable LST's to move their first construction equipment landwards from the ships' bow doors. And between terminal bases the swift shuttles that weave the Pacific pattern—the indispensable merchant vessels—travel backwards and forwards across the wide ocean.

### BIG AUSTRALIAN IMPORTER

The Victorian State Electricity Commission is in the top flight of Australian importers, handling nearly 100,000 tons of overseas cargo annually—and the total is on the up grade. The cargo comprises Commission plant and building materials, and in the Port of Melbourne between 16 and 20 ships unload Commission cargo each day.

### FROM FAR FLUNG PORTS

As an example of the far-flung areas from which Commission cargo comes, the following list of

departure ports and ships is of interest, they being some of those concerned in this year's shipments. From Rotterdam, the "Almkert"; from Oslo, the "Tournai"; from Hong Kong, the "Changte"; from London, the "Chantala"; and from Liverpool, the "Jeasmore". The "Eastern Saga" came from Japan; the "Daltonhall" from Antwerp; the "Marjata" from Cardiff, and the "Port Albury" from Montreal. These are just some of them, sailing, you will note, under a variety of flags.

### VARIOUS CARGOES

The S.E.C. cargoes, also, are of wide variety. From the United Kingdom come boiler plant, turbo-generators, steel, pre-cut houses; from Germany come briquette factory sections, 60-ton locomotives; steel comes also from France, Belgium, Italy and Japan; and Cherry Blossom land shares with Canada the Commission's orders for insulators; transformers come from South Africa and Italy; The U.S.A. supply dump trucks and automotive earth-moving plant; while from Switzerland ships bring—via Genoa—turbine plant for hydro-electric stations, and turbo-generators and oil-burning boilers for the Commission's steam plants.

### INTERSTATE ALSO

The Commission is interested in the coastal trade also, regular cargoes comprising steel and copper conductors from Newcastle and Port Kembla to Melbourne, and

poles from Coff's Harbour. A recent coastal shipment included 16 mobile cranes from Brisbane and Sydney.

### SHIPOWNER

In a small way, the Commission is a shipowner. Two years ago, in an effort to solve its cement problem, the Commission bought the 600-ton steamer "Uralba", and a year ago it obtained the 500-ton "Jillian Crouch", and more recently the 400-ton "Merilyn", under charter. These three ships are in the Tasmanian-Melbourne trade, carrying cement and timber. During the past year they have brought to Melbourne from the Apple Island 6,000 tons of cement for the Commission—plus considerable supplies of timber.

### WHARF EXTENSIONS AT LAGOS

Wharf extensions amounting to 2,565 feet of concrete blockwork are in course of construction at the Nigerian port of Lagos, West Africa. Ultimate depth alongside will be 32 feet at low water spring tides. The range of tide at springs is only 18 inches, and the level of the wharf surface will be nine feet above low water level.

### CARGO HANDLING FACILITIES

It is proposed to build four sheds—3 double-storey and 1 single-storey—on the new Lagos wharf; and on reclaimed area behind it will be three bonded stores, a King's warehouse, and stores for dangerous goods. There will be also customs, railway, and shipping offices. In addition to three lines of railway in front of the sheds and one line immediately behind them, extensive siding accommodation and a grid are to be laid. The installations provided for this wharf extension are described by "The British Constructional Engineer" as being "typical of what is required for a modern quay with terminal railway communication dealing with a large export trade in addition to the imports required for the Colony." The upper floor of one of the

double-storey sheds has been set aside for passenger traffic, and will contain a large hall for customs examination and compartment for mails, parcels examination, post office, port medical officer, restaurant, waiting rooms, etc. These offices will be served by lifts from the ground floor in addition to a staircase at each end of the shed.

### NEW AMERICAN PORT?

Over 100 years ago Shreveport, second city of the State of Louisiana, U.S.A., was founded by Henry Miller Shreve, whose first task was the opening of the Red River to navigation by clearing from its channel the 200-mile log jam known as "The Great Raft". Navigation in the Red River is again blocked, this time by silting of its bottom and erosion of its banks. But the U.S. Congress has approved construction of a lateral canal system, roughly parallel to the river's course, which will connect Shreveport once again by navigable water with the Mississippi and the Gulf of Mexico.

### DEVELOPMENTS IN HOUSTON, U.S.A.

For several years the port of Houston, Texas, has handled the third largest cargo volume among United States ports, and last year—with 5,734 ship movements yielding the figure of 37.6 millions tons—was second. The 1949 tonnage of 37.6 millions compares with the 1926 tonnage figure of 10.5 millions. With the aid of construction projects now under way, Houston intends to maintain its position as the second port of the United States. Public seaport work is conducted by the Houston Navigation District, which operates 14 piers, a grain elevator, and other facilities. Industries also own wharfage. The District is now in the midst of a \$1,000,000-dollar improvement programme, including a 10,000,000-dollar project to widen the ship channel by 100 feet to a 500-foot average width, and deepen it two feet to 36 feet.

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# News of the World's Navies

## BRITISH NAVAL CONSTRUCTION

Answering a question in the House of Commons in October, the Parliamentary and Financial Secretary of the Admiralty, Mr. L. J. Callaghan, said that of new vessels being built for the Royal Navy, the aircraft carrier "Ark Royal" and three "Daring" Class destroyers have been launched, and he added: "Six new aircraft carriers will join the Fleet between now and 1954. The number of warships under construction has been increased by two A/S frigates of new design; and 41 new design minesweepers, including those approved under the recent additional defence measures, have been or shortly will be ordered, in addition to some small craft."

## CONVERSIONS ALSO

Mr. Callaghan also informed the House of Commons that: "The conversion of fleet destroyers into A/S frigates is already well under way, and six of these vessels will be in duckyard hands by the end of 1950. More are planned to follow during 1951. A programme of converting wartime submarines to higher speeds has also begun. The aircraft carrier "Victorious" is in hand for modernisation, to enable her to operate future types of aircraft. The number of refits for ships in the Reserve Fleet that will have been undertaken during the three years ending in March, 1951, is 450, including 88 which were part of the recent additional defence programme. Virtually, all the ships of the operational reserve have now been refitted at least once since the end of the war. A start is being made on the building of stocks of degaussing and other equipment for the protection of the Merchant Fleet in war."

## BRITISH COMMONWEALTH SHIPS IN KOREAN WAR

Here are some interesting figures of British Commonwealth Navies' activities in the Korean war. During the 14 days covering the Inchon landings and subsequent operations up to the 30th. September, 1950, ships of the Commonwealth Navies in Korean operations steamed 56,456 miles, and the carrier-based aircraft of H.M.S. "Triumph" made 112 sorties in an area of 251,000 square miles. The guns of the fleet fired 2,690 six-inch and 1,274 smaller calibre shells; and 215,000 rounds of Oerlikon and Bofors on to enemy gun emplacements, ammunition dumps, troops concentrations, tanks, island strong-points, and ships.

## SHOOTING RESULTS

Results of the fleet's shooting included the first enemy aircraft to be shot down by gunfire from any United Nations ship; one ammunition dump blown up and two damaged; 11 junks sunk and two damaged; two 50-ton coasters, one 100-ton coaster, and one 70-ton coaster sunk; a 500-ton freighter damaged, and one 70-ton coaster and two junks and patrol boats hit; a floating crane damaged and twelve mines destroyed.

## MOVING TARGET

A story of the shooting concerns an ammunition dump which blew up when one of the "Triumphs" spotting pilots was asked: "Can you see the target?" He replied: "No! Obscured by smoke." But another spotter interrupted with the remark "Target plainly visible passing me at 6,000 feet."

## "TRIUMPH" IN LORD MAYOR'S SHOW

The light fleet aircraft carrier "Triumph" arrived back in Eng-

land, at Portsmouth, on the 9th. November after taking part in the Korean operations. It was the day of the Lord Mayor's Show in London, and the ship was represented in the procession by a 70-foot model of herself. Another Naval exhibit in the show was a 28-foot boom defence salvage vessel, one of the craft used in the work of clearing many of the 500 wrecks broken up around the coasts of Britain since the war.

## PAKISTAN MANOEUVRES

Combined exercises in which the Royal Navy and the Royal Pakistan Navy participated with aircraft of the Royal Air Force and the Royal Pakistan Air Force took place last month at Karachi, from November the 13th. to 15th. inclusive. Vessels taking part were the cruiser H.M.S. "Mauritius" and the frigate "Loch Glendhu", and the Flagship of the Royal Pakistan Navy, the frigate "Jhelum", and minesweepers of the Royal Pakistan Navy. This was the second large-scale exercise of its type organised by the Staff College, Quetta, since the war and since partition. The "Mauritius" visited Karachi for a similar exercise last year.

## CANADA INSTITUTES "NAVY DAY"

Canadian "Navy Week", which was held in October, included a series of ceremonies among which was that of the institution of "Navy Day", a celebration that will be observed officially each year in future under the auspices of the Royal Canadian Navy. The Navy League of Canada was associated actively with many of the ceremonies and displays held at naval institutions in various parts of the Dominion, to give the public first-hand information of the navy and its activities. "Navy Week" was brought to an

end by the commemoration of the Battle of the Atlantic in many churches throughout Canada, when tributes were paid to those who lost their lives at sea during the war.

## FOUR-POWER NAVAL EXERCISE

Fleet Commanders-in-Chief representing Italy, Great Britain, France and the United States, participated recently in a chart exercise involving the solution of a naval problem based on a situation which might confront their combined naval forces in the Mediterranean at the outset of any war in that area. The exercise took place on board U.S.S. "Columbus", the flagship of Admiral Richard L. Conolly, C-in-C., U.S. Naval Forces, Eastern Atlantic and Mediterranean, at Cagliari, Sardinia. Admiral Conolly conceived and planned the exercise to "promote a common understanding of certain essential naval responsibilities in the Mediterranean and serve to facilitate any required Allied naval effort in that area in the future." Participating with Admiral Conolly were Vice-Admiral Romeo Oliva, C-in-C., Italian Naval Forces; Admiral Sir John Edelman, C-in-C., British Mediterranean Fleet; Vice-Admiral Potheau, Commander, French seagoing Squadron; and Vice-Admiral John J. Ballantine, Commander, U.S. Sixth Fleet.

## NAVAL NON-STOP FLIGHT, GIBALTAR-LONDON

Four Sea Hornet aircraft of No. 809 Squadron, Royal Navy, flew non-stop from Gibraltar to Lee-on-Solent in three hours ten minutes on the 16th. October. It was the first occasion on which a formation of this type of twin-engined two-seater naval fighter aircraft had flown direct from Gibraltar to the United Kingdom. The aircraft took off from Gibraltar at 10.6 a.m. British Standard Time, and landed at Lee-on-Solent at 1.16 p.m. British Standard Time. They flew 905 nautical miles at an average height of

18,000 feet and an average speed of 286 knots. The Squadron had been exercising with the Home Fleet during its Autumn cruise, and had been embarked in H.M.S. "Vengeance" during the outward passage of the Fleet.

## MR. AMERY ON SEA POWER

When chief guest at a Navy League luncheon at the Savoy Hotel, London, recently, Mr. L. S. Amery, a former First Lord of the Admiralty, said that sea power alone enabled us to win the two world wars, and he did not believe that the Navy had lost its essential importance in the world today. It would be a fatal mistake if either the Government or the Nation should underestimate what command of the sea meant to the peace of the future. We were again living in anxious times, and it was vital for us to know whether we were adequately prepared for the dangers that confronted us.

## TRAFALGAR CELEBRATION

It is probably not widely realised that many of those killed in the Battle of Trafalgar lie buried in a cemetery just outside the city walls of Gibraltar, which is only 60 miles from the scene of the battle, and is where "Victory" was towed after the fight. The latest anniversary of Trafalgar was

commemorated at Gibraltar with a service at the cemetery, the first time it has been so commemorated. The idea came from the Dean of Gibraltar, the Very Reverend H. M. Lloyd, D.S.O., who conducted the Act of Remembrance. Nelson's prayer, written just before the battle, was read by the Flag Officer, Gibraltar, Rear-Admiral Lord Ashbourne, D.S.O.

## H.M.S. "LADYBIRD"

Second World War men of the R.A.N. who were in the Mediterranean in 1940 and 1941 will remember the old gunboat "Ladybird", which was sunk off Tobruk after carrying out many bombardments of the North African coast. She had previously been on the China Station, and had figured in the U.S.S. "Panay" bombing incident in the Yangtze. Her name has now been revived in the Far East as that of the headquarters ship for Rear-Admiral W. G. Andrews, C.B., C.B.E., D.S.O., who commands the British Commonwealth Forces in Korean waters. The new "Ladybird" was previously the Yangtze River boat "Wusueh", one of the last ships to leave Singapore and Batavia when the Japanese over-ran those ports in 1942. She accommodates a large number of officers and ratings on the Admiral's staff.

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## TRUE THOMAS WOOD

By His Death Australia—And Many Individual Australians  
—Have Lost A Friend Such As Is Far Too Rare.

THE announcement last month of the death of Dr. Thomas Wood at his home in England will have come as a shock to his many friends and admirers in Australia, not least to those who are readers of "The Navy".

It was only a few weeks earlier that he wrote to a friend here, "As for myself, I have never felt so well or worked so well." And now he is dead. It is all the more difficult to realise, since he was, of all men, so vibrantly alive; so much in love with life; so curious of the lives of others and interested in their well-being; so busy cramming every fleeting moment with work and achievement.

He was a man of uncommon courage, moral and physical. The son of a master mariner, captain of a small British coaster, he always loved the sea, and would have followed it but for the disability of poor sight. He was born blind in one eye, and never had more than ten per cent. efficiency in the other.

Whether, had he been able to go to sea, he would have remained there, is a moot question. As Masfield forsook it for poetic fields, he might have done so for music. As it was denied his first love, he early embraced his second: battled his way through Oxford in a manner made hard by lack of money, and took his degrees of Master of Arts and Doctor of Music; and embarked on a full life of work, writing music and books, and endeavouring to satisfy an insatiable appetite for knowledge of men and things.

He travelled widely, and between his voyages lived with his charming wife in their home—a lovely old house, part of which was built in the XIVth Century—at Bures, on the border of Essex and Suffolk. Whether at home or away, he was a tireless worker. His energy, driven by his boundless probing curiosity, was amazing. His output was large, and he laboured in diverse fields—in the writing of music, the making of books, in musical administration, and in other directions also. He kept his friendships—widely scattered—in repair, and was a grand correspondent, putting to shame many of those to whom he wrote.

At the time of his death he was Chairman of the Royal Philharmonic Society, and on the Executive and Chairman of the Music Panel of the Arts Council, with the responsibility for the music for the Festival of Britain on his hands. He was working on a number of compositions and scores: "The Rainbow", for men's voices and brass band; "Dugwatch", which is about ships and the sea; a work for the Norwich Festival; "Over The Hills And Far Away" for Birmingham; and two or three smaller things to be slipped into odd corners.

His letters always told largely of work. "I am in good form and working hard" . . . "This letter is being written in the middle of a patch of hard to hardish hard work" . . . Full days and not quite enough of them, but there are no complaints . . . With it all, he always had time to keep in touch with his many friends.

And "Australia is never far away in fact or in thought." He loved the sea; he loved the Navy; he loved Australia. He loved life. He died when it was full, as he would have wished. And that is the only conoling thought.



## ADVENTURES ON BOARD A FRIGATE

Men Of A "Little Ship" Sail To The Antarctic,  
Rescue Twelve From Open Boats, Call At 54 Ports,  
And Welcome 31,000 Visitors.

By George Vernon.

A LITTLE vessel, just 307 feet long, is back for refitting in her homeland dockyard after voyages of nearly 48,000 miles, in which she has visited four continents, 20 countries, and 54 ports.

She is the 1,600 tons frigate "Bighury Bay", one of the small ships of Britain's Royal Navy which in time of war swarmed steadfastly over the seven seas, and now, in peace, are no less busy on the world oceans. With a crew of 157 officers and men, the "Bighury Bay" has just completed a two years' commission in the West Atlantic. And judging from the report of her Commanding Officer, Lieutenant-Commander G. R. P. Gooden, the company of the "Bighury Bay" have been seeing life in all its variety. That is the luck of the men of the frigates.

Highlight of her commission was a voyage to the Antarctic to pick up from Stonington Island eight scientists and to bring them back to the Falkland Islands together with eight ringed penguins and two of the Emperor penguins rarely kept in captivity. These temporary mascots, which much intrigued the crew, were flown to the London Zoo.

The ship's company of the "Bighury Bay" became quite blasé

about icebergs, for they sighted 1,200 of them, one being four miles long. Returning from her Antarctic cruise, just before heading home to her southern England base, Portsmouth, from Bermuda, the vessel had the satisfaction of saving a party of nine United States marines and three Bermudians who had been adrift in an open motor-launch for two days.

Not that it was all work for her crew. The task of "showing the flag" certainly has a very attractive side. Not only were the men of the "Bighury Bay" entertained at dances at their ports of call, at dinners, concerts and picnics, but they were also invited to a rodeo, tours of plantations, oilfields, and even a brewery, and had the freedom of the cities of New Orleans and Baton Rouge, Louisiana, conferred upon them. They, in turn, received 28,288 visitors on board as well as 3,069 official guests—a pleasant and effective way of fostering good international understanding.

But this is just one aspect of the world-wide work of the Royal Navy's ubiquitous frigates.

Remember the "Amethyst" and her heroic defiance of the Chinese Communists on the River Yangtze? The "Amethyst" is a frigate. So, too, is the "Black Swan", a war veteran with a great record, which shows the

Royal Navy's White Ensign through the China Seas, while, on the other side of the world, her sister ship, the "Snipe", cruises in more peaceful waters.

In her peacetime career the "Snipe" has had the distinction of being the first United Kingdom warship to steam up the James River to Richmond, Virginia, and also the first warship of the Royal Navy for 170 years to go up the Hudson River as far as Albany, capital of New York State.

The commanding officers of these little ships of the Royal Navy also carry on the tradition of being diplomats as well as sailors. When the "Snipe" paid a visit to Ciudad Trujillo, capital of the Dominican Republic, her captain, Commander C. G. Walker, had the honour of being entertained by the President of the Republic.

Another far-ranging frigate is the "Sparrow", which has "shown the flag" from Vancouver to Montevideo, and has steamed 1,000 miles (1,600 kilometres) up the Amazon to Manaus. She also was sent on special duty to the Antarctic and escaped only just in time from being trapped there by pack ice for the winter. About the same time still another frigate, "Loch Arkalg", was sailing into the Arctic to take part in a series of important cold weather trials north-east of Iceland.

"Sparrow", first commissioned in December, 1946, steamed a distance equal to two-and-a-half times round the world in her first two years. She proudly bears an historic name, being the "eighth of her line", the first ship of that name in the Royal Navy having been one captured from the Dutch in the middle of the 17th century.

Both the "Sparrow" and the "Snipe" took part in combined Naval exercises with ships of the Royal Canadian and United States navies in the Caribbean earlier this year, helping to establish the close co-operation necessary for the Naval side of the North Atlantic Treaty.

# WHAT THE NAVY IS DOING

**T**HE most important occurrence so far as the Royal Australian Navy is concerned since these notes were last written is the return to Australian waters of the aircraft carrier H.M.A.S. Sydney, which has been overseas for the best part of the year. Sydney, which left Portsmouth on the 26th. October, arrived in Fremantle on the 28th. of last month, and is due at Jervis Bay on the 7th. of this month. It is anticipated that, after being at availability for leave and defects, Sydney will, following working up exercises in the new year, again become Flagship of the Australian Fleet in place of Australia.

In announcing an arrangement reached between the Commonwealth Government and the Government of New Zealand, under which six New Zealand boys will enter the Royal Australian Naval College each year, the Minister for the Navy, Mr. Francis, said that he knew that the people of Australia would join with the Commonwealth Government in expressing their pleasure at this innovation, and would extend a warm welcome to the New Zealand boys when they arrive. The system under which future officers of the New Zealand Army had been trained as cadet-officers at the Royal Military College, Duntroon, for many years had proved eminently successful, and the Minister said he was confident that similar success would result from the training at the Royal Australian Naval College as Cadet-Midshipmen of future officers of the New Zealand Squadron.

## FLEET DISPOSITIONS

### The Aircraft Carrier:

H.M.A.S. Sydney (Captain D. H. Harries, R.A.N.) sailed from Portsmouth on the 26th. October on her return to Australia, and is expected to arrive in Sydney by the 11th. December. The voyage out from the United Kingdom was made by way of the Suez Canal and Aden, where Sydney arrived on the 10th. November, reaching Colombo seven days later and sailing from that port on the 19th. November for Fremantle, where she arrived on the 28th. She is due at Adelaide on the 3rd. of this month, Melbourne on the 5th., and Jervis Bay on the 7th. At Jervis Bay she disembarks members of the 21st. Carrier Air Group, which was formed in Britain, and in addition will land new reserve aircraft and naval stores. Disembarkation should be completed in time to allow Sydney to reach Sydney to begin leave on the 11th. December. It is antici-

pated that, subsequent to the granting of leave and the completion of refit, Sydney will sail from Port Jackson for Jervis Bay on the 24th. January, there to carry out working up exercises. On the completion of these exercises towards the end of February, she will join the Fleet as Flagship. During March and April the Fleet will carry out combined exercises with units of the New Zealand Squadron and other Commonwealth Navies, in Tasmanian waters and the Jervis Bay area.

### 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, arrived in Sydney on the 15th. of last month after a period at Westernport and Port Phillip Bay, where exercises were carried out with H.M.A.S. Labuan. Australia will be at

availability for leave and urgent defects in Sydney until the 12th. January. Her subsequent programme is provisionally: Sails in company with Tobruk, Shoalhaven and Murchison for Jervis Bay on the 16th. January, returning to Sydney on the 24th. for the Jubilee Anniversary week-end. On the 30th. January, with the above-mentioned ships in company, and with the addition of H.M.A.S. Condamine and H.M. Ships Tactician and Telemachus, and units of the New Zealand Squadron and ships of other Commonwealth Navies, Australia will sail for Jervis Bay for exercises, which will continue until 23rd. February, after which the Flag will be transferred from Australia to Sydney. Australia will proceed with the combined Fleet to the Hobart area for exercises, leaving there on the 19th. March for Adelaide, where she remains from the 22nd. to the 27th. March, arriving at Jervis Bay area on the 27th. March, where Fleet exercises will be carried out in the area down to Gabo, continuing until the 7th. April.

### 10th. Destroyer Flotilla:

H.M.A.S. Warramunga (Commander O. H. Becher, D.S.C., R.A.N.) has been operating in Korean waters with the British forces under the command of Rear-Admiral Andrewes, as part of the United Nations naval forces there.

H.M.A.S. Bataan (Commander W. B. M. Marks, R.A.N.) has been operating in Korean waters with the British forces under the command of Rear-Admiral Andrewes, as part of the United Nations naval forces there.

H.M.A.S. Tobruk (Commander T. K. Morrison, C.B.E., D.S.C., R.A.N.) has been carrying out working up exercises based on Sydney. It is anticipated that she will sail from that port with the

flagship on the 16th. January, remaining with the Flag throughout the exercise periods in Tasmanian waters, and on the visit to South Australia.

### 1st. Frigate Flotilla:

H.M.A.S. Shoalhaven (Commander R. I. Peek, O.B.E., D.S.C.) has been in Sydney following her period with the United Nations forces in Korean waters. It is anticipated that she will sail with the flagship from Sydney for Jervis Bay on the 16th. January, and remain with the Fleet until the 14th. March, when she will sail from Tasmanian waters for Sydney, subsequently taking part in the combined Fleet exercises in the Jervis Bay-Gabo area during the first week in April.

H.M.A.S. Culgoa (Lieutenant-Commander V. G. Jerram, R.A.N.) arrived in Sydney on the 10th. of last month following her cruise to the Islands and New Caledonia. She will remain in the Sydney area until about the 5th. February, when she should join the Fleet and take part in the exercises in the Hobart area, returning to Sydney about the middle of March, and subsequently taking part in the exercises between Jervis Bay and Gabo during the first week in April.

H.M.A.S. Murchison (Lieutenant-Commander A. N. Dollard, R.A.N.) has been in Sydney, and it is anticipated that she will sail with the Flag for Jervis Bay on the 16th. January, participating in the Fleet exercises in Tasmanian waters, and returning to Sydney about the middle of March, subsequently taking part in the combined fleet exercises during the first week of April.

H.M.A.S. Condamine (Lieutenant-Commander A. W. Salisbury, R.A.N.) is in Sydney, where she has been operating under the operational control of the Flag-Officer-in-Charge, New South



Mr. Menzies inspecting cadet-midshipmen at the Passing Out at the R.A.N. College.

Wales. She should sail with the Flag from Sydney for Jervis Bay on the 30th. January, subsequently taking part in the Tasmanian exercises, and returning to Sydney about the middle of March, sailing again towards the end of that month to participate in the combined fleet exercises during the first week of April.

### H.M. Submarines:

H.M.S. Telemachus (Lieutenant O. Lascelles, D.S.C., R.N.) is in Sydney, whence it is anticipated she will sail on the 30th. January for Jervis Bay to take part in the fleet exercises in Tasmanian waters: returning to Sydney about the middle of March, and sailing again about the end of the month to take part in the exercises during the first week in April.

H.M.S. Tactician. Her anticipated programme is as that of H.M.S. Telemachus.

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

H.M.A.S. Labuan (Lieutenant-Commander Ian Cartwright, R.A.N.) arrived at Westernport in company with H.M.A.S. Australia on the 23th. October, and has since been in Melbourne. It is anticipated that she will sail about the 16th. January for Heard Island, making her annual voyage to the south with reliefs and supplies for the scientific parties on that Island and Macquarie Island, in connection with the Australian Antarctic Research Expedition.

### Training Flotilla:

The two Australian Minesweepers comprising this Flotilla are based on Flinders Naval Depot:

H.M.A.S. Gladstone

H.M.A.S. Latrobe.

### Survey Ships:

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

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

## GENERAL

### Large "Pass Out" From College

When 20 cadet-midshipmen graduated from the Royal Australian Naval College at the Passing Out ceremony on the 27th. October, the three junior years remaining at the College farewelled the largest number of graduates in one year that the College has seen since 1920. In an impressive exhibition of marching to the music of the Royal Australian Naval Band, Flinders Naval Depot, the Prime Minister, Mr. Menzies, took the salute on the Parade Ground, and later presented the prizes and addressed the Cadet Midshipmen. The graduates sailed last month in the P. & O. liner "Strathaird" for the United Kingdom. They will spend eight months in the training



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cruiser H.M.S. "Devonshire", visiting the West Indies and Scandinavia. They will then be appointed Midshipmen, and begin their careers as naval officers. Following courses in other ships and at Royal Naval establishments, they will return to Australia as sub-lieutenants in about three and a half years time.

#### Tribute to Captain Waller

In his speech to the Cadets after presenting the prizes at the Naval College passing out ceremony, Mr. Menzies commented on the fact that one of those to whom he had to present prizes—including the Grand Aggregate Prize—was Cadet Midshipman Waller, the son of Captain H. M. L. Waller, D.S.O., R.A.N., who was Captain (D) of the 10th. Destroyer Flotilla, when it attained fame as the "Scrap Iron" Flotilla in the Mediterranean in 1940-41, and who was subsequently lost as Commanding Officer of H.M.A.S. "Perth" when that ship went down fighting against numerically superior Japanese forces in Sunda Strait during the night of February 28th - March 1st, 1942. Mr. Menzies recalled that when he was, as Prime Minister, in the Middle East in 1941, he was taken by the Commander-in-Chief, Mediterranean, the then Admiral Sir Andrew Cunningham, to visit the Australian destroyers. As the Admiral's barge sped across the waters of Alexandria Harbour towards "Stuart", Sir Andrew turned to Mr. Menzies and said: "You are now about to meet the finest captain that sails the seas—his name is Waller."

#### H.M.N.Z.S. "Bellona" To Come Here

The Minister for the Navy, Mr. Francis, announced last month that H.M.N.Z.S. "Bellona" will arrive in Sydney on the 25th. January to take part in the Commonwealth Jubilee celebrations. She will remain there until the 30th. January, and will then visit some of the other capital cities before returning to New Zealand in April.

#### Frigates Also

The New Zealand frigates "Taupo" and "Hawea", with probably another frigate of the New Zealand Squadron, will leave Auckland about the 30th. January, and will join the Australian Fleet in Jervis Bay four days later.

#### Other Commonwealth Navies

Invitations have been issued by the Commonwealth Government to the Royal Navy, the Royal Canadian Navy, the Royal Pakistan Navy, the Royal Ceylon Navy, the Indian Navy, and the South African Navy, to send ships to the Jubilee Celebrations. The names of such ships as are coming will be announced later.

#### Second N.M. New Commodore 1st. Class

It was announced recently that Commodore R. R. Dowling, D.S.O., R.A.N., who assumed the post of Second Naval Member in May, has been granted the rank of Commodore 1st Class while holding the appointment. The granting of the rank dates from the 30th. June, 1950. This is an innovation, as previous holders of the appointment held the rank of Commodore 2nd. Class during the tenure of their office.

#### Remembrance Day Service at Garden Island

A commemoration service for officers and men of the Royal Australian Navy who lost their lives in the 1st. and 2nd. World Wars was held in the chapel at Garden Island Dockyard, Sydney, on Sunday, the 26th. of last month; the service being followed by Holy Communion. A service is held in the Dockyard chapel on the last Sunday of every month, at which it is customary to mark at the service the anniversary of any outstandingly important event which had occurred during the month. The event marked on the 26th. of last month was Remembrance Day, formerly Armistice Day, which was celebrated in other churches either on Saturday, 11th., or Sunday, 12th. November.

#### National Service Training

It was announced by the Minister for the Navy last month that the R.A.N. expects to begin the training of national service men on the 1st. March, 1951. The total period of training over five years would be 173 days. Trainees would serve 124 days continuous training in the first 12 months—54 ashore and 70 at sea. They would serve the remaining 52 days in four annual periods of 13 days each, either at sea or in a shore establishment. In the first three years the R.A.N. would train 500 national service men a year in two quotas of 250 each. After three years it would train 1,000 a year in two quotas of 500 each.

#### Training Conditions

For a national service recruit minor rating pay will be 12/6d. a day, in addition to food, quarters and uniform. National service ratings from Queensland and New South Wales will normally do their shore training at H.M.A.S. "Penguin" at Balmoral, near Sydney, but, as the necessary buildings will not have been completed by the 1st. of March next year, the first draft from those two States will begin training at H.M.A.S. "Cerberus", Flinders Naval Depot, Crib Point, Victoria, where men from Victoria, South Australia, and Tasmania will be trained. Men from Western Australia will train at H.M.A.S. "Leeuwin", Fremantle. At first training will be done in one frigate in New South Wales, in two fleet minesweepers in Victoria, and in one fleet minesweeper in Western Australia. As soon as practicable, and when manning permits, six minesweepers will be used, two each at Sydney, Flinders Naval Depot, and Fremantle. It is hoped that during the first training period national service ratings will find naval life so much to their liking that they will volunteer either for the permanent naval forces, or for additional training with the Royal Australian Naval Reserve.

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### H.M.A.S. "Anzac"

H.M.A.S. "Anzac", a sister ship to H.M.A.S. "Tobruk", which has been built at Williamstown Naval Dockyard, Victoria, is expected to carry out her sea trials during this month and January, and to commission in March next. Constructed very largely in accordance with designs originally prepared by the Admiralty for its own Battle Class destroyers, some alterations in design have been incorporated here which make for distinct improvement.

### N.Z. Boys at R.A.N. College

It was announced last month that by arrangement with the New Zealand Government six New Zealand boys will enter the Royal Australian Naval College at Flinders Naval Depot each year. They will enter, as do Australian boys, as cadet-midshipmen. Entry will be at between the ages of 15 and 16½ years, and entrants will be enrolled under the intermediate scheme for that age group. Three boys will enter the College in mid-March each year, and three in mid-July. This new intermediate entry will supplement the normal entry for 13-year-old Australian-domiciled boys, who will continue to join in January of each year.

### Conditions

Conditions of entry for New Zealand boys will be the same as those for boys whose homes are in Australia. The educational qualification will be the equivalent of the possession of the Victorian Intermediate Certificate with passes, in Victoria, in English Expression, Mathematics B, and General Science B. Boys who wish to join the College under the scheme will be selected by the New Zealand Naval Authorities; and the cost of their education, clothing, maintenance and other incidentals will be borne by the New Zealand Government. They will remain at the College for two years, and on passing out of the College will go to England to join the Royal Navy training cruiser, and later do fleet training in various classes of warships before

completing specialist courses at Greenwich and other shore establishments.

### PERSONAL

Captain G. H. Beale, D.S.O., O.B.E., R.N., has assumed command of H.M.A.S. "Albatross", the Royal Australian Naval Air Station at Nowra, near Jervis Bay, in succession to Captain R. G. Poole, R.N., who has reverted to the Royal Navy after having served at Nowra on loan for two years. Until three months ago Captain Beale was Deputy Director of Air Warfare at the Admiralty. He served in the South Atlantic as an observer in the aircraft carrier "Ark Royal" in the early days of the Second World War, and later in the Mediterranean in the "Illustrious". He was taken prisoner at Maleme, Crete, in June, 1941, and was awarded the D.S.O. for the part he took in the defence of the island. He was not released until May, 1945. From January, 1947, until January, 1948, he was Senior Officer of the 3rd. Escort Flotilla.

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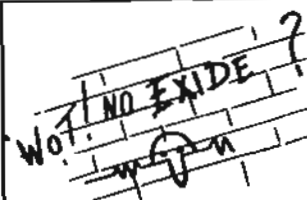
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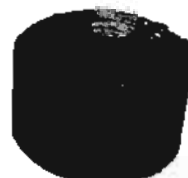
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## The "Suffolk" Room

By John Forsyth.

IN 1918, the last year of the First World War, the residents of Vladivostok, Siberia, regularly witnessed a sight rarely seen in any part of the world when ratings and petty officers of one of His Majesty's ships rolled barrels of beer across the foot-path of the main street and stowed it in a building, and this with the approval of the Admiralty.

Great Britain and her Allies decided to intervene in Siberia for the purpose of preventing Germany making a submarine base at Vladivostok, from which she could attack Allied shipping in the Pacific Ocean, and despatched cruisers to that port to counter any move by the enemy or the German and Austrian prisoners of war at liberty in that part of Siberia.

The H.M.S. "Suffolk" was the first to arrive and when the news of her expected arrival was made known to the handful of British residents they decided to open a club for the men of the "Suffolk" where they could spend their shore leave in an environment that would appeal to them, that of an English pub, and one that would keep them away from KOPECK (a Russian coin with the value of an English farthing) HILL, a most unsavoury area.

The "Suffolk" arrived about 6 p.m. one Autumn evening in a light snow storm. The British residents had chartered a tug to take them out to the cruiser to interview the Commodore and to obtain his permission or blessing on their project for the club, which was readily given by Commodore Payne.

On the first floor of a new building a restaurant was taken over as a going concern, staffed with Chinese servants or stewards, and handed over to the crew of the "Suffolk" who were given to understand that the "Suffolk Room" was their property to manage and run as they

saw fit, and without any interference from the local residents in any way whatever, except the payment of accounts and the supply of goods and provisions. There was no official opening, no speeches nor flag waving. The first of the liberty men were simply told: "Well, here it is, it is all yours!" The writer was chairman of the Organising Committee and I never knew if the ratings had a committee or not to run the show. This I can say, and very definitely, there was not a single case of misbehaviour, nor was a British sailor ever seen drunk on the streets as was the case of other nationalities who were doped on Kopeck Hill with woad alcohol.

As there was strict prohibition throughout the country, the Committee of Residents approached the Governor of the Province and obtained permission to re-open the local brewery on condition that the beer was served only to the men of the "Suffolk" and that its strength did not exceed one per cent. alcohol. When the first of the brew was delivered to the Club the local organisers were anxious as to the reception this weak beer would get from the ratings. Their fears were soon set at rest by the candid opinion of the men who said: "It looked like beer, it tasted like beer and it had a froth, it will do us."

The financial burden to pay for the upkeep of the club became too much for the less than a dozen local Britishers, but an appeal to their fellow citizens on the China Coast and Japan brought in so much money that it was possible to extend the activities and amenities.

The "Suffolk" when paid-off was replaced by the H.M.S. "Kent," and when the latter left for home, she was followed by the "Carlisle," but the Club remained the "Suffolk" Room and its influence had the same effect on the men of the "Kent" and the "Carlisle."

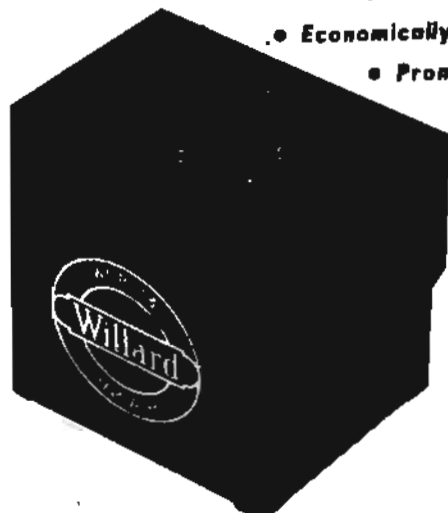
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## Federal Council

**D**URING last month Mr. H. S. Peebles (Federal Vice-President) visited both the Victorian and South Australian State Councils' offices and interviewed the respective State Secretaries. Mr. Peebles was able to gain first hand information from these officers about the progress being made by the Association in their States. It is expected that Mr. C. W. Scott (Federal Secretary) will pay an official visit to the Victorian State Council Meeting, to be held on Monday, 13th January. The Federal President attended the first meeting of the recently formed Federal Recruiting Secretariat which met at Melbourne on 30th October. Mr. Anderson placed before the Recruiting Committee various data which may be of assistance in the drive for recruits for the R.A.N. All State Councils have notified the Federal Secretary that their Presidents have been elected to and have attended the early meetings of the State Recruiting Committees. Sub-Sections of the Association throughout Australia and the Tasmanian Association have indicated their willingness to assist wherever possible.

Federal Council has arranged with a Melbourne firm for the purchase of a supply of financial year clips which will be issued to all members who pay their 1931 subscriptions; despatch of these clips will be made to State Secretaries near the middle of this month or earlier if the manufacturer can complete the order before contract date.

## Victoria

State elections held during the 3rd. Annual Conference, held at

Melbourne, on 14th October last, resulted in the following being elected: Messrs. C. H. Hall (State President), E. Smith (State Vice-President), J. C. Hosking (Hon. State Treasurer), and H. McEwan (Hon. Assist. State Secretary). Mr. Harold Ivey did not desire to stand for office this year and he therefore becomes Immediate State Past President (ex-officio) for 1930-31. Members of Essendon

Sub-Section have elected Mr. R. A. Lynch, of 49 Chausier St., Moonee Ponds, as Hon. Secretary of the Essendon District. N.S.W.

Mr. J. E. Blight has resigned the office of President of Newcastle Sub-Section and has rejoined the R.A.N. The St. George Sub-Section members have elected Mr. R. H. Gregory as Hon. Secretary for the current year.

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Sydney and Metropolitan Sub-Sections are combining their efforts to provide the usual Christmas treat for the children.

## South Australia

Information that was conveyed to the Annual State Conference, held on 6th October last, indicates that the membership of the newly formed Northern Suburbs Sub-Section reached over sixty men at the close of last quarter; Headquarters Sub-Section, to the same period, lists 114 members as financial. The State Council and its five Sub-Sections are showing rapid growth this year. The Operating Trustees of the King George Fund for Sailors (Mr. Angus McKee) has just returned to Adelaide from a lengthy visit to the Rocket Range. Mr. McKee is also a General Trustee of the Association and a Trustee of the Charitable Purposes Fund, more commonly known as the Association's C.P.F.

## Western Australia

Mr. W. Talbot, a former delegate to Federal Conference, was present at the Victorian State Conference as an observer from Perth. The State Council, under the leadership of Mr. Noel Murphy (State President), is still appealing to the citizens of the West to assist the Association with funds to help purchase the Naval Memorial House, situated in Hay Street, East Perth. Members of Metropolitan Sub-Sections still continue to aid one another with their home building co-operative scheme.

## Australian Capital Territory

Mr. Albert Mauger (former Section Vice-President) has been elected President of Canberra (A.C.T.) Sub-Section, filling the vacancy caused by the death of the late Mr. N. V. Kearsley (Foundation President). Mr. Neville Murray is still the Hon. Treasurer and Mr. Kevin Smith the Section's Hon. Secretary. Queensland.

Mr. W. L. Brear, one of the Section's energetic members, entertained the Association gathering

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held on Monday, 6th November, with a motion picture entitled "A Trip Round The World On Board H.M.A.S. 'Australia'." The Committee has arranged for children of country members (who will be unable to attend this year's Christmas Party at Brisbane to receive their gifts) to have their presents sent on to them, providing the parents notify Messrs. W. Macdonald (Hon. Secretary, of 112 Brisbane St., Bulimba) or Mr. P. H. W. Forbes (Hon. Assistant Secretary, of 16 Terrace Street, Newmarket).

Papua (N.G.).

During October, the frigate H.M.A.S. "Culgoa" visited Port Moresby, and the Commanding Officer and Coxswain were present at the Dinner arranged by the Section to commemorate Trafalgar Day. The Section and some of its members have informed the Federal Secretary that orders have now been placed for copies of "The Navy" to be sent to New Guinea; these orders were handed to Mr. J. Gillman, Hon. Secretary of the Section, who had previously received old copies of "The Navy" from Federal Council.

—G.W.S.

## NORTH COUNTRY MIGRANTS FOR AUSTRALIA

As the result of a drive which concluded at the end of last month in Britain, Australia will receive the greatest single influx in her history of North Country Englishmen just before Christmas and early in 1951. An intensive migration recruitment campaign was carried on in Yorkshire and Lancashire, migration offices being established in Manchester, Sheffield, Rotherham, Oldham, Newcastle, Rochdale, Grimby, Chesterfield, Hull and Doncaster. The campaign was most successful, and incoming ships shortly should carry a large proportion of passengers speaking in the Northern dialects.

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