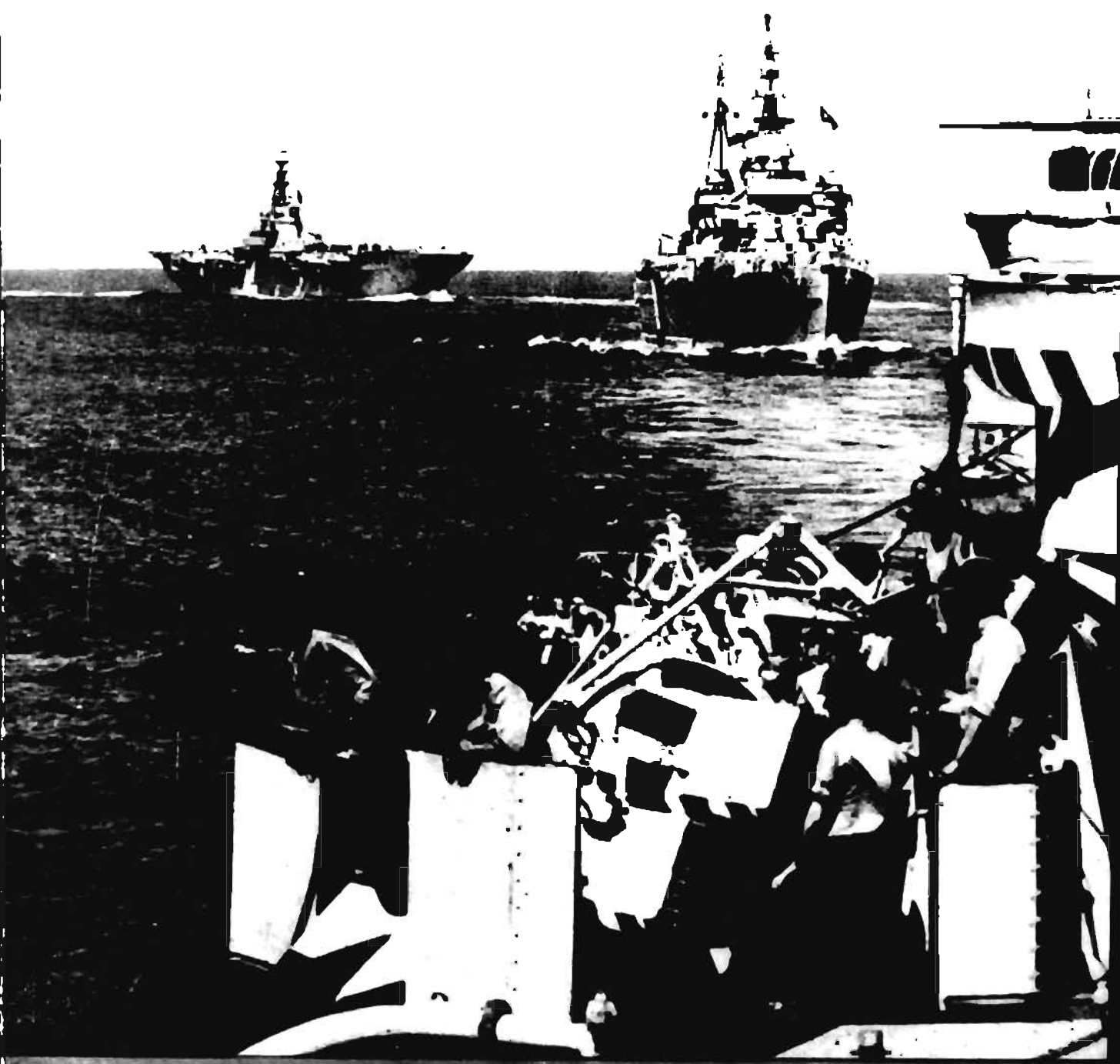


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AUSTRALIA'S MARITIME JOURNAL

JANUARY, 1981

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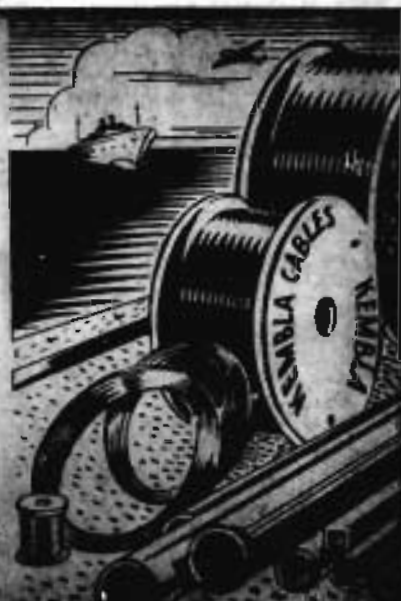
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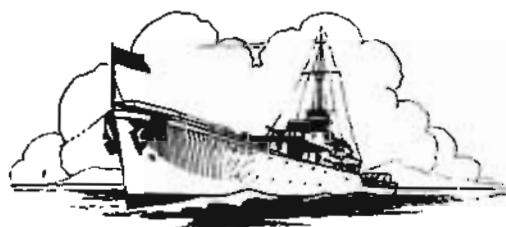
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Vol. 15.

January, 1951.

No. 1.

FIFTY YEARS

IT is fifty years ago since Australia graduated from a collection of colonial States into an entity with a Federal administration; fifty years during which she has enjoyed a growing measure of self-government, until now she is an independent member of the British Commonwealth of Nations, bound only by the ties of sentiment, and mutual dependence in trade and defence.

During the fifty years of development, the Royal Australian Navy has played no inconsiderable part. It was the decision of outlying parts of the Empire — notably Australia — to possess their own naval forces, that forced upon the British Government recognition of the need for a common foreign policy among members of the Empire. Without such a common policy, the possessor of an independent naval force might have found itself involved in an adventure which the other members could not support. The junior members thus were given a voice in matters which, up to then, had been decided in London. The early Anglo-Japanese treaties were, for instance, concluded without any reference to Australia; but in the later renewals the Governments of Australia, Canada, and New

Zealand were consulted. It was an indication of the realisation that the younger members were growing up.

That growing up process was accelerated between 1914 and 1918, and its effects were made more noticeable by the comparative loss of power of the main partner, Britain, after the First World War, was no longer in the strong position she had enjoyed as the possessor of a two-Power navy. She had to tell the other senior members of the group of nations that she could no longer shoulder the whole burden of naval defence. The self-governing dominions must accept the responsibility — under the over-all protection of the British battlefleet — for their own local defence. It was agreed that the security of sea communications between the Empire countries was the matter of first importance. On that the whole edifice of Imperial Defence was based, and remains so to-day.

That it was a sound conception was shown during the Second World War. In the between wars years, there was some disagreement in Australia as to the type of naval force best suited to Australian defence. While one school was for a force which could be used in Imperial dispositions to assist in the overall defence of communications, another favoured a force designed — in conjunction with air forces — solely for coastal defence. To-day, the two Australian political parties appear



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The Navy

to be in agreement, and the mobile naval force, capable of operating anywhere, is favoured by both. Thus we are aiming at a navy which, while making Australia as independent as possible in the provision of local defence of trade and territory, enables her also to lend a hand further afield when the local situation permits — as she has been doing during the campaign in Korea.

Two developments assist Australia to-day, which have been lacking in the past. One is the far greater industrial potential she now possesses; a potential which has expanded greatly even since the 1939-45 war, and which is still expanding. The other is the emergence of naval aviation as the spearhead of attack, both against raiders in her own or nearby waters, whether such raiders are surface vessels or submarines; and against more distant bases from which such raiders could come.

Backed by an adequate and efficient industrial potential and shipbuilding and repair industry, with sufficient and capable harbour defence forces, minesweeping groups and anti-submarine forces, and with a striking spearhead of a carrier task group with its protecting cruisers and destroyers, Australia has the material for a navy which could give a good account of itself both in local defence and in the wider field of the protection of her vital overseas communications.

It still remains to get the numbers of men adequate for the material available.

1901 — 1951

SOMETHING of the change which has come over the naval scene in the fifty years of Australian nationhood is reflected in the warships which will gather at Sydney to celebrate the Jubilee this month. In 1901 the Royal Australian Navy, most strongly represented this year, was not in evidence at the Federation festivities, since it did not then exist. There were, however, representatives of foreign powers — Germany's "Hansa"; the Russian cruiser "Gromoboi"; the Dutch "Noord Brabant"; the "Brooklyn" of the United States Navy. And the Royal Navy was very much in evidence in the Australian Squadron.

This Jubilee Year is wholly a British Commonwealth one in its naval visitors, and, with the exception of the Royal Navy — here on this occasion in the shape of the two submarines "Telemachus" and "Tactician" — they are all from navies which have come into existence since the beginning of the century: the South African naval forces, the Indian Navy, the Royal Pakistan Navy, and the navy of New Zealand.

It is a sign of the times.

January, 1951.

BATTLE HONOURS

THIS month sees the second of the Australian-built Battle Class destroyers — H.M.A.S. "Anzac" — joining the Royal Australian Navy. It is only natural that, with its long maritime history, the Royal Navy should have many naval engagements commemorated in the names of its destroyers of that class. It is significant that our own two Battle Class ships bear the names of battles which, though more closely associated with military than with naval campaigns — the "Rats of Tobruk" and the "Diggers of Anzac" — have yet a very close naval association.

Indeed, neither would have been possible without the Navy, and each illustrates the theory that he who commands the sea may take as much or as little of war as he will. The Diggers of Anzac were put on to the Gallipoli Peninsula by the Navy, and taken therefrom by sea when the time for withdrawal arrived; and similarly, the Rats of Tobruk were maintained in their military outpost by the destroyers of the "Tobruk Ferry", and were removed by sea when the occasion arose.

They were combined operations which are suitably remembered in the names of ships of the R.A.N.

ANCHOR WATCH

PASSENGERS in the "Moreton Bay", which arrived at Melbourne during the Christmas Holidays, were disgruntled because they had to spend four days and nights watching the Melbourne skyline and the city and St. Kilda lights while their ship swung to her anchor in Hobson's Bay.

She was not alone, but one of a large company similarly engaged; and one can imagine that the thoughts of the "Moreton Bay's" passengers were shared by many others on the surrounding ships. And it is not improbable that disgruntlement was felt beyond the confines of Port Phillip, and of Australia. Shipowners in various parts of the world must feel justifiable annoyance at the long delays their vessels suffer in Australian ports. Nor are they the only ones affected, as the rise in the cost of freights and fares brings home to us all.

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Examples of the gear and equipment carried by the men on the test march.

R.A.N. AVIATION SURVIVAL SCHOOL

THREE OFFICERS UNDERGO GRUELLING FOUR-DAY TEST IN AN EXPERIMENT IN ROUGH BUSH COUNTRY WHICH PRODUCED RESULTS OF GREAT VALUE

By a Special Correspondent.

IF you had been near the suspension bridge over the swift-running Kangaroo River, 13 miles from Nowra (N.S.W.), one morning recently you might have seen three men wearing odd clothing and headgear, and carrying big packs on their backs, clambering down the side of a forbidding-looking cliff towards the river's edge.

They were officers from the Royal Australian Naval air station H.M.A.S. "Albatross", which is situated at Nowra, and were beginning an exercise designed to test the equipment and rations which a pilot or observer should carry if he had to bale out in rough country. It was intended that the exercise should take the three officers 40 miles along the Kangaroo and Shoalhaven Rivers, through some of the most rugged mountain territory in southern

New South Wales, to the Shoalhaven River bridge just outside Nowra township. They were to spend four days and three nights out in the open and, at different stages, were to receive rations dropped to them by "search" aircraft from the air station.

This exercise, and two earlier ones not quite so ambitious and gruelling, in which several officers and senior ratings from H.M.A.S. "Albatross" had taken part, have produced valuable information for a survival school which is being organised at Nowra on lines similar to those of other schools at Royal Naval air stations in Great Britain. The object of the schools is to enable pilots and observers, who might bale out, crash, or be forced down in unfamiliar surroundings on land or sea, to gain an idea of the conditions they might expect to find in such an

event. It is obvious, of course, that a man's chances of survival in inhospitable areas would be increased if he knew something about the conditions he was likely to meet before he actually encountered them.

Once the survival course has been introduced at Nowra, all pilots and observers in the R.A.N. will attend it.

The officers taking part in the exercise were Lieut.-Commander R. H. Hain, R.N., Lieutenant-Commander (Plying): Lieutenant G. G. R. Millar, R.N., Officer-in-Charge of Aircraft Handling and Safety Equipment Schools; and Lieutenant R. L. Davies, R.A.N., a maintenance test pilot.

Each of them wore ordinary boots, a Mae West, and any headgear he chose in place of a flying helmet. One chose a beret, one a modified form of sou'-wester, and

one a blue serge deer-stalking cap. Each of them also carried a kit of survival rations; two blankets, representing parachutes; about four fathoms of cordage, which represented parachute rigging lines; an airman's rubber dinghy; and a knife or machete.

Besides this equipment, the party had two fluorescent signal panels; a heliograph; and an inch-to-the-mile map of the area they were going to traverse. Davies took with him a pack of his own design containing a light-weight tent of oiled nylon, a collapsible billy-can, a pencil torch and a special ration pack. It was intended that the contents of the pack should include a folding .22 rifle and 50 rounds of ammunition, but the construction of the weapon was not completed in time, and an ordinary .22 rifle was taken instead.

On reaching the edge of the river, the three men inflated their dinghies and boarded them a short distance below some rapids just as the sky, which had been overcast and showing every sign of rain, began to clear and the sun broke through. The hand-paddles, stowed with each dinghy, they used principally for steering, because the fast-moving water bore them along easily downstream. They soon approached some more rapids and decided to beach their dinghies and carry them down-river to smoother water. Unfortunately, as Hain was disembarking, the floor of his dinghy was torn by a jagged piece of rock and rendered practically useless, although its sides still held air.

Eventually, the damaged dinghy was lashed to a serviceable one with a framework of saplings, to be used by both Millar and Hain in the form of a raft. The party then set off again on their journey, and presently they could see and hear still more rapids while yet a goodly distance away. As they got closer, they saw that the river was divided by a small island and that, in the left-hand portion, the rapids were running strongly. As

Hain and Millar were trying to beach their raft, it was caught by the swirling water and swept into the tumult at the side of the island. In recovering it they were wet through and narrowly escaped injury by being thrown on to the rocks. They scrambled ashore, however, dragging and pushing their raft with them, and were joined by Davies with his dinghy. They all then crossed to the other bank of the river to carry the raft past the next rapids. But the task of doing so proved extremely difficult and they realised that, unless they deflated their dinghies and did the remainder of the exercise on foot, they would make very slow progress, especially as there were quite a large number of rapids still ahead of them. Consequently, they recrossed the stream, expelled the air from the dinghies, packed them, and set out to walk the rest of the way to the Shoalhaven River bridge.

In the meantime, search aircraft that were to take part in the exercise had passed close by, and two of the men waved the fluorescent signal panels to attract attention. One of the pilots indicated that he had seen them. Later, another aircraft went over and dropped a message that supplies would be parachuted to them next morning.

As dusk approached, the men began looking for a suitable camping site at which to spend the night, and eventually found one in which several lemon trees were growing wild. They ate some of the lemons, erected a shelter from branches and brush, and made hot drinks from bouillon powder and chocolate carried in their packs. One of them roasted over a fire a rosella parrot, which Davies had shot with the .22 rifle. He said that it was very tasty, and was satisfying as food.

The night proved to be uncomfortable because of the falling temperature and a shower of rain, and none of the men slept very well.

They rose at day-break and

made some more soup, after which they pushed their way through scrub and undergrowth back on to the track.

By this time a thick mist had spread through the valleys and covered the tops of most of the hills. For this reason they would not have been surprised if the aircraft which were to drop food to them had not arrived. Nevertheless, while they were resting in a large open area they sighted one aircraft and shortly afterwards another. They waved the fluorescent panels and also used the heliograph; they learned later that the pilots saw the panels first. A few seconds afterwards a package, containing corned beef, biscuits, sugar, tea and condensed milk, came floating down to them and landed within 10 feet of where they were standing. They packed these supplies and resumed their journey.

During the morning, when one of the men was testing the bank of the river for a suitable embarkation point — for they had decided to use their dinghies again — he sank almost to his hips in what had appeared to be firm sand, and had to be hauled out.

After lunch, having once more taken to the track, they encountered country more rugged than any they had, so far, passed through. Their difficulties were increased by washaways, gouged out of the river bank by floods — often to a depth of 30 feet. They had literally to pick their way foot by foot, as the sides of the washaways, consisting of loose sand or earth, gave way as they stood upon them while climbing or descending.

At one stage they saw some wild duck and at another a platypus, which disappeared beneath the water as they walked towards it.

They spent the night in a cave 200 feet above the river, up a steep hill strewn with loose rocks of varied sizes. There was no water at the level of the cave and, after they had lighted a big fire

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and laid the floor of the cave with boughs, they had to climb down to the river, where they cooked a meal of "bully beef and biscuit stew" and had hot chocolate.

When the men woke next morning the hills were hidden in mist, and rain was falling heavily, but after another breakfast of hot soup beside the river they began the day's march over ground that was slippery and often treacherous. They reached the rocky face of an escarpment which dropped steeply into the river, and after climbing along some of it came to an impassable stretch at which they had to halt. A crossing to the other side of the river became essential.

During the morning a second lot of provisions was dropped to them.

The rest of that day and the next day they passed through terrain consisting of a succession of river flats and escarpments, and saw kangaroos and wallabies and a few rabbits. On their last night out in the open the temperature was so low that they all slept close to a huge fire.

On the final morning, having left the river, they entered country where the timber and the foliage were so thick that they could not signal the aircraft that were looking for them, but eventually they reached a clearing and made smoke signals with the aid of a huge heap of green boughs and leaves.

At 4 o'clock in the afternoon, after having walked and climbed and clambered for 10 hours, they arrived tired and sore and, as they liked to believe, more or less cheerful, at the little town of Burner, from where, they were told, a lorry would be leaving for Nowra, some miles away, within a few hours.

They decided to end the exercise at Burner, and arrived back at the air station at 8 p.m. feeling, in the words of their report, that, even if the exercise had developed into more of an endurance

test than they had expected, it had brought home forcibly the importance of physical fitness in men who hoped to survive in such country.

The lessons they had learned during the three days were many. One of them was that it was advisable to call a halt of five or ten minutes every hour because better progress could be made by that means than by "non-stop" marching. Another was that survivors who had to travel fifty miles, or more through similar country would benefit considerably by camping for one whole day in three to wash their socks, repair their clothes, and hunt for food.

These lessons, and many others which have been recorded as a result of the exercise, may some day help to save the lives of airmen who have become stranded in desert, bush or jungle; and, because survival schools throughout the British Commonwealth exchange information, they may not only be men serving in the R.A.N.

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HONEY-COLOURED nylons, and over-the-shoulder black handbags, will be new features of the Women's Royal Australian Naval Service uniform.

The W.R.A.N.S. formerly wore fawn list stockings, and there was no uniform bag.

New caps have also been introduced for W.R.A.N.S. and Leading W.R.A.N.S., who will wear a white naval cap handed by a ribbon — known in the Navy as a "cally" — with the name of the naval establishment to which they are attached printed on it.

Officers, Chief Petty Officers and Petty Officers will wear a tricorne hat of dark navy felt with a detachable white cover. A badge showing their rank or rating will be worn on the hats.

Both officers and ratings will wear the same wartime type uniform of a navy blue double-breasted serge jacket and skirt. W.R.A.N.S. and Leading W.R.A.N.S. will have the jacket buttoned with six black naval buttons. Chief Petty Officers and Petty Officers will wear six gold

buttons, and Officers eight gold buttons. The rank of W.R.A.N.S. officers will be denoted by blue stripes worn on the lower portion of the sleeves.

The summer uniform will consist of white frocks and white hats, which replace the wartime khaki.



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WRECK REMOVAL AROUND BRITAIN

The Dispersal Of The Wrecks Of Some Five Hundred Wartime Casualties Has Been A Long And Arduous Operation.

At the end of the war there were around the coasts of the British Isles at least 500 wrecks, most of them sunk by enemy action. They were dangerous to navigation and were obstructing the approaches to ports. The Thames estuary was particularly full of wrecks, as a result of Hitler's magnetic mine campaign. Many a ship which happened to strike one of these had her bottom torn out and became a wreck.

Except in a few special cases, salvage of the wrecks was not practical, and it therefore became essential to try and blow them to pieces with explosives. Various authorities were interested in getting rid of the wrecks, among them the Admiralty, the Merchant Shipping authorities, and the Harbour Boards and lighthouse authorities, in particular Trinity House, one of whose jobs was the laying and maintaining of vast numbers of lighted buoys marking the wrecks. It was decided that the actual work should be undertaken by the Admiralty, who would act as agents for the various authorities interested.

This important work was actually started, though on a necessarily limited scale, during the war. After the war, 18 naval trawlers were specially allocated and converted for this work. The conversion involved, among other items, the provision of the necessary magazine space for the large number of explosive charges which the ships would have to carry, and the supply of ship's boats fitted with the latest echo-sounding equipment.

The ships were at first manned by Royal Naval Reserve and Royal Naval Volunteer Reserve crews, and as a result the work got off to a first-class start. Lat-

terly, the ships have been manned by officers and men of the Royal Navy, and as 90 per cent. of the wrecks were on the S.E. and E. coasts of England between Dun- geness and Flamborough, the ships were placed under the orders of the Commander-in-Chief at the Nore. The work is of an extremely arduous nature: advantage has to be taken of every spell of fine weather, and this has sometimes involved working 15 hours a day for seven days a week. It is not without dangers, and has been accompanied by more than one fatal accident. Experience and patience are perhaps the two greatest essentials in the crew of a wreck dispersal vessel. The Admiralty were quick to recognise the arduous nature of the work, and extra rations and a special scale of leave were granted to the crews.

The wrecks are searched for and found with the aid of the latest navigational radio aids and by means of echo sounding and asdic equipment. They are dispersed by placing around and on top of them numbers of the ordinary naval depth charge used in attacking submarines. Depending on the circumstances, any number between 1 and 40 is placed and fired at one time. The accurate placing of the depth charges is of the greatest importance, and the Captains of the wreck dispersal vessels have evolved interesting new techniques in order to achieve the quickest and most economical results. The actual spectacle of firing 40 depth charges at one time is most impressive—a shuddering roar, followed by vast plumes of water 100 feet high, which throw up quantities of debris and tangled wreckage. The depth charges are normally fired electrically from the ship,

and needless to say the ship and her boats have to keep well clear. The ships take the opportunity of replenishing their larders with fish killed in the explosion.

The normal aim is to disperse wrecks to a depth of 45 feet at low water. This enables the largest ships to pass over them in safety with something to spare. In shallow water, the wrecks are dispersed as near as possible to sea-bed.

An average of about 100 depth charges are required to disperse one wreck, but some of the more obstinate wrecks require far more. This depends upon the depth of water, the size of the wreck, and the nature of her cargo; and more than anything else upon the nature of the sea-bed. In some places on the east coast the bottom is soft sand or mud, and it has been found that the tidal streams running past the wreck have in time dug a deep scour or hole on one or both sides of the wreck. In many cases it has been possible to bury the wreck completely in this hole with comparatively little trouble. In other places, such as the Bristol Channel, where the sea-bed is hard, wrecks have been far more difficult to disperse. A wreck is never considered as finally dispersed until one of the surveying ships of the Navy has come along to check the depth of water over it and to ensure that it is no longer dangerous to navigation.

The wrecks dispersed have varied in size up to 20,000 tons, and many bear the names of well-known ships which became casualties during the war.

The work is now nearly completed, and it may fairly be said that the main channels around the British coasts are now almost clear of dangerous wrecks. The number of ships employed has been reduced to three, and these will be used this year to put the finishing touches to an operation which has lasted overall for eight years.

EVOLUTION IN NAVAL AVIATION

The Fifth Sea Lord Makes Clear His Conception Of Future Tasks.

ON November 8th last—three days before the tenth anniversary of the devastating naval air attack on the Italian fleet at Taranto—the Fifth Sea Lord and Deputy Chief of the Naval Staff (Air), Vice-Admiral M. J. Mansergh, C.B., C.B.E., gave some welcome and significant assurances concerning the future of naval aviation.

In a lecture to members at the Royal United Services Institution, Admiral Mansergh outlined his conception of the main tasks which will in future fall to carrier-borne aircraft, and he spoke of the type of aircraft allocated for the performance of these tasks.

The broad implications of the Admiral's important speech were singled out for special comment in the leading article of the aeronautical weekly publication "Flight", on November 16th.

"It is often laid to the charge of the Royal Navy that it never really knows what it wants in the way of aircraft; certainly, past instances of vacillation and unhappy compromise are not difficult to recollect. Most welcome, therefore, was the unequivocal statement by Vice-Admiral Mansergh," said "Flight".

"Three main tasks, he said, would in future fall to our carrier-borne aircraft. In order of importance, these were anti-submarine warfare; the air defence of the Fleet and convoys at sea; and strikes against land and sea-surface targets. For anti-submarine work the Navy's ideal was a machine capable of functioning in both the search and the strike roles—what the Americans call a 'single-packer' design.

"As 'Flight' readers are aware, in pursuance of this aim three prototypes (Blackburn Y.A.5 and

Y.B.1, and Fairey 17) have been built to the G.R.17 specification and are now undergoing comparative trials. Concern having lately been expressed that these same trials should not be unduly protracted, it was especially gratifying to hear the Fifth Sea Lord declare that the Navy expects to be in a position to make its selection 'very soon'. Furthermore, he foresaw the use of helicopters for detecting and—eventually—destroying any submarine which might elude the long-range search.

"Of fighters, Vice-Admiral Mansergh declared that two classes are needed—a two-seater, all-weather day-and-night machine for convoy and Fleet protection in instrument-flying conditions; and a fair-weather Fleet-defence type of the highest performance. The first requirement will be met by a version of the de Havilland Venom; the second by the Supermarine Attacker and—a little later—the Hawker Sea Hawk. The Vice-Admiral forecast the eventual use of single and twin-jet carrier-borne fighters with one or two seats, having swept-back wings and equipped with retract.

"Strike aircraft, he said, must be faster (to avoid fighter and gun opposition) and, as they would have to operate in all weathers, by day and night, they should carry radar. The Westland Wyvern, shortly to come into service, would meet most requirements. By stating that it was very necessary to keep alive the technique of torpedo dropping, Vice-Admiral Mansergh must have removed many of the doubts which are commonly entertained on this score. The Short Seagull, he reminded his audience, is the new high-speed target tug; Bercival Princes are already being delivered for use as flying classrooms and

communications aircraft; and Westland-Sikorsky Dragonflys—already in service—are expected to oust the Sea Otter amphibian for air/sea rescue.

"Existing fleet carriers are being modified to take the aircraft of the future; their decks, lifts and arrester wires are being strengthened. Catapults and 'more orthodox' methods of take-off might become normal, and Vice-Admiral Mansergh admitted that the Navy is interested in vertical launching.

"Experiments with flexible decks, he disclosed, were continuing and gave considerable promise. For use from these decks a flying-boat type of aircraft, also capable of operating from water, seemed feasible and, in the Fifth Sea Lord's estimation, should prove especially valuable in training, for flying could continue uninterrupted while a carrier was in harbour. Preparatory to the large-scale introduction of jet aircraft, a programme of runway reconditioning at Royal Naval Air Stations was well under way—'regrettably at great cost.

"With these and other assurances Vice-Admiral Mansergh convinced his audience that some clear and forward thinking pervades the Naval/Air Staff responsible for formulating operational requirements, and his promise that Naval Aviation was prepared to repeat the gallant and resounding action of Taranto was readily accepted.

"Within two years or so, it may be hoped, our Naval air equipment will be as new as the Taranto tradition is old."

Keep a Good Lookout

FOR THE NEXT ISSUE OF

The Navy

FAMOUS CLIPPER SHIP "THERMOPYLAE"

The Maritime Museum, Greenwich, Acquires Championship Model.

THE model of the Tea Clipper "Thermopylae", which won the championship cup in the 1950 Model Engineering Exhibition, has been acquired by the National Maritime Museum, Greenwich, and is now on view to the public. It is an eighth-inch-one-foot scale model built with meticulous attention to detail in some 5,000 hours by Mr. I. W. Marsh, of Barry, Glamorgan.

"The exceptional care taken to ensure that the model is a perfect representation of the ship itself does great credit to the art of the model maker," say the Museum authorities. "It is indeed a most handsome and delightful piece of craftsmanship; such details as the copper sheathing correctly laid on the lower part of the hull, the steering gear that actually turns the wheel, the bell complete with bell-rope, and the accommodation ladder with blocks the size of a pin-head are but a few of the delicately made details to be found in this model."

The famous sailing ship "Thermopylae", 948 tons, one of the last of the Tea Clippers, was a "composite" ship with wooden planking on iron frames. She was designed by Bernard Wymouth and built by Walter Hood, of Aberdeen, for George Thompson & Co. On her first voyage from London to Melbourne she equalled the record of 63 days set up (from Liverpool) by the much larger "James Baines" in 1854-5. She and the "Cutty Sark", of 1869, are usually considered to have been the two fastest of the British clippers.

After a few China voyages the

"Thermopylae" was employed in the Australian wool trade. Sold in 1890 to Montreal owners, she was again sold in 1895 to the Portuguese Government for use as a training ship under the name "Pedro Nunes". In 1901 she was sunk as unserviceable.

The model shows the ship with double topsails at the fore and a single main topsail fitted with the roller reefing gear patented by Colling and Pinkney in 1863. Her dimensions were: length, 212 feet; beam, 36 feet.

The model, which was on view during the exhibition of nautical photography, held in the Print Room, will be incorporated in the permanent collection of models displayed in the Museum galleries.



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MARITIME NEWS OF THE

WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

NEW PIER DESIGN

To design a pier which would not burn was one of the main objects of Emil Praeger, the designer of the new New York Pier 57, construction of which began recently, according to a report in the "Engineering News-Record." The new pier will replace a wood-pile supported pier that burned down three years ago. It will be founded on four large concrete boxes set on bottom, where riverbed mud will be consolidated with the aid of 300 sand drains, each 100 feet long. Part of the pier support will come from consolidated mud, and part from the buoyancy of the boxes. Lessees of the pier are the Grace Line.

FAST RUSSIAN PROJECT

A project to impound water from the Volga River to develop electricity in a great power station and to irrigate nearly 2,250,000 acres of semi-arid land in the river basin, is announced by the Russian Council of Ministers. Plans call for a hydro-electric station near Kuibyshev, concrete and earthen dams, passages for ships, and a broad-gauge railroad and automobile highway. According to information issued, the dam will raise the water level of the Volga by 82 feet; the reservoir will extend 310 miles; construction will require 7,848,000 cubic yards of reinforced concrete, and 166,200,000 cubic yards of earthworks.

HAVEN IN PALESTINE

According to Alexander Zipse, manager of the port of Tel Aviv, Israel, a \$10,000,000 dollar harbour improvement programme is under consideration there. About 100,000 dollars has already been spent on studies for the projects. At present there are practically no docking facilities, and for about 40 days during the winter the port is virtually closed to traffic because of heavy seas and bad weather.

NEW GUINEA WORKS

The rebuilding of Port Moresby to a master plan is included in the major works to be undertaken in the territory of New Guinea. Among other works is the construction of a wharf at Samarai—for which a contract has been let, and one at Madang, for which bids have been received. Tenders will be invited also for a new wharf at Moreahy; and a wharf is now under construction by the Department of Works and Housing at Lae.

IMPROVING CALCUTTA

The port of Calcutta will be greatly improved, and inland navigation in India will be facilitated, when the Bhagirathi river is made navigable all the year round. At present the river is navigable for only two months in the year, and has been almost dry for about 30 years. Recently, however, it and the Ganges, both in West Bengal, have been surveyed for a dam project which should correct this.

BRIDGING MESSINA STRAITS

Ships passing between Italy and Sicily through the Straits of Messina will soon be passing under electric power lines en route, as Sicily is to be linked up with the Italian peninsula by a 4-cable span of 11,906 feet in length. The cables, of extra high resistance steel, will be supported by pyramidal pylons, that on the Sicilian side being almost on the shore and of a height of 675 feet, that on the Italian side being on top of a rock 525 feet in height, with a consequently smaller steel structure. The minimum height of the cables above water will be 230 feet, to permit passage of the largest ships.

TRAFFIC BRIDGE ALSO?

If the design of New York consulting engineer D. B. Steinman comes to fruition, there may also be a traffic bridge across the Straits of Messina. Mr. Steinman has prepared a design of a suspension bridge for the Italian company Associazione Fra i Costruttori in Acciaio Italiani, of Milan. The bridge, if constructed, would set a number of world's records. It would have a main span of 5,000 feet and side spans of 2,400 feet; its piers would have to be sunk in water 400 feet deep to rock bottom by the open caisson method; its stiffening trusses would attain a depth of 165 feet at the quarter points of the main span and the mid

points of the side spans; and its construction would require an estimated 74,500 tons of steel, 46,400 tons of wire, and 567,000 cubic yards of concrete; and it would cost around 60 million dollars.

INDIAN HARBOURS

The National Harbour Board, of India, has recommended pooling technicians and equipment for the development of ports, of which there are 200 in the country.

"PRESIDENTS" FOR AUSTRALIA?

While in New Zealand returning to America after a visit to Australia last month, Mr. J. R. Millar, a partner in the American President Lines, said that his company is "definitely interested in sending passenger ships to Australia and New Zealand." Mr. Millar said that ship passenger traffic from America to the Far East was declining, and the company was considering diverting one or more liners to the South Pacific. Everything would depend on the international situation. The United States Government wanted several big liners as troop transports; including three President ships nearing completion.

AUSTRALIAN COASTAL FARES UP

As from the first of this month, passenger fares on Australian interstate liners have risen by 10 per cent. The Secretary of the Associated Steamship Owners said that the rises would apply only to ships plying on the Australian coast.

ON OVERSEAS SHIPS. ALSO

A rise in some fares for travel between Australian capital ports in overseas vessels will operate from the 7th. January, though the increases will not be as great as those on the interstate ships, and some first class fares will remain unchanged. New rates adopted by the Orient and P. & O. Lines are: Melbourne to Sydney:

First, £8/10/0, unchanged; Second, £5/10/0 from £5. Melbourne to Fremantle: First £26 from £25; Second, £16 from £14/10/0. Melbourne to Adelaide: First £8/10/0, unchanged; Second, £5 from £4/10/0. It is considered that there is little likelihood of fares between Melbourne and Tasmania being increased, as this service is subsidised by the Federal Government.

DOCKS AT VICTORIA, B.C.

The deep sea docks at Victoria, British Columbia, operated by the Canadian National Railways at Ogden Point, have been renovated on a large scale for the first time since they were originally erected in 1918. The docks consist of two piers, one 1,000 feet long and the other 800 feet in length, the piers being protected by a breakwater, and separated from each other by 300 feet of water. They are used for the shipment of lumber.

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News of the World's Navies

ATLANTIC TREATY SHIPS AT GIBRALTAR

While the Home Fleet was at Gibraltar recently, the Navies of four North Atlantic Treaty Powers sent ships there to carry out independent small scale exercises. Ships which joined up for these exercises included the Canadian carrier "Magnificent," and destroyers H.M.C. Ships "Micmac" and "Huron," the French submarine depot ship "Gustav Zede" and the frigates "Tonkinis" and "La Surprise"; the Portuguese frigates "Diego Gomez" and destroyers "Vouga" and "Dao"; and the Netherlands submarines "Zwaardvis" and "Tijgerhaai."

RECORD FLIGHT FROM GIBRALTAR

A naval Sea Hornet Mark 21, piloted by Lieutenant D. M. Rowse, R.N., with Lieutenant H. E. Hunt, R.N., as navigator, established a record by flying the 900 miles from Gibraltar to the Royal Naval Air Station, Lee-on-Solent in two hours, 45 minutes, on the 24th. November. The machine was a two-seater night-fighter belonging to 809 Squadron, which operates from H.M.S. "Vengeance."

R.N. AND MERCHANT SERVICE

Presiding at the third reunion of the Western Approaches Command, held at the Dorchester Hotel, London, in November, Admiral Sir Martin Dunbar-Nasmith, V.C., gave the toast of "The Navy and Merchant Navy," and observed that in times of peace these two arms of the forces were apt to drift apart, and he felt that the initiative for keeping them together lay with the Royal Navy.

"QUEEN ELIZABETH'S" BELL

The bell from H.M.S. "Queen Elizabeth" was presented to the Baltic Exchange by Admiral of the Fleet Sir John Cunningham, G.C.B., M.V.O., D.L., to commemorate the adoption of the battleship by the Exchange members during the last war. Fourteen hundred guests attended a reception recently at the Exchange when the bell was unveiled. Speaking at the ceremony, Sir John Cunningham said that the Baltic Exchange was so intimately bound up with the Merchant Service that he hoped the bell would be regarded as a symbol of the respect, mutual inter-dependence, and comradeship which united the Merchant Service and the Royal Navy. On the maintenance of this community of interests between the two sea services had depended, and always would depend, the safety, honour, and welfare of Britain.

FUNERAL OF SWEDEN'S KING

Admiral Sir Wilfred R. Patterson, K.C.B., C.V.O., C.B.E., who commanded the Royal Australian Naval Squadron at the outbreak of war in 1939, represented the Board of Admiralty at the funeral of King Gustav V. of Sweden. He proceeded to Stockholm flying his flag in the destroyer "Finisterre," which was accompanied by H.M.S. "Zest," a destroyer of the Second Training Flotilla. A Royal Guard of two officers and 108 ratings from H.M.S. "Excellent," the Gunnery School at Portsmouth, and a band of 33 musicians from the Royal Naval Barracks, Portsmouth, were accommodated in the two ships.

COMBINED EXERCISES

A report received by the Admiralty indicates the success of

the second series of combined exercises in the Mediterranean, which were carried out last year. The ships taking part were H.M. Ships "Forth" and "Pelican"; H.M.N.Z. Ships "Taupo" and "Hawea"; H.M. Submarines "Talent," "Token," and "Sturdy"; and the Italian corvettes "Algharda," "Sibilla," "Minerva," "Danaide," "Gabbiano," "Gru," "Diade," "Urania," and "Pomona." The exercises, which took place in waters off Taranto, consisted of communications and anti-submarine exercises. They culminated in Commonwealth and Italian ships working together in the successful defence of a small convoy against submarine attack.

ATLANTIC POWERS OFFICERS AT MALTA

Five senior officers of the Atlantic Pact Powers recently paid an official visit to Malta. They included Vice-Admiral Mistoffe, France; Rear-Admiral A. D. Nichol, Britain; Rear-Admiral G. E. Cooper, United States; General di Brigata F. Moech, Italy; and Colonel de Watre, France.

ROYAL VISIT TO GREECE

The flotilla in which Princess Elizabeth and the Duke of Edinburgh visited Greece last month passed through the Corinth Canal on the 5th. December, reaching Phaleron Bay that evening, their Royal Highnesses disembarking the following morning. The flotilla consisted of the despatch vessel "Surprise," in which Princess Elizabeth voyaged; the frigate "Magpie," commanded by the Duke of Edinburgh; and the destroyer "Chieftain."

GALLANT RESCUE ATTEMPT

The Commander-in-Chief, Home Fleet, Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O., has officially commended Lieuten-

ant Joe Brooks, D.S.C., R.N., for his courage and determination in attempting to save the lives of six officers travelling in a car that was driven accidentally over the quayside at Setubal, Portugal, on the 20th. October last year, and sank in more than four fathoms of water. Lieutenant Brooks collected a pair of frogman's flippers and, without a visor, dived into the water in an unsuccessful attempt to find the car. He made several dives over a considerable period of time, suffering injuries owing to water pressure—due to the depth to which he dived—which affected him for several days.

SUCCESSFUL SALVAGE JOB

The Admiralty salvage organisation recently completed the difficult task of removing the Belgian steamer "Brabo," 3,707 tons gross, from the dredged channel in the River Tyne: she sank there during the war, when making for a suitable beaching ground inside the Tyne piers after having been in collision. The work was complicated owing to the fact that the wreck had sunk deep into the sand, necessitating extensive excavations along the whole length of the ship: while the fact the ship's mixed cargo consisted of some 2,250 tons of wood pulp, 1,100 tons of scrap steel, and 900 tons of steel billets and slabs, did not help.

OCEANOGRAPHY RESEARCH

The Royal Research ship "William Scoresby" arrived in Plymouth on the 18th. November last after a ten months' voyage of research on oceanography and whales in South African waters. The principal work carried out was whale marking, surveys of the Benguela Current off South West Africa at two different times of the year, and a more abbreviated survey of the Agulhas Current. When the results of the work are analysed, a comparison can be made with a similar region off the

coast of Peru, which was surveyed by the "William Scoresby" on a former occasion.

"THANKLESS JOB" OF THE KOREAN WAR

Described by Senior Staff Officers as "the most thankless job of the sea war in Korea, dull daily routine patrol," was that of escorting convoys for the landings at Inchon and Wonsan, and patrolling the outer approaches to

Inchon to prevent interference by submarines, minelayers, and sneak craft. The ships employed in this work were the frigates H.M. Ships "Mounts Bay," "Whitesand Bay," and "Morecambe Bay," and H.M.N.Z. Ships "Tutira" and "Pukaki"; with the French frigate "La Grandiere." During 46 days of almost continuous operational duty, each ship steamed some 9,000 miles, and had only six days at anchor.



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TASMANIAN EX-NAVAL OFFICERS

Re-Union in H.M.A.S. "HUON".

ON Saturday, 25th. November, 1950, nearly seventy ex-naval officers, together with a number of serving officers, attended the Fifth Re-Union Dinner in H.M.A.S. "Huon". The Depot staff had done excellent work in preparing sections of the drill hall to provide for a lounge and a dining room.

His Excellency the Governor, Sir Hugh Binney, K.C.B., D.S.O., R.N. (Retd.), the Lord Mayor, Alderman A. R. Park, M.H.A., and Captain R. W. Ravenhill, C.B.E., D.S.C., R.N., Chief of U.K. Services Liaison Staff in Australia, were met on their arrival by the President, Lieut.-Commander B. L. Dechaineux, R.A.N.R.

The President proposed the Royal toast. In proposing the toast to His Excellency the President referred to the interest Sir Hugh had taken in naval and aquatic affairs during his period of office as Governor of Tasmania.

In replying, His Excellency said that he thought that this would be the last occasion on which he would be present at the Tasmanian Naval Officers' Annual Dinner. He said that it had given him great pleasure to have been so closely associated with naval men during his term of office in Tasmania.

He was especially pleased to have been stationed in the port of Hobart, where he had had the opportunity of meeting so many visiting R.N. and R.A.N. officers, and the local yachtsmen.

Following his voyage to Wellington, New Zealand, in H.M.A. Ship "Australia", he had come to the conclusion that there was now little that the R.N. could show the R.A.N.

Captain R. W. Ravenhill, C.B.E., D.S.C., R.N., then gave a short address on the Naval Situation. He pointed out that up to the present time Britain had

maintained a "two power" navy, that is, a navy equal to the navies of any two powers. To-day, the object is to have a navy of this force made up from the combined navies of the Commonwealth. This ideal also applies to the Army and the Air Force. He was very happy to say that the Navy had progressed further in achieving this aim than either of the other Services.

He also spoke of the two major problems which face the naval authorities to-day. These are the submarines and the pressure mine. Research into defence against this double menace is meeting with success.

Commander F. D. Shaw, R.A.N., the recently appointed Resident Naval Officer, Hobart, and Commanding Officer, H.M.A. Ship "Huon", said that he believed that members of the Navy were the inheritors of the greatest tradition on earth. He asked naval officers now in civil life to exert their influence in their various spheres as employers, business men and as members of the community in general to preserve the ideals of democracy. He thought that the first step should be an effort to improve employer-employee relationships.

He also requested those officers who could avail themselves, and who would be prepared to give addresses on topics which had a bearing on the Navy, to assist by this means in the training of reserves.

Commander V. A. T. Ramage, A.D.C., R.A.N., who had recently been appointed to a position at Navy Office, expressed his regret at leaving after his long service in H.M.A.S. "Huon". He asked those present to give the incoming Commanding Officer the same loyalty and help that he had received, and to assist as much as possible in the building up of the R.A.N.R.

Hazardous Underwater Experiments

Naval Doctor Awarded O.B.E. For Advancing Naval Knowledge.

A DOCTOR who has been engaged on hazardous and important underwater experiments for the Royal Navy, has been awarded the O.B.E. (Civil Division).

The award, announced in a supplement to the "London Gazette" on November 28th, is made to Horace Cameron Wright, B.Sc., Ph.D., Principal Scientific Officer of the Royal Naval Physiological Laboratory, who, the citation stated, "frequently exposed himself to serious personal risks in order to advance the state of knowledge of his work."

In January, 1947, Dr. Wright, a keen point-to-point steeplechase rider, aged 48, carried out a simulated free ascent from 300 feet depth of water to the surface at a rate of decompression equivalent to 4 feet of sea water per second. In so doing at that time he was, in the opinion of the medical profession, running the risk of serious injury or even death from embolism. "This brave action removed the necessity for long continuous, expensive and arduous experimental work and proved the suitability of the method as a

means of escape under certain circumstances from a submarine sunk in this depth of water.

On several subsequent occasions he has exposed himself in the vicinity of underwater explosions in order to ascertain the reaction of the human frame to underwater blast. On three occasions he was temporarily concussed and once incurred definite but fortunately temporary damage to his ears.

In a further recent series of trials, in which a number of unexpected effects were being encountered by other observers, Dr. Wright exposed himself to a considerably increased charge before allowing the trials with other observers to continue. On this occasion he was hauled out of the water unconscious and suffering from spinal concussion and contusion of both lungs. He appears to have made a complete recovery and has renewed these experiments.

The continued bravery of Dr. Wright is enabling very rapid progress to be made in work which will have most important results for the Navy.

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WHAT THE NAVY IS DOING

THE 26th. January 163 years ago was a very busy day in Port Jackson. The day before, Captain Arthur Phillip in "Supply", with a company of marines and forty convicts on board, had sailed from Botany Bay, coasted northwards past "a number of steep, rocky cliffs", and entered the harbour, where they followed "the larboard arm" until they reached the place where the settlement was to be formed, where they anchored "the same evening at about seven o'clock."

At dawn on the 26th. the marines and convicts were landed, and "after" noon the Union Jack was hoisted on shore and the Marines being drawn up under it, the Governor and Officers to the right, and the Convicts to the left, Their Majesties and the Prince of Wales health, with success to the colony, was drunk in four glasses of Porter, after which a feu de joie was fired and the whole gave three cheers, which ceremony was also observed on board the "Supply." During the day, most of the ships of the main fleet, which had been left in Botany Bay and had sailed from there during the morning, arrived at Port Jackson and anchored.

This year, also, history will be made on the waters of Port Jackson, when for the first time units of the South African naval forces, the Indian Navy, and the Royal Pakistan Navy, will ride upon them, when they come as visitors to take part in the Commonwealth's Jubilee Celebrations.

It is a far cry, and much has been achieved, since that day 163 years past when Surgeon Bowes, of the First Fleet, wrote of the passage up Port Jackson, and of those shores where stood "the tallest and most stately trees" unexcelled in beauty by those in any nobleman's grounds in England; and recorded the "singing of the various birds amongst the trees, and the flight of numerous parakeets, lorikeets, cockatoos and maccaus" which "made all round appear like an enchantment"; while "the stupendous rocks from the summit of the hills and down to the water's edge hang over in a most awful manner from above, and forming the most commodious quays by the water, beggared all description."

This month sees the addition to the Royal Australian Navy of the new Battle Class destroyer "Anzac". Launched at Williamstown on the 6th. August, 1948, she is undergoing trials during January, and soon, like her sister "Tobruk", will join the Fleet.

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. Sydney (Captain D. H. Harries, R.A.N.) is in Sydney, where she is at availability for leave and refit after her return from the United Kingdom. It is anticipated that she will sail from Sydney on the 24th. of this month for Jervis Bay, where she will carry out working-up exercises. On the completion of these, 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 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, is expected to sail from Sydney on the 16th. January in company with Tobruk, Shoalhaven, and Murchison, for Jervis Bay, 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 the 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. Batuan (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, O.B.E., D.S.C., R.A.N.) has been carrying out working-up exercises based on Sydney. She sails with the Flag

ship this month, and remains with the Flag throughout the exercise periods in Tasmanian and South Australian waters.

1st. Frigate Flotilla:

H.M.A.S. Shoalhaven (Commander R. I. Peek, O.B.E., D.S.C., R.A.N.) has been in Sydney following her period with the United Nations Forces in Korean waters. She sails with the Flagship from Sydney on the 16th. of this month, and remains with the Fleet until the 14th. March, when she returns to 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.) is in Sydney. It is anticipated that she will join the Fleet about the 5th. of next month, taking part in the exercises in the Hobart area and 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 is expected to sail with the Flagship for Jervis Bay on the 16th. of this month, returning to Sydney about the middle of March before rejoining the Fleet for the exercises during 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 Wales. She should sail from Sydney to join the Fleet on the 30th. of this month, after which her programme is similar to that of Murchison.

H.M. Submarines:

H.M.S. Telemachus (Lieutenant

O. Lascelles, D.S.C., R.N.) is in Sydney, whence it is anticipated that she will sail on the 30th. of the month to take part in the Fleet exercises. She returns to Sydney about the middle of March, sailing again about the end of the month to resume exercising with the Fleet.

H.M.S. Tactician. Her anticipated programme is as that of Telemachus.

10th. L.S.T. Flotilla:

H.M.S. Labuan (Lieutenant-Commander Ian Cartwright, R.A.N.) is in Melbourne, whence she sails about the middle of this month for Heard Island on her annual voyage 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. Launceston.

Survey Ships:

H.M.A. Ships Warrego and Barcoe 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

"Anzac" On Trials

The new Battle Class destroyer, H.M.A.S. "Anzac", is still engaged in carrying out trials in the vicinity of Port Phillip. Preliminary trials were conducted in Port Phillip Bay on the 19th. December when the steering gear was tested, the compass adjusted, and anchors and cables, and capstan, used for the first time. On the 4th., 5th., 8th., 10th., and

12th. of this month, trials were continued, comprising those for fuel consumption, vibration, stopping, starting, astern, deep anchor, and guns. Launched at Williamstown on the 6th. August, 1948, "Anzac" is a sister ship to "Tobruk". Both ships are much more powerful fighting units than destroyers of earlier types. They are equipped with the most modern radar fire control, and can fire at ship, aircraft, and bombardment targets with great accuracy. Their 4.5-inch guns are the fastest firing guns of their size in service in any navy in the world.

Jubilee Celebration Programme

The Minister for the Navy, Mr. Francis, announced recently that warships of several countries in the British Commonwealth would visit Australia this month to take part with the Royal Australian Navy in the Jubilee Celebrations in Sydney. Some of them will afterwards take part in exercises with the Australian Fleet. The visiting ships will be the New Zealand cruiser H.M.N.Z.S. "Bellona", the South African frigate "Transvaal", the Indian destroyer "Rajput", and the frigates "Shamsher" and "Sind", of the Royal Pakistan Navy.

Sydney Arrivals

The first of the visiting ships to reach Sydney will be the South African "Transvaal", which is due on the 19th. January. The Indian Navy's "Rajput" will arrive on the 22nd., Pakistan's "Shamsher" and "Sind" on the 24th., and the New Zealand "Bellona" on the 25th. On the day after the "Bellona's" arrival the ships of the Australian Fleet in Sydney Harbour will be H.M.A. Ships "Australia", "Shoalhaven", "Culgoa", "Murchison", and "Condamine". The Royal Navy will be present in the shapes of the submarines "Tactician" and "Tele-

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machus". H.M.A.S. "Sydney", with H.M.A.S. "Tobruk", will be at Jervis Bay. All the warships at Port Jackson on the nights of January 26th., 27th., 28th., and 29th. will be illuminated.

Fleet Exercises

On the 1st. February all the warships, except "Transvaal" and "Rajput" which, although invited, will be unable to attend, will assemble with "Sydney" and "Tobruk" at Jervis Bay to begin exercises. They will be joined on the 3rd. February by three New Zealand frigates, including "Taupo" and "Hawea". The exercises will continue in the Jervis Bay area until the 23rd. February, and on the following day all ships will sail for the Hobart area, exercising en route.

Subsequent Movements

The Fleet will reach Hobart on the last day of February, and remain there until the 5th. March; a Fleet regatta being held on the 3rd. of that month. From the 5th. to the 14th., the Fleet will exercise again. On the 14th. March the Australian frigates "Shoalhaven", "Murchison", "Cullgoa" and "Condamine", with the submarines "Telemachus" and "Tactician", will sail for Sydney. Five days later, "Sydney", "Australia" and "Tobruk" will leave Hobart for Adelaide; "Bellona", "Taupo", "Hawea", and the other New Zealand frigate will sail for Melbourne; and the Pakistan frigates "Shamsher" and "Sind" for Portland and Devonport, respectively.

Personnel

Early this year the commencement will be made at various shore establishments of the erection of 350 prefabricated houses for married naval personnel and their families. Fifty of the houses will be erected at Flinders Naval Depot; 150 at the R.A.N. Air Station at Nowra; 100 at establishments in the Sydney area; and 50 at H.M.A.S. "Harman", one of the two R.A.N. radio stations near Canberra.



SEA CADETS ON BOARD H.M.A.S. "WARREGO".
Cadet Leading Seaman Barry Sutton, of T.S. "Sirius", demonstrating how to "Swing The Load" to Sea Cadets

SEA CADET NEWS

The Final Quarter Of Last Year Showed Considerable Progress And Activity Among Companies Of The New South Wales Division.

WEEK-END TRAINING CAMP

On board H.M.A.S. "Warrego" AT 1930 Friday, 24th. November, 1930, the following Sea Cadet personnel embarked on H.M.A.S. "Warrego" for the second week-end Training Camp to be held under Naval Board direction:—

S.C. Lieut. D. J. Mort, Executive Officer (N.S.W.), Cadet P.O. Grimley, Cadet Leading Seaman Sutton, A/B Switzer and A/B Rice, T.S. "Sirius". Cadets Able Seamen Sheppard and Magee, and Cadet Ord. Seaman Miller, T.S. "Beatty". Cadets Ord. Seamen Duck and Arigho, T.S. "Australia".

The first camp was held by

Cadets from T.S. "Australia" as an experiment, and its success was such that the Naval Board has approved of Camps being held.

On arrival on board the following routine was commenced and carried out to the letter for the whole week-end. The "Routine" and syllabus of instructions carried out may serve as a guide for future camps.

Routine for Sea Cadets Camp on Board H.M.A. Ships.

1930 Sea Cadets join from Shore (entrance through Dock-yard Gates).

On arrival on board Cadets will be mustered and reported to the Officer of the Day.

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	Cadets will then proceed to their messes, sling hammocks and stow all gear. (Two Cadets to draw mess-traps.)	1730	Secure.		Return bedding and mess traps.
		1820	Cooks to galley.		
		1830	HANDS TO SUPPER.	1700	Sea Cadets fall in, disembark and proceed ashore through Dockyard gates.
		2000	Clear up mess decks and flats for rounds. (Mess deck sweepers to be detailed by Cadet P.O.)		Syllabus of Instruction.
2030	ROUNDS.	2030	ROUNDS. (Cadet P.O. to report to Officer doing "ROUNDS": "Sea Cadets' Mess deck cleared up for rounds, Sir.")	0630-0700	P.T. Sea Cadets fall in on upper deck: negative jumpers. Gym shoes.
2130	Our lights. Pipe down.	2130	Our Lights. Pipe down.	0750	Cadets detailed to hoist Colours, report to Yeoman of Signals or Duty Signalman.
Saturday.		Sunday.		0800	Cadets fall in with part of ship. Scrub and wash upper Deck.
0600	Call Sea Cadets. (Cadet P.O. called at 0545 and assist in calling Cadets.)	0630	Call Sea Cadets. (Call Sea Cadet Officer and Cadet P.O. at 0615.)	1020	Stand Easy.
0630	Sea Cadets fall in (S.C. Officer and Cadet P.O. to fall in with Cadets.)	0650	Cooks to the Galley.	1030	Sea Cadets to instructions.
0650	Cooks to galley.	0700	HANDS TO BREAK-FAST.	1030-1115	Practical heaving Lead and calling Soundings.
0700	HANDS TO BREAK-FAST.	0745	Sea Cadets fall in for Colours. (2 Cadets for Ensign; 1 Cadet for Jack; 1 Cadet for answering PT.)		Method of Sound-ing.
0755	Our Pipes.	0800	COLOURS. All watches for exercise and Sea Cadets fall in. Broom down upper deck. Prepare for upper deck rounds.	1115-1150	Practical Steering, Compass and Helm.
0750	Sea Cadets hoisting Colours fall in.	0945	SECURE. Hands to clean in Dress of Day. (Cadets' Blues.)		Special Duties, Telegraph men, lookouts, Leadsman.
0800	COLOURS. All watches for exercise and Sea Cadets fall in. Scrub and wash upper deck.	1015	DIVISIONS and, if no Dockyard Church Service, Prayers. R.C. Church as arranged.)	1315-1505	Boatwork. (If boat available, instruction in boat sailing.)
1020	Stand Easy.	1045	PIPE DOWN. HANDS TO MAKE AND MEND CLOTHES. (Sea Cadets to instructions as per syllabus.)		Each crew taken away for thirty minutes.
1030	Our pipes. Sea Cadets to Seamanship instruction (as per syllabus).	1150	Cooks to the Galley.		Remainder to be instructed in coiling down falls. Methods for slipping; taking turn with falls.
1150	Cooks to galley. Clear up decks.	1200	DINNER.	1505-1555	Anchor work. Types of anchors, Heaving Line. Securing ship alongside. Securing a ship to a buoy.
1200	SECURE. HANDS TO DINNER.	1330	SEA CADETS FALL IN. Instructions as per syllabus. (If available, instruction in boat work will be given.)		
1310	Our pipes.	1550	Cooks to Galley.		
1315	Sea Cadets fall in. Instruction as per syllabus.	1600	TEA.		
1415	Stand Easy.	1630	CLEAR UP MESS DECKS and flats prior to disembarking. S.C. Officer to supervise and report to Ship's Duty Officer when mess deck and flats are ready for inspection.		
1425	Our pipes. Away No. 1 Whaler's Crew.				
	Away No. 2 Whaler's Crew.				
	Note.—Whaler is NOT to be taken out of sight of the ship without permission of Ship's Duty Officer. Whaler is to be brought alongside immediately "RECALL" is hoisted, or at time indicated.				
1505	Seamanship Instruction as per syllabus.				
1550	Cooks to galley.				
1600	SECURE. HANDS TO TEA.				
1640	Our pipes.				
1645	Sea Cadets to Evening Quarters.				
	Exercise Fire Stations. Lecture as per syllabus.				

NOTE. — The above subjects were selected for this week-end only. Officers should make out the Training Syllabus for camp as near as possible, in principle, as above.

NOTE. — The above subjects were selected for this week-end only. Officers should make out the Training Syllabus for camps as near as possible, in principle, as above.

Sunday.

- 0750 Cadets detailed for hoisting Colours report to Yeoman of Signals, or Duty Signalmen.
- 0800 Cadets fall in with part of ship.
- 1045 Cadets shown over Engine Room.
- 1100 Cadets to stations for leaving harbour (special duties will be detailed). Duties of Screw flag men. Parts of Ship. Communication system from Bridge to various parts of Ship.
- 1350 Boatwork. Boat pulling instruction. Times as for Saturday.
- 1550 As per Routine.

The Commanding Officer welcomed the boys and expressed his desire that they profit by the practical experience they would get under Service Conditions.

Saturday and Sunday afternoons were spent boat sailing. The Cadet Petty Officer, Cadet P.O. Grimley, showed an efficiency in handling the whaler under sail equal to any experienced Seaman.

On Sunday the Cadets attended the Commemoration Service in the Dockyard Church. It was a very impressive service, also a little sad. There were only a few dry eyes during the "Last Post" and "Reveille", which was sounded by Able Seaman Adams, R.A.N., accompanied by the Flagship's Band and the echo. The Port Chaplain delivered an inspiring sermon. The service was attended by the Flag Officer in Charge, N.S.W., and the Flag Officer Commanding the Australian Fleet, with many other Officers from the Fleet.

The Ship's Company of "Warrego" were most co-operative, and showed an interest in the Cadets. The Cadets, though a little tired, were reluctant to leave the ship and were wishing it had been a week instead of a week-end.

The Commanding Officer and Officers of the "Warrego" expressed their satisfaction at the conduct of the boys, which was very good. The policy of mixing

January, 1961.

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boys from each unit proved a sound one. They were intermingled for duties and worked harmoniously together. At 1700, having thoroughly cleaned up their quarters on the "Warrego", they disembarked.

SEA CADET NEWS

N.S.W. Division.

THE N.S.W. Division has been very active over the last quarter. The strength of the Division has steadily increased and now comprises approximately 248 Cadets. The following activities were carried out:

1. Trafalgar Day March and Ceremony in Sydney and Wollongong.
2. Guard of Honour at the State Theatre for the opening of "Morning Departure".
3. Week-end Training Camp on board H.M.A.S. "Warrego".
4. Monthly meeting of N.S.W. Sea Cadet Committee.
5. Examinations for Higher Rating.

UNIT ACTIVITIES.

T.S. "Sydney".

"Snapper Island" is indeed lucky to have a magnificent "Radiogram" presented to the Ship's Company. When the Ship's Company go to Divisions the ceremony is impressive. The Colours are hoisted to the "National Anthem", the Divisions marching on to and off the Main Deck to inspiring march tunes.

On the 11th. November, Sea Cadets from T.S. "Sydney" attended the Returned Soldiers' Annual Commemoration Concert in the Sydney Town Hall, where they paraded the Colours of the 1st. A.I.F. during the Remembrance ceremony.

3rd. Officer D. H. R. White, of M.V. "Tweedbank", visited the Ship on Wednesday, 29th. November. He was a Cadet Petty Officer of Unit 178, Hendon,

London. During his leave periods in England he acts as instructor for his old Unit. Mr. White was greatly impressed with T.S. "Sydney" and looks forward to his future visits.

T.S. "Australia" (North Sydney)

T.S. "Australia" held their first Presentation dance on Friday, December 1st. It was a great success, and was attended by a large number of the parents and friends of the Cadets. The dance was arranged entirely by the Unit's Welfare Committee, which consists of Cadets.

The Social and Welfare Committee was formed to enable the boys to have a personal interest in the Unit and to co-operate with other Units in the Social and Sports phase of a Sea Cadet's training.

During the evening the award of Good Conduct Badges was made by the Commanding Officer, S.C. Lieut. K. Adams, to A.B. Conroy, Ord. Seamen Kendall, Jardine, Duck, Phillips and McKinnon, who had completed twelve months' service.

The Captain's Prize for the neatest notebook went to Ordinary Seaman Kendall, who was complimented on the excellent notebook submitted for examination.

The rest of the evening was spent in dancing to an excellent programme of music. Supper was served by the Cadets, and all present rated the effort as commendable to the boys' organisation.

2. T.S. "Australia" has gained the services of "Penguin's" Chaplain, The Rev. Swain, who visited the Depot. The Rev. Swain accepted the position of Chaplain to the North Sydney Unit by permission of the Naval Board.

T.S. "Warrego" (Woolwich)

There has been little activity in T.S. "Warrego". Several Cadets from this Unit were included in camp on board H.M.A.S. "Warrego".

T.S. "Sirius" (St. George District).

An "At Home" was held at the premises where "Sirius" parades. It was a great success and helped build up the "funds" and enabled parents of Cadets to get together. The training of Cadets in this Unit is proving satisfactory.

T.S. "Beatty" (Wollongong).

Wollongong Unit appears to be rapidly approaching the 100 mark. They have a combined strength of 64 (42 Seniors and 22 Juniors).

They attended the Armistice Day Commemoration Service.

Friday, 10/11/50.

Lieutenants D. Lindsay with nine Cadets assembled with Officers and ratings of H.M.S. "Tactition" and H.M.A.S. "Condamine" and marched through Crown Street, Wollongong, to the Soldiers' Club, where the parade was dismissed. The Officers of the Visiting Ships and T.S. "Beatty" then attended a Civic Reception given by the Mayor of Wollongong.

Saturday, 11/11/50.

Lieutenant D. Lindsay, Sub-Lieutenant D. Nicholas, and 22 Cadets, assembled at the Soldiers' Club, Port Kembla, where they were joined by an armed guard of 12 ratings from the Visiting Ships. The occasion was an unveiling Ceremony of a Drinking Fountain to the memory of the late W. Hawkey (late Police Sergeant, Port Kembla). The unveiling was carried out by the Commissioner of Police (Mr. Scott).

Sunday, 12/11/50.

At the invitation of the Senior Officer of the Visiting Ships (Lieutenant-Commander Ogle, of H.M.S. "Tactition"), all Cadets were allowed a private inspection of the ships at 1000, where they were divided into groups and instructed by guides into the working of the ships. At 1400 both ships were open for inspection. Cadets of T.S. "Beatty" were given duties on the gangway and controlling the crowds on the wharf.

On Monday, 13th. November,

Sub-Lieutenant D. Nicholas and six Cadets in H.M.S. "Tactition", and C.P.O. R. Lindoy and six Cadets in H.M.A.S. "Condamine", left Port Kembla Harbour at 0930 for a Cruise to Sydney.

The week-end's activities were most beneficial to the A.S.C.C. in general, and to T.S. "Beatty" in particular. From remarks heard from the general public, the prestige of T.S. "Beatty" is very high.

A big feature of the week-end was the taking on board the two ships of a wire recorder. One recording was made in the Submarine of all orders given in "Submerging", Firing torpedoes, and Surfacing; the other was in H.M.A.S. "Condamine" of all

orders given for a "Depth Charge" attack on a submarine. The recordings were played over 2WL during the week-end. The success of these recordings were brought about by the co-ordination of efforts by the Commanding Officers of both ships, the technicians of 2WL, and Officers of T.S. "Beatty".

T.S. "Perth" (Manly).

This Unit has jumped ahead very rapidly, and has hopes of being a very strong Unit. It has an energetic C.O. and Local Committee. During the quarter a Picture and Visitors' Day was held at the Depot, and quite a good number attended. The pictures were good entertainment.

THE NAVY LEAGUE (VICTORIAN DIVISION)

Annual Meeting of Members,
12th. December, 1950

At the Annual Meeting of the Victorian Division of the Navy League, held on the 12th. of last month, the following officers were elected:—

President: Commander R. A. Nettlefold, D.S.C., V.R.D., R.A.N.R.

Hon. Vice-Presidents: In view of his services to the League over many years, Captain S. A. Pidgeon, R.D., R.N.R., was elected as Hon. Vice-President.

The following gentlemen were re-elected Hon. Vice-Presidents:—

The Right. Hon. R. G. Casey, P.C., D.S.O., M.C.; The Hon. Sir Frank G. Clarke, K.B.E., M.L.C.; The Hon. T. D. Oldham, M.L.A.; Councillor Sir Thomas Nettlefold, K.B., O.B.E.; Sir Harold Luxton, K.B.; A. W. Coles, Esq.; Commander (S) J. D. Bates, V.R.D., R.A.N.V.R.; J. White, Esq.

Vice-Presidents: Lieutenant-Commander (S) C. F. H. Green, R.A.N.V.R.; Commander G. H. Gill, M.B.E., V.R.D., R.A.N.V.R.

Hon. Treasurer: C. W. Lucas, Esq.

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His Majesty The King

Federal Council

Reports coming to hand indicate that several members of Sub-Sections throughout Australia are seeking to re-join the Royal Australian Navy. It is anticipated many more will also re-engage after their present period of service is due to expire. No doubt this revival of interest in Naval Service has been brought about by the recent increase of pay and allowances to personnel and their families who are dependent on them.

Prior to Christmas the Federal Secretary received a letter from the Accrington Branch of the Royal Naval Old Comrades' Association, appealing for warm woollen stockings and underwear for one of its members. The letter and an extract of the Press report are herewith published in the hopes that there may be some readers of "The Navy" who would care to assist; if so, will they either contact this Association by phoning BW 5036, or they might like to send gifts direct to the unfortunate Mr. Hutter.

ROYAL NAVAL COMRADES' ASSOCIATION

(Accrington Branch)

Hon. Secretary,
W. Rose,
C/- R.N.O.C. Ass'n.
Red Lion Hotel,
Abbey Street,
ACCRINGTON,
Lancashire.
22nd September, 1950.

Re Mr. Fred HUTTER, D.S.M.,
of No. 1 Ivy Avenue,
HASLINGDEN,
Lancashire,
England.
G. W. Scott, Esq.

Hon. Federal Secretary,
Ex-Naval Men's Ass'n of Aust.
351 Parramatta Road,
LEICHHARDT, N.S.W.

Dear Sir, and Shipmate,—

At our last meeting a question was raised regarding one of our Shipmates, F. W. Hutter, D.S.M., who suffers in silence as a result of honourable service. I have no intention of wasting your time by giving you full details of this man's wonderful record, as I enclose a copy of a News Press. This gallant Shipmate is in dire need of warm clothing and, as woollen clothing is scarce and beyond his reach as far as prices are concerned, we wondered if your Association could help this member. We know that he would be happy of any clothing that will give warmth: can you find anyone who has any cast-off clothing who would care to help this Shipmate?

Owing to his disabilities he cannot wear boots, only felt surgical shoes, and must wear long woollen stockings and undergarments of wool. Of course, he is allowed £7 per year by the Ministry of Pensions for wear and tear, but what can you purchase with that amount? He is exposed to all weather in an invalid motor tricycle; here again he requires extra warm clothing. As a matter of fact, he still wears his Navy overcoat and it is very shabby, though warm. He is too proud to ask for help and refuses charity.

This letter is written unknown to this Shipmate, and if you can possibly find any kind friends "down under" who care to send anything that is cast-off and of use—anything in the clothing line

—please send it to his address and not mention that our Branch has made this appeal for him, as it would hurt him terribly. He is married, his wife is a sick woman and has a boy of 15 years apprenticed to trade. This Shipmate is six feet tall and built proportionately, so is of rather big stature. We from Accrington send Greetings to all Shipmates of Australian Ex-Naval Association.

Trusting you can be of service,

I am, Shipmate,
(Sgd.) W. ROSE,
Hon. Secretary.

Extract from "Bury Times",
County of Lancaster, Wednesday,
23/8/50. Published with photograph and headed:—

"THE COURAGE OF FRED HUTTER."

"The story of 54-years-old Fred Hutter, D.S.M., ex-soldier, ex-zirman, ex-sailor, and a disabled veteran of two wars, is one of grit and courage.

"Despite the loss of an eye, shattered legs, and 16 operations, Fred, who lives in 1 Ivy Avenue, Haslingden (Lancashire), is still determined to be a useful citizen.

"He was one of the first Haslingden men to volunteer for the new Civil Defence Corps, and for 25 years he was a St. John Ambulance man.

"On Saturday, he travelled from Haslingden to Ramsbottom in his invalid's motor tricycle to take part in the annual review and inspection of Rossendale Corps and Divisions of the St. John Ambulance Brigade.

"He lost an eye in the 1914-18 war while serving as a corporal instructor with the Guards. He was 43 when war started in 1939,

but he volunteered and was accepted as a Sick Berth Attendant in the Royal Navy. It was with the Navy at Dunkirk that he won his Distinguished Service Medal.

"ON BEACHES."

"Fred went to the Dunkirk beaches in a minesweeper, and spent hours in the water helping to rescue men of the B.E.F. The citation for his D.S.M. reads: 'For high courage and endurance in rescuing survivors, regardless of his own severe wounds.'

"But the freezing water had crippled his legs. Gangrene set in, and it was only by a 100 to 1 chance that his legs were saved from amputation. He was invalided out of the Navy in 1941.

"As he lay in hospital, he determined to get well and join up again. He managed to walk, and in 1942 he was accepted for the Royal Air Force. But it was too much for him. He was invalided out of the R.A.F. and given a motor tricycle.

"Since then he has had many operations, and is still having treatment. 'You can't keep a good man down,' he said on Saturday, as he arrived at St. Andrew's School, Ramsbottom, for the inspection. Pinned on his black and white uniform were 13 medals.

"Fred travels many hundreds of miles in his motor tricycle. He goes to London often, and recently spent 16 days touring in Germany. Now he is hoping to get employment as a woodturner at the Blackburn Remploy factory."

SURVEY OF "ROYAL OAK"

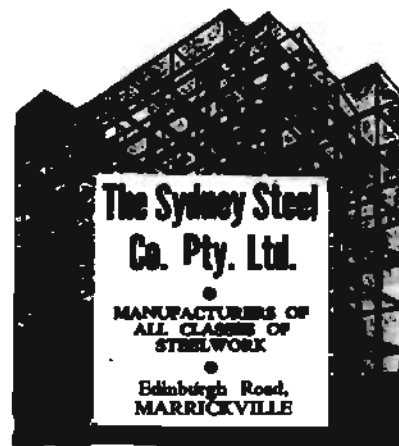
The salvage vessel "Salvictor" has gone to Scapa Flow to assist in a survey of the wreck of the battleship "Royal Oak", which was sunk by a German submarine in October, 1939. The purpose of the survey is to gain information about the present condition of the wreck. It is not intended to raise the battleship.

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BOOK REVIEWS

By R.N.

"AS YOU WERE—1950", The Australian War Memorial, Canberra, A.C.T.

AS YOU WERE" improves with age. The 1950 Volume, fifth of the series, is one of the best. This reviewer has read it through, with interest and pleasure, from cover to cover; and had he been editing the volume would without hesitation have included all the stories and articles in its pages. All three Services are well represented, and there are stories of 1914-18 as well as of the recent war—with, indeed, short resumes of the activities of the Navy, Army, and Air Force in Korea, and of the Air Force in Malaya.

In the review of the 1949 volume — "The Navy", February, 1950, page 36 — it was remarked that these volumes contain a great deal of recaptured experience which loses nothing through the lapse of time, and which will be exceedingly useful to the historian of the future. This applies also to the present volume; and, it seems to this reviewer, with particular force to the contributions from ex-R.A.A.F. contributors.

Particularly there come to mind in this connection such excellent first-hand stories as Ivan Southall's "Dinghy Adrift", "The Grem-lins", and "It still Seems Unbelievable", all of which tell of the Sunderlands of Coastal Command; and "Aileron's" "An Australian Over the Mohne Dam".

The Army has produced some excellent stuff, and especially that which tells of life in P.O.W. camps, throwing a revealing light on the quality of the men who suffered at the hands of Japanese and Germans, and kept their courage and dignity throughout. "Forbidden News", in which "Eighth Divvy" tells of the secret

wireless operators in Changi who "Listened until one night they heard that the war was over and, after a moment's stupefied delight, realised that the news which they had obtained for so long at the risk of their lives was now theirs for the asking", is among these. So is "Christmas in Changi", by "Optimist", and so is that intriguing story "The Vitamin Centre" by "Dietitian", which tells of the ingenuity of the prisoners of the Japanese in obtaining vitamins.

Ivan Chapman's "Day of Liberation" gives a vivid picture of a German prison camp in those last days before the collapse of the Third Reich, as does also Geoff Taylor's "Came the Cossacks". T. G. Hungerford's "To The Beach At Dawn", a story of the Timor Guerillas, is another piece of graphic writing with the real authentic flavour.

Other Army writers who have figured in earlier volumes of "As You Were" make a welcome re-appearance. R. S. Porteous in "Dress Rehearsal" — and don't we remember the flutter that Townsville happening made at the time — "In a Repatriation Hospital", and "It still Seems Gripping story of the 1914-18 War, "Death in the Barley"; and E. V. Timms with his nostalgic "Do You Remember?", which recalls mainly the happenings of 35 years ago. And there are others, equally good.

The Navy is represented by a number of writers we have met before in these volumes, including J. E. Macdonnell, J. S. McBryde, R. C. Roberts, Eric Feldt, and Geoff Waye. In the main, the Navy representations are lighter

and slighter than those of Army and Air, but are none the less good for all that; and particularly this reader enjoyed Eric Feldt's "Hands, Coal Ship!", J. S. McBryde's "Anchored at Khor Khun", and, a longer contribution, R. C. Roberts' account of the epic tow of "Vendetta" from Singapore to Australia. "One Jump Ahead".

As usual, "As You Were" is illustrated excellently, with reproductions of the works of official war artists, Frank Norton, Roy Hodgkinson, Colin Colahan, H.

A. Hanke, Murray Griffin, Dennis Adams, Alan Moore, Malcolm Warner, J. C. Goodchild, G. R. Mainwaring, James Flett, Ernest Buckmaster, Harold Abbott, R. W. Rewed, and, a glimpse from the past, Will Dyson. Reproductions are excellent, in wash, and in four colour.

All in all, "As You Were—1950" is a book well worth the having; and the Editor and Publishers are to be congratulated on having turned out a fine job. "The Annual Dog Watch", No. 8, 1951.

"THE ANNUAL DOG WATCH," No. 8, 1951. Edited by S. A. E. Stroom, The Shiplovers Society of Victoria.

CONGRATULATIONS to the Editor, and to the Shiplovers' Society of Victoria, on the current Annual Dog Watch. It is up to the high standard set by its predecessors, and is a book that should be on the shelves of all those who are interested in the sea and in ships.

As Admiral Sir Hugh Dinney says in his foreword to this issue, the "Dog Watch" is "a worthy contribution to the spirit of the sea, and to all those who love ships. The affection of the peoples of the British Empire for all those who go down to the sea in ships is a very real and precious thing. The yarns which you will read here will, I am sure, stimulate this affection and will help to preserve the great comradeship of the sea which is our national heritage, and one of the things which British Seamen have given to the world."

And in "Dog Watch" you read the yarns of British Seamen. Most of the contributors are either practising or retired Merchant Sailors, men who, as Captain S. A. Pidgeon says in his contribution, "The Blackout", had, and have, a good measure of "self esteem and good solid common sense." And, after all, having the latter it was only natural that they should also pos-

sess the former. Few men are better yarn spinners, or have better subjects for their yarns, than sailors; and the "Dog Watch" offers you a first-class selection.

There are to-day few regular publications devoted to the reproduction of genuine tales of the sea, told in most cases by actual participants in the events of which they tell; and told, moreover, with authority in fact and in the manner of their telling. The Shiplovers' Society of Victoria does a great service in publishing such a volume; and the Honorary Editor does her usual excellent job in selection.

The 128 pages of this excellent little publication are packed with salt which will never lose its savour. The "Dog Watch" is a book to have and to hold.

"SPINDRIFT", the Journal of Flinders Naval Depot.

IT is good to see that the Management and Editorial Staff of "Spindrift" at Flinders Naval Depot have brought out another issue of this magazine. Its 48 pages are full of news, lively with good yarns, and as bright as a daisy. Here is something that is bound to interest the navy man himself because it's about his own show and his own folks, and should be sought by the landlubber as giving the real picture of how his seagoing brother lives and has his being.

Apart from the always intriguing domestic news, particular interest is to be found in the article on the origin of the Queensland State Navy; in the reminiscences in "The Lower Deck Log Book"; in "Customs and Traditions"; and in "Kamloops" contribution, "The 'Rockie', God Bless 'Em".

We do not see enough of "Kamloops". This reviewer's appetite is always whetted at the sight of his name to a story or article, and has never been disappointed yet. Keep it up, "Kamloops", and get a collection of your stuff between stiff covers one of these days: it's well worth it.

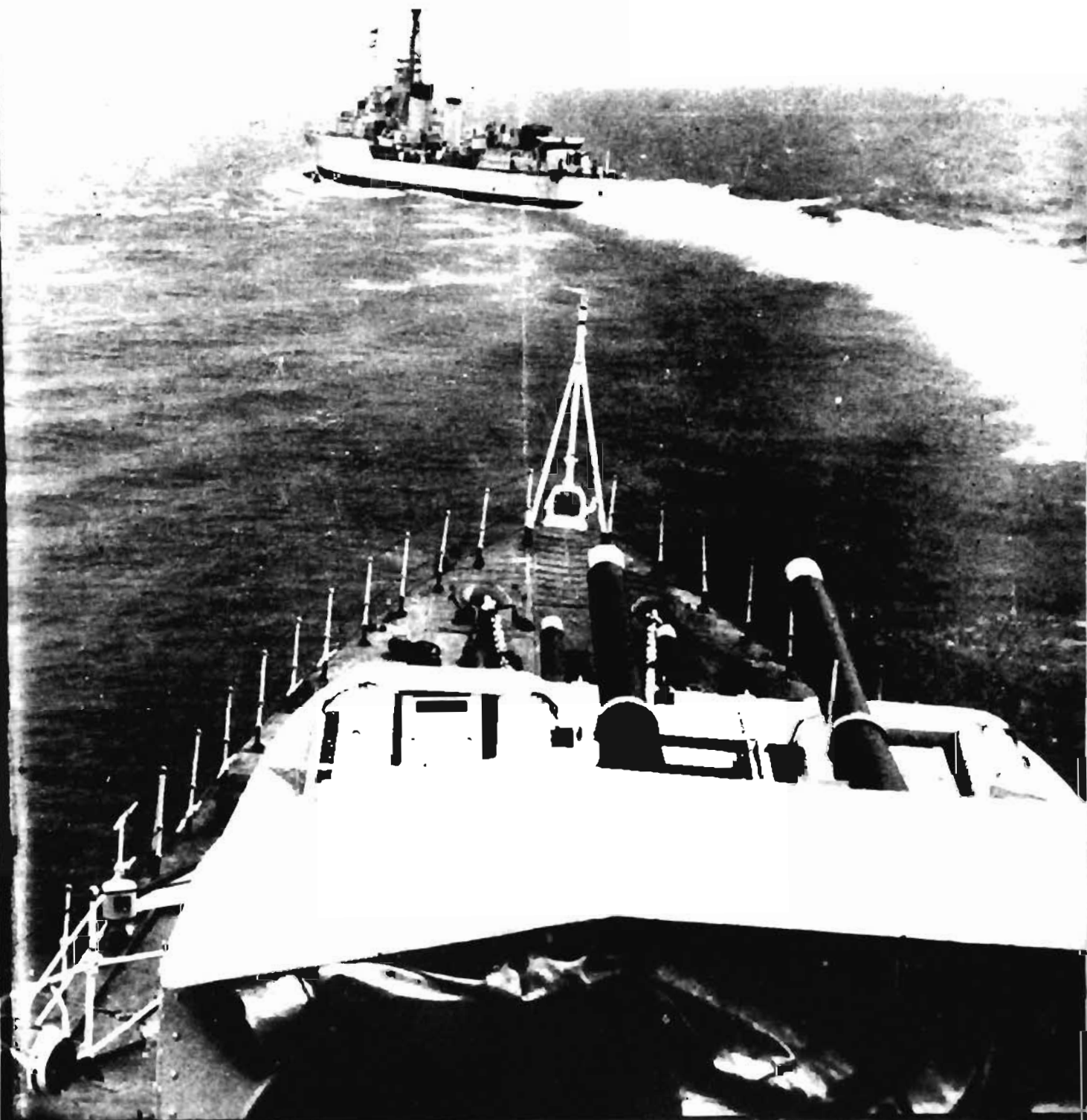
And keep it up, also, "Spindrift". You are a good magazine doing a good job of work.

"Spindrift", the Journal of Flinders Naval Depot.

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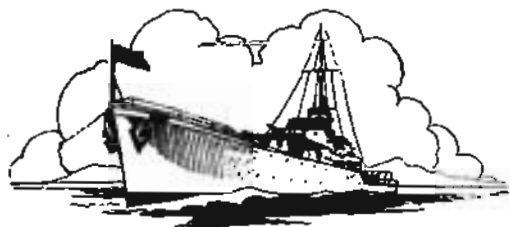
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Vol. 15. February, 1951. No. 2.

THE ROYAL CANADIAN NAVY

THE visit to these shores next month of the Canadian cruiser "Ontario" is a reminder of the change that has taken place in the defence policy of our sister Dominion in so far as the provision of a navy is concerned. In the years before 1939, Canada was not navy-minded. As the author of "The Far Distant Ships" — the official account of Canadian naval operations in the Second World War — says of the German navy at the war's outbreak: "Between our coasts and the force of this overpowering enemy was interposed the even more overpowering shield of the Royal Navy. It has always been there. We have grown to nationhood in the shadow of it; and had come to accept it and forget it almost as a fact of geography."

The experiences of the war of 1939-45 have apparently altered that outlook. To an extent we here in Australia had accepted the existence of the Royal Navy as an "overpowering shield." But we had also, to an extent, looked to our own naval defences with the provision of a fleet capable of augmenting that shield, both in Australian waters and, where necessary and practicable, overseas. Canada had not done this previous to 1939. But in a review of "Jane's Fighting Ships, 1944-1945," we find the reviewer commenting: "Among Dominion navies the most interesting feature is the fact that Canada, with two light fleet carriers and two cruisers in addition to smaller craft, has usurped the place previously held by Australia with the strongest unit of the navies of the British Commonwealth. The latter has yet to show that she intends to develop a naval air arm."

Since that review was written we have made our intention in that regard clear. To-day the

navies of the two Dominions are similar in composition. The Canadian development is interesting.

UP TO 1939

In the pre-1939 years the naval positions of the two countries differed widely. In the period shortly before the outbreak of war in 1914, when Dominion enthusiasm for Dominion navies ran high, Canada shared that enthusiasm with Australia. Her Parliaments passed the Naval Service Bill, and the Naval Service Act came into force there in the same year that the Naval Defence Act came into existence in Australia—1910. The Royal Naval College of Canada was founded at Halifax, Nova Scotia, almost simultaneously with the establishment of the Royal Australian Naval College at Geelong. Canadian shipbuilders were invited to submit tenders for the construction of five cruisers and six destroyers, and the Canadian

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The Navy

Government, as an earnest of its intentions to have a navy, bought two old cruisers, "Niobe" and "Rainbow", from Great Britain.

But that was for many years the peak of Canada's naval effort. Parliament and the people became divided over the form defence measures should take. The tenders for the five cruisers and six destroyers were pigeonholed. "Niobe" and "Rainbow" were placed out of commission. When war broke out in 1914 Australia had a fleet of one battle-cruiser, four light cruisers, three destroyers, two torpedo boats, three gunboats, and two submarines in commission; and seagoing forces of 3,800 officers and men. Canada had the two old cruisers out of commission, and her naval forces totalled 356 officers and men.

THE SUBMARINES

With the outbreak of war in 1914, "Niobe" and "Rainbow" were brought into commission, and by a most unusual transaction two submarines were purchased—with no authority and with provincial funds—by the Premier of British Columbia, for the protection of the Dominion's west coast. These two vessels were being built in Seattle, U.S.A., for the Chilean Government. They were sailed secretly by night from Seattle to a point off Esquimalt, and were there turned over by the builders to a retired submarine officer of the Royal Navy, who arrived in a launch and paid for them with a certified cheque of the Province of British Columbia for one-and-a-half million dollars. Canada at that time could produce but two men who had ever served in submarines. Volunteer crews were recruited, and were trained by these two officers. Torpedoes were obtained. And for three years the vessels patrolled the west coast, providing a useful atmosphere of security.

During the 1914-18 war the per-

sonnel of the Canadian Navy reached a total of 6,000 officers and men, nearly half of whom served with the Royal Navy.

REACTIONS TO PEACE

With the end of the war, however, the Canadian Navy was rapidly demobilised. By 1922 it was back to a total of 366 officers and men, and the Naval College was closed. Throughout the years between the wars the Navy never approached that of Australia in size and numbers of ships, nor in the number of officers and men in the Service.

The idea that the Dominion should have a navy did, however, persist; and from time to time ships were acquired, as gifts, or as purchases from Great Britain. When war came the second time in 1939, the Canadian Navy, in addition to five minesweepers and two smaller vessels, consisted of six destroyers each of about 1,500 tons, with seagoing forces of 145 officers and 1,674 men. There were two naval bases, Esquimalt on the west coast, Halifax on the east.

REACTIONS TO WAR

Canada's naval achievement in the 1939-45 war, starting off as she did from near scratch, was an impressive one. "A force of two thousand men," says "The Far Distant Ships," "was expanded to nearly ninety thousand, and included in addition six thousand women whose wildest pre-war dreams could never have pictured them in naval uniform. The six ships of 1939 grew to a force of nearly four hundred, with other hundreds of auxiliary craft and with bases, shore establishments and an organisation to supply, serve, and operate them. Shipyards and training schools sprang up; factories and laboratories, new-

ly created or expanded out of all recognition, turned the products of mines, farms and forests to the needs of the sea war.

Twenty-four ships were lost, and nearly 2,000 officers and men lost their lives, in operations in which the Canadian Navy participated.

PEACE AGAIN

When peace came again in 1945, Canada did not scrap her navy as she had done before. It was rebuilt as a peacetime force, similar in form to our R.A.N., with a light fleet aircraft carrier, two cruisers, some modern destroyers, frigates, and auxiliary vessels, and a permanent force of around 10,000 officers and men.

After a war in which many, before it broke out, thought that navies would be proved obsolete, this Canadian development is very interesting: as is the arrival in these waters of a Canadian cruiser to exercise with our own ships and those of New Zealand. It suggests that, rather than being weakened by the events of the past decade, the conviction that the security of our Commonwealth lies on the seas has gained in acceptance and strength.



'The Navy'
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February, 1961.

GUNNERY IN THE R.A.N.

IN A REALISTIC NIGHT SHOOTING EXERCISE THE NAVY MAKES IT CLEAR THAT IT TRAINS ITS GUNNERS THOROUGHLY.

By a Special Correspondent.

"X CUN! Stand to! Surface port! Red eight zero!" From the bridge the gunnery officer snapped out his short, sharp orders. The director control tower swung round. There was a quick movement aft. Everybody looked seaward into the darkness.

"Star shells! Engage!" An instant's pause. Then the loud crack of a gun and a brief silence. Suddenly a star shell burst in a great golden shimmering ball right above the target.

"Spread star shells!" The gun cracked again and again, and presently the sky seemed filled with golden lights falling slowly towards the water and throwing weird and other-worldly shadows in between the waves.

"Broadside!" The order from the bridge was answered by a terrific roar, which shook the ship as a great cloud of smoke and flame was belched out violently by the 4.7 inch guns.

Another brief pause, and huge spouts of foam and spray, 80 feet in height, were thrown into the air near the target's edge, which was 5,000 yards, or nearly three miles, distant. In the play of lights and shades they had a ghostly, awesome appearance.

"Good shooting!" cried somebody. "Excellent," said the Captain quietly. The long, beautiful grey lines of the R.A.N. destroyer moved on through Port Phillip Bay.

Away on the port beam a mine-sweeper, towing the target, also merged into the blackness. It might well have been the real thing; but if it had, the drill on the destroyer could hardly have been more efficient than it was.

At first there had been some uncertainty in the handling of the guns, but now the control director

and the crews had got into their stride and all their shots were falling where they should have. The shooting was a fine tribute to the training the ratings had undergone in their gunnery classes at Flinders Naval Depot.

A cold, stiff breeze blew across the bay, causing those on the bridge to shiver a little and draw their mufflers tighter. In the sky, myriads of stars shone and twinkled brightly through the crisp, clear air. The shooting went on; the star shells still lighted up the target and the surface of the sea; and the flame bursting from the guns, just for a split second illuminated the upper part of the ship in an almost dazzling brilliance.

At last came the final order: "Check, check, check!" followed by "All finished, sir," as the gunnery officer turned towards the Captain.

The Captain spoke to the yeoman. "Send this to the mine-sweeper: 'Have finished for the night.' Thanks for your co-operation."

Then addressing the officer of the watch, he said: "Increase to 12 knots."

The officer of the watch called down the voice tube: "One zero eight revolutions." The destroyer, which had been steaming slowly, gathered speed and headed for home.

It had been a night of novel experience for many of the ratings, who had never before handled a gun aboard ship. Until then, the only shooting they had done had been in their classes at the Depot, and, even there, they had not had the opportunity to fire 4.7 inch guns. They had fired only Bofors. Those who were to man the 4.7's had been trained in theory only.

Flinders Naval Depot is the gunnery school for all ratings of the Royal Australian Navy, whether they have previously been to sea or not. At first, ratings are given only elementary instruction, but later, after they have done sea-time or have been promoted, they attend more advanced courses.

The most modern land-based training facilities and equipment have been provided at the Depot. First, there are batteries of 4.7 inch guns, the function and operation of every part of which, and every position also, is thoroughly learned by every rating in the gunnery classes. The batteries are kept inside in big, high, iron, concrete-floored sheds, but they can be trained or laid just as if they were mounted in a ship.

Then, outside, in another part of the Depot, there are batteries of Bofors and pom-poms, close to a strange-looking building with an iron, domed roof. If you enter this building you will discover that the dome and part of the walls have been shaped to represent the sky and have been painted off-white. Somebody switches out the lights, and, in the darkness, a moving picture projector begins to whirl and hum. Then you see several aircraft speeding towards you in different parts of the "sky". They all look very small, but they are the size they would appear at such and such a distance.

From behind you, you hear somebody giving orders, and then flashes of light burst on or round the incoming "planes". Ratings, using photo-electric-fitted Bofors and pom-poms are scoring "hits".

The training they receive in the domed building is of great value in teaching them to aim and fire

their guns, but they still do not know how a gun behaves when it is being fired; neither do they know what it feels like to be beside it when it is. "Gun shyness", however, is something that, when the time arrives, is soon overcome.

Outside the building with the domed roof, several batteries of Bofors and pom-poms have been mounted on concrete bases. These are used for aiming practice, with the help of a R.A.A.P. aircraft which visits the Depot once a month. It flies at varying altitudes so that the recruits can learn not only how to lay and train a gun but also how to manoeuvre it rapidly. Later the ratings go to Sofifers, overlooking Westernport Bay, and fire live Bofor and pom-pom shells out to sea at a sleeve target towed by the aircraft.

But the real work of naval gunnery ratings can only be done on board ship, and on board ship they go whenever opportunity offers. Such opportunity presents itself about four times a year, when one of the destroyers of the 10th. Destroyer Flotilla visits Port Phillip Bay for a week or so.

Early in the morning of at least one day during the visit a bus containing about 60 ratings under the command of a gunnery officer leaves Flinders Naval Depot for the destroyer's berth so that the ratings can embark for sea-going live shell gunnery instruction.

One of the mine-sweepers of the 1st. Training Flotilla from Westernport has been waiting in the bay with a target in tow some time before they arrive. The destroyer usually gets within range of the target about half an hour or so after she has slipped her lines.

Fire is generally opened against the target by the 4.7 inch guns with sub-calibre ammunition, but later a R.A.A.P. aircraft, with a sleeve in tow, appears, above the horizon. The Bofors and pom-poms then go into action under conditions as close as possible to

those they would meet in war. Wearing tin helmets, and in working rigs, they enter wholeheartedly into the "fray".

The first runs the aircraft makes, up and down, are parallel to the ship's course. The alarm is given as soon as she is sighted: "Aircraft starboard! Green seven zero. Angle of sight, zero two five," the look-out cries, and the Bofors and pom-poms are instantly swung round and trained and laid on to that position.

An order is shouted: "Bofors! Shoot!", and the layer, who sits on an iron seat on the left of each gun, presses a bar with his foot. A stream of luminous shells pours out with a harsh crackle.

Amid the almost deafening noise a voice calls out "Check, check, check!" and the firing ceases.

And then the pom-poms have their turn, and their shells go speeding high into the air near the sleeve target.

Presently the aircraft alters course, and, instead of flying on the destroyer's beam, comes in from starboard to cross the ship as if it were going to bomb it.

The look-out man again gives the alarm and calls out the aircraft's position.

More orders are shouted, and the running bark of the Bofors or the pom-poms, or both, again rips through the air as the "plane" approaches.

Flying on into the distance, the "plane" turns again to make an attack from port. Once more the alarm is given, and, after a slight pause, a voice cries: "Bofors! Shoot!" Far up in the sky a dull thud is heard as each shell bursts and destroys itself, leaving puffs of smoke which are whirled away on the wind.

The gunnery officer decides that the Bofors and pom-poms have done enough, and, with the Captain's permission, gives orders to begin full-calibre firing with the 4.7's at the surface target.

"B turret is about to open fire,"

he shouts. And: "Carry on, Mr. Hodgson," to the senior commissioned gunner. Near the turret long, brass, gleaming shell cases stand close to stubby-looking objects, pointed sharply at the ends. These latter are the deadly shells which the charges in the cases will soon hurl spinning into space.

The guns go into action, but this time under local control. Gun crews must be able to fire locally in case the director tower, from which all main armament is controlled, is hit.

"Up two hundred" calls the senior commissioned gunner as the shells fall short of the target, and "down one hundred" to get closer yet to the range.

Very shortly all the shells are falling in the target area, and hit after hit would have been recorded if the target had been the size of a ship.

For most of the afternoon the firing continues, rapidly improving with almost every shot. But the sun is moving down the western sky and the hands must be piped to tea so that they will be ready again as soon as it is dark. The gunnery officer's face shows very obviously that he has been pleased with the ratings' work. Both he and they are waiting eagerly for the night-shooting.

With tea finished, they come up again on deck, and not long afterwards the first star shell has exploded over the sea.

And now, it may be asked, why does the Royal Australian Navy, in keeping with the Royal Navy and all other navies of the world, despite the invention of atomic and other weapons, still regard gunnery proficiency as of such great importance? The answer to that question is very simple.

Warships, notwithstanding the inventions and contrivances of this atomic age, would in the event of war, continue to use guns for three main purposes. The first would be to sink the naval and merchant ships of the enemy; the second to bombard enemy land

Continued on page 11.

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NAVAL COURTS MARTIAL

British Committee Makes Many Recommendations For Consideration.

MORE than 60 recommendations on the naval courts-martial system are made in a first report of the committee appointed to consider the administration of justice under the Naval Discipline Act, 1950, recently published (Cmd. 8094, Stationery Office, 1s. 6d.).

The committee recommends that there should be in certain cases a right of appeal to an independent appeal tribunal; that in all cases of a grave or complicated character judge advocates should be chosen from King's Counsel or others of appropriate experience; and that the captain of the accused's ship should not be nominated as president or member of the court, or act as prosecutor.

The committee was appointed by the First Lord of the Admiralty in February, 1949, under the chairmanship of Mr. Justice Pilcher. It has published a first report on naval courts-martial in order to facilitate decisions on the Army and Air Force systems, which have already been the subject of the Lewis Committee report. A further report is to follow on the powers of summary jurisdiction vested in commanding officers.

On the constitution of the court the committee recommends that if the convening authority is himself concerned in the alleged offence—for example, a navigating offence—he should be authorised to assign the power to convene a court-martial to another Flag Officer, or to request the Admiralty to nominate the court. In the view of the committee the captain of the accused's ship should not be a member of the court nor should it have more than two members belonging to the ship of the accused.

The report draws attention to the variety of cases brought before a court-martial. Offences that are punishable by death may be

tried, as may also any offence under the English criminal law. The duties of a judge advocate may often be scarcely more than nominal, but in some cases of murder or mutiny and in complicated cases he may require to possess the knowledge and experience of a High Court Judge. The committee accordingly proposes that in grave or difficult cases judge advocates should be chosen from King's counsel and other barristers experienced in criminal law, the deputy judge advocates of the Fleet, or former holders of that office. It is also urged that the number of supply officers receiving special legal training should be increased and that full use should be made as defending officers of those who have undergone the more advanced legal training. The committee prefers the title "defending officer" to "accused's friend."

Reforms of procedure set out in the report mainly relate to a proposed requirement that the accused should plead guilty or not guilty. The committee holds that if he refuses to plead the trial should proceed as if he had pleaded not guilty; that the judge advocate should ensure that the accused understands the charge to which he has pleaded guilty and the difference of procedure which will result from such a plea; and that if it appears that the accused should not plead guilty the judge advocate should advise him to withdraw the plea.

Further recommendations are that the finding of the court should be given as Guilty or Not Guilty and that the system of deciding the finding of the court by a majority vote should be retained. A minority report, signed by Mr. R. E. Manningham-Buller, M.P., and Mr. A. L. Ungood-Thomas, M.P., dissents from the latter recommendation on the ground that

such a proposal is inconsistent with the requirement of English law that the guilt of the accused should be established beyond all reasonable doubt.

The committee takes the view that the system of review by the Admiralty of the findings and sentences of courts-martial should be retained, but recommends a right of appeal to an independent tribunal on questions of law and questions of mixed law and fact in every case in which the accused has pleaded not guilty. Such a tribunal should have power to affirm a conviction, even if an error of law has occurred, provided that no substantial miscarriage of justice has thereby been occasioned, but it should not have power to allow fresh evidence to be called. It appeals are to lie from courts-martial in all three Services, the committee suggests that they should lie to the same independent appellate tribunal, consisting of three members drawn from a panel appointed by the Lord Chancellor. Otherwise, a similarly constituted Naval Appeal Court is recommended.

Other recommendations include provision of a leaflet for the accused summarising his rights in trial by court-martial, fines as a punishment for offences, an attempt to be made in collaboration with other Services to define the offence of mutiny, and the repeal of the section of the Naval Discipline Act providing for the trial, without any specific charge having been made, of all the surviving officers and crew of any ship lost, destroyed, or captured.

In some general observations the report says: "A naval court-martial is attended by considerable ceremonial and enjoys a high degree of prestige among officers and ratings in the Royal Navy. It is regarded by the Navy as essentially a naval court and it is right that we should say that we have heard little evidence of any dissatisfaction in the Royal Navy with the present system of ad-



A "good will" mission from The Royal Thailand Navy visited Flinders Naval Depot on Monday, 8th January, 1951. Captains Sombandhu and Paganan test the soup.



A "good will" mission from The Royal Thailand Navy visited Flinders Naval Depot on Monday, 8th January, 1951. Captain Chalin Sindusaporn was shown the Electrical School.

ministration of justice by court-martial. We are satisfied that under modern conditions discipline can only be satisfactorily maintained if it is and is known to be

firmly based upon justice. All the evidence before us goes to show that members of naval courts-martial take a serious view of their responsibilities."

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BUILDING UP THE R.A.N.

MINISTER FOR THE NAVY ANNOUNCES STRENGTHENING OF THE FLEET AND INCREASES IN THE SEA-GOING FORCES TO 11,279 OFFICERS AND MEN AT 31st DECEMBER LAST.

THE strength of the sea-going forces of the Royal Australian Navy increased from 10,035 on January 1, 1950, to 11,279 on December 31. These figures were given by the Minister for the Navy (the Hon. Jos. Francis) last month in a statement in Hobart on the progress made by the R.A.N. last year.

Mr. Francis said that the Fleet itself had also been strengthened during the year to meet a potential submarine menace. An increase in strength of 1,244 officers and men in 12 months could be regarded as encouraging, but still more men were needed if the Navy was to do properly all the work that would be allotted to it. The present Federal Cabinet had already authorised an increase in the strength of permanent naval personnel from 14,753 to 15,173.

"There is accordingly some distance yet to go," Mr. Francis added, "but I am confident that the higher figure will be reached."

To stimulate recruiting, he said, the Cabinet several months ago approved a shorter initial engagement, namely, one of six years, as an alternative to the long-standing 12-year period. To attract trained ex-naval personnel and men in possession of required skills, a two-year initial engagement period had been introduced. The policy of recruiting ex-Royal Navy personnel in the United Kingdom was continued during the year, and the second group of recruits arrived in Australia from Britain in H.M.A.S. "Sydney" on November 27.

The training of members of the Royal Australian Naval Reserve was resumed on January 1, 1950.

An important step taken during the year had been the re-institu-

tion of the Women's Royal Australian Naval Service, for which the initial requirement was 300 women, who would be employed on communications and supply and secretarial duties.

Mr. Francis added that the present Government recognised fully the heavier responsibilities which had devolved upon Australia as a result of the strained international situation, and it was determined to fulfil them. The development of the R.A.N. last year showed that. During that period the Australian Fleet, in which the most important unit was the modern aircraft carrier H.M.A.S. "Sydney", had been augmented by the placing in commission of three destroyers and a general purpose vessel, and the Government had arranged with the Admiralty for the basing of a third Royal Navy submarine at Sydney for anti-submarine training purposes. The experience gained by ships of the R.A.N. in exercising with the submarines "Telemachus", "Thorough" and "Tactician" had proved of the greatest value.

Anti-submarine operations would be of the utmost importance in any future war, and the Government was thoroughly aware of the fact. It had consequently, during the year, approved the building of six anti-submarine frigates and the conversion of five "Q"-class destroyers to fast anti-submarine escort vessels.

Modern anti-submarine equipment would be fitted to the R.A.N. Tribal class destroyers.

The new Battle class destroyer, H.M.A.S. "Tobruk", which was built at the Cockatoo Island Dockyard, in Sydney, joined the Australian Fleet on December 1, and

her sister-ship, H.M.A.S. "Anzac", constructed at the Naval Dockyard, Williamstown, would be commissioned in March on completion of her trials, which had, so far, been most satisfactory. Together with four Daring class destroyers now being built at Cockatoo Island and Williamstown, they would form an efficient striking force against both enemy submarine and surface vessels.

The work of fitting modern radar and gunnery equipment in the cruiser H.M.A.S. "Hobart" was continued during the year and was being proceeded with as fast as available man-power would permit.

Royal Australian Naval aviation had been strengthened during the year by the arrival in Australia from Britain in H.M.A. Ship "Sydney" in November of the newly-formed 21st Carrier Air Group, in which most of the pilots were members of the R.A.N. The other pilots and observers belonged to the Royal Navy and were serving with the R.A.N. on loan. The new group would, both at sea and ashore, do work identical with that done by the 20th Carrier Air Group, which reached Australia in May, 1949, and which operated from H.M.A.S. "Sydney" until shortly before she left for England in June last year. Sydney had remained in full commission throughout the year. The second R.A.N. aircraft carrier, which would be named H.M.A.S. "Melbourne", was being completed in the United Kingdom.

Many improvements had been made at the Royal Australian Naval air station, H.M.A.S. "Albatross", at Nowra (N.S.W.), which, when work contemplated

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there had been finished, would be of a standard at least as high as that of stations which the Royal Navy had established.

Negotiations had been continued during the year for the preparation of a second R.A.N. air station at Schofields (N.S.W.). That station would be shared with the Royal Australian Air Force.

It was decided during the year to meet the requirements of naval reserve and national service training by bringing three fleet mine-sweepers, H.M.A. Ships "Gympie", "Colac" and "Mildura", and one frigate, H.M.A.S. "Barcoo", forward from reserve and refitting them to complete their sea-going and training efficiency.

Mr. Francis said that Australian people should be proud that two ships of the Royal Australian Navy, the destroyers "Warramunga" and "Bataan", were still serving with United Nations forces in Korean waters, where they were playing a worthy part in resisting Communist aggression. Almost immediately after the North Koreans had attacked the South Korean Republic last June, the Australian Prime Minister (the

Right Hon. R. G. Menzies) had placed "Bataan" and the frigate "Shoalhaven", both then in Japanese waters, at the disposal of the United Nations in support of the Republic. "Warramunga" shortly afterwards replaced "Shoalhaven", which returned to Sydney.

One fact worthy of notice, Mr. Francis added, was that, despite rising costs and other difficulties, the Department of the Navy had, during the year, used its financial resources to the best possible advantage. In 1949-50 the sum spent on Australian naval defence was £18,500,000, representing only .82 per cent. of the national income. The amount spent in 1938-39, the period immediately preceding the Second World War, was £4,700,000, or .58 per cent. of the national income. The slightness of increase in the percentage of expenditure in 1949-50 showed that the funds allocated to the Navy had been spent wisely and without extravagance.

In view of the present and future commitments of the R.A.N., the provision of £23,500,000 for the current financial year was fully justified.

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ON the 30th. of last month 28 boys of 13 years of age joined the Royal Australian Naval College as Cadet Midshipmen, thus making their initial acquaintance with life in the Navy. They had been chosen from more than 400 applicants from all parts of the Commonwealth, by a naval selection committee which had visited the capital cities.

Four of the boys had been awarded special cadetships. These special cadetships are provided for boys who are sons of persons who had been on active service abroad in the Royal Australian Navy, or in an Expeditionary Force raised under the provisions of the Commonwealth Defence Act; including forces sent by the respective States of the Commonwealth to the South African War.

The boys, who will undergo a four years' course at the College as the first step in their careers as permanent officers of the Royal Australian Navy, are:—

SPECIAL CADETSHIPS.

GANT, Richard Loftus; Vaucluse, N.S.W.; *Cranbrook School, N.S.W.

FERGUSON, Peter Ian Murdoch; Pymble, N.S.W.; *Scots College, N.S.W.

REID, Charles Anthony; Mt. Eliza, Victoria; *Geelong Church of England Grammar School, Victoria.

STONE, Marcus Dudley; Hamilton, N.S.W.; *Newcastle Boys' Technical High School, N.S.W.

ORDINARY CADETSHIPS.

Queensland—

BAMBRICK, Robert Starr; Nambour, Qld.; *Nambour State School.

DAVIDSON, Donal Montgomerie; Gympie, Qld.; *Gympie State High and Intermediate School.

FORD, Edmund Ashley; Yandina, Qld.; *Cooloolah State School.

YATES, James Meredith; Eagle Junction, Qld.; *Eagle Junction State School.

New South Wales—

BASSETT, Denis Ambrose; Canterbury, N.S.W.; *Oakhill Boarding College, Castle Hill.

BONNAR, Robin Scott; Moss Vale, N.S.W.; *Bowral High School.

COOK, John Acton; Cootamundra, N.S.W.; *Cootamundra Intermediate High School.

WARD, Peter Carleton; Pymble, N.S.W.; *Sydney Church of England Grammar School.

Victoria—

ATKINS, John David; Terang, Vic.; *Terang High School.

CORRIE, Ian Thomas; Bendigo, Vic.; *Bendigo Junior Technical School.

HILARY-TAYLOR, Harvey John; East St. Kilda, Vic.; *Caulfield North Central School.

RICHARDSON, Edward Christian David; Mildura, Vic.; *Mildura High School.

SHOTTER, Michael Thomas Edward; South Melbourne, Vic.; *Melbourne Church of England Grammar School.

STEPHENS, Herbert Leonard; Sale, Vic.; *Sale High School.

THOMPSON, Clive John; Geelong, Vic.; *Geelong High School.

South Australia—

DAISH, David William; The Point, Murray Bridge, S.A.; *Murray Bridge High School.

WILSON, Christopher John; Jamestown, S.A.; *Jamestown High School.

Western Australia—

BALE, Kevin John; Inglewood, W.A.; *Christian Brothers' College, Perth.

BROWNFIELD, Edward Eric; Mount Lawley, W.A.; *Perth Boys' High School.

FRANKISH, Lawrence Weatherall; Perth, W.A.; *Perth Boys' High School.

GOOD, Norman Charles; Wundowie, W.A.; *Northam High School.

HAWTIN, Neville Vernon; Highgate Hill, W.A.; *Christian Brothers' High School, Highgate Hill.

PARKER, Joseph Kenneth; Northam, W.A.; *Northam High School.

TERRY, Leonard Giles; Margaret River, W.A.; *Guildford Grammar School.

* School last attended.

February, 1951.



MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

MASTLESS 'ORONSAY'

A streamlined tower housing the radar and "crow's nest" replaces the mast in the Orient Line's new 28,000-ton "Oronsay", which leaves the United Kingdom on her maiden voyage to Australia in May.

HEAVY OPERATING COSTS

The Chairman of Directors of the Orient Line, Mr. Geddes, said recently in Sydney that the new liner cost £4½ million to build, and he added that only heavy passenger traffic on the England-Australia run had prevented a steep rise in fares. "The cost of things in everyday use in ships is rising," he said, "and labour charges have increased greatly. If our ships were half empty now, as they often were before the war, heavy fare increases would have been unavoidable."

PROPOSED U.S. LINERS

"Marine News" states that proposals for the construction of two liners of 105,000 gross tons were put forward last year by Liberty Lines Inc., who asked the U.S. Government for a building subsidy of 120,000,000 dollars towards their estimated cost of 200,000,000 dollars — £71,430,000 Sterling. The plans show the vessels as having dimensions of 1,250 feet length, 144 feet beam, and 37 feet depth, with a speed of 34 knots, with accommodation in two classes for 10,000 passengers per vessel.

WARTIME USES

It is estimated by the projector of the proposed American liners that they could transport passengers across the Atlantic, without any Government operation subsidy, at a cost varying between £36 and £21, dependent upon the number carried. They could be built in three years, or in two in case of an emergency; and in time of war would be able to carry 30,000 troops each at a speed of 38 knots, in addition to serving as Aircraft Carriers with accommodation for 200-300 aircraft. The funnels will be telescopic, and when retracted would give a flying-off deck 800 feet in length and 140 feet wide.

CANADIAN SHIPBUILDING

The largest passenger liner to be built so far on the west coast of Canada is the "Prince George", belonging to Canadian National Steamships. Of 5,700 tons gross with twin screws, she is 344.7 feet in length and of 30.8 feet beam. Built by Yarrows Ltd., Esquimalt, British Columbia, she is propelled by Uaafow steam engines built by Canadian Vickers Ltd. "Prince George" is employed on the Victoria-Alaska run.

NORTH ATLANTIC WINTER CRUISES

A number of vessels are at present absent from their usual North Atlantic passenger runs, and are engaged on cruising voyages during the northern winter season.

They include the Cunard Line's "Britannic", which is on a Mediterranean cruise; the Cunard "Caronia", on a world cruise; and the same Company's "Mauretania", which is cruising between New York and the West Indies. The Canadian Pacific liner "Empress of Scotland" is also on New York-West Indies cruises. Among the Continental lines, the Dutch ships "Nieuw Amsterdam" and "Veendam", and the Swedish "Stockholm", are also carrying out cruising voyages from New York.

RUSSIAN MERCHANT FLEET.

According to "Marine News", only 30 per cent. of Russia's 510 known ocean-going merchant vessels are locatable. Among these vessels are 83 which were handed over to Russia under "Lend-Lease", and which have not so far been returned. Thirty of them are reported to have been in recent movements towards the Far East, and many of the larger vessels, particularly of the passenger-carrying type, appear to be laid up in ports.

BRITISH SHIPBUILDING.

Britain continues to lead the nations of the world in shipbuilding. In September last year British yards had under construction 323 vessels aggregating 2,000,000 tons gross — and orders placed for new vessels continue to increase.

TWENTIETH WHYALLA LAUNCHING.

The 20th. vessel to be launched at Whyalla, South Australia, since shipbuilding commenced there in 1940, took the water recently when the B.H.P. steamer "Iron Derby" slid down the ways. She is the third 12,500-ton ore carrier launched there for the Broken Hill Proprietary Company Ltd.

COASTAL COMPANY'S 75 YEARS.

Last year saw the 75th. birthday of the Adelaide Steamship Company, which was incorporated in 1875. In that year the Company owned only two vessels, each of 715 gross tons. To-day, the Company operates 26 vessels totalling 72,000 tons. The nominal capital is £3 million. Two additional cargo ships are being built, at Adelaide and Brisbane.

NEW CARGO SERVICE.

The first vessel to take part in the cargo service recently inaugurated between Australian ports and the African ports of Cape Town, Durban, and Mombasa, by the Shaw Savill Line — says "Port of Melbourne", the official magazine of the Melbourne Harbour Trust Commissioners — is the motor ship "Afric", of 3,350 gross tons. This vessel has a cargo carrying capacity of 247,000 cubic feet, and carries twelve passengers. The service is expected to stimulate trade between Africa and Australia, and consideration will be given to extending it to New Zealand if circumstances warrant.

NEW BLUE STAR LINER.

The Blue Star Line's "Tasmania Star", recently launched by Cammell, Laird and Co., will come into service this year. With a general cargo capacity of 360,000 feet and a refrigerated cargo space of 460,000 cubic feet, she has accommodation for 12 passengers, and provides four single-berth and four double-berth cabins.



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GUNNERY IN THE R.A.N.

Continued from page 9.

positions and defences, particularly before and during the landing of troops; and the third to beat off or destroy enemy aircraft which attacked them, and the ships they help to protect.

But the most vital requirement in the use of guns is that those handling them should shoot accu-

rately. The thorough training given to ratings of the R.A.N. enables them to attain the highest degree of skill and efficiency, and ensures that, if the need should ever arise, they will be prepared to do their job.

If any doubt should exist about that, one can always point to the Royal Australian Navy's shooting record in two World Wars.

News of the World's Navies

HOME FLEET EXERCISES

While on passage from Gibraltar to Lisbon in December, the Home Fleet completed a series of exercises with units of the Portuguese Navy, including the frigate "Diego Gomes" and the destroyers "Dao" and "Vouga". The results of the exercises were reported by the Commander-in-Chief, Home Fleet, Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O., to have been most encouraging, due to the keenness and hard work of all those participating.

H.M.S. "VANGUARD"

The battleship "Vanguard", wearing the flag of the Commander-in-Chief, the cruiser "Swiftsure" — Rear-Admiral C. A. L. Mansergh, C.B., D.S.O., Flag Officer Second Cruiser Squadron — and other ships of the Home Fleet returned to their bases in the United Kingdom on the 7th December at the conclusion of the Fleet's autumn cruise. The ships returned direct from Portuguese and French ports, where they had been paying courtesy visits since leaving Gibraltar at the end of November. Home-based submarines, naval aircraft, and aircraft of the R.A.F. Coastal Command, took part in exercises with the returning ships as they approached the United Kingdom.

NAVAL STRUCTURAL TRIALS

Structural tests have now been completed at the Naval Construction Research Establishment, Rosyth, on the hull of H.M.A. "Albuera", an incomplete Battle class destroyer, declared surplus after the end of the war. The vessel has been supported amidships in dry dock and loaded at the ends by water ballast until complete structural failure occurred. During the test, upward of 700 gauges gave a continuous re-

cord of the stresses in various critical parts of the structure. Considerable data have been collected and comparisons are to be made between experimental results and values calculated by various theories. In this manner, design methods may be improved so that, in future, vessels may be built of lighter construction yet of superior strength.

AUSTRALIANS IN TRAINING CRUISER

Two R.A.N. Cadets are in H.M.S. Training Cruiser "Devonshire" (Captain G. H. Stokes, C.B., D.S.C.), which sailed from Plymouth on the 12th. of last month on her Spring Cruise. This cruise is taking her to Trinidad, Carriacou, Barbadoes, St. Kitts, Beel Island, St. Vincent, Grenada, and Gibraltar. There are in all 245 Cadets on board, including seven from the Royal New Zealand Navy, six from the Royal Pakistan Navy, three from the Indian Navy, six from the Ceylon Navy, and eight from the Burmese Navy. The "Devonshire" is expected to return to Plymouth on the 2nd. April.

CHANGE IN R.N. FAR EASTERN COMMAND

Rear-Admiral A. K. Scott-Moncrieff, D.S.O., has been appointed Flag Officer Commanding the Fifth Cruiser Squadron and Flag Officer Second in Command, Far East Station, in succession to Vice-Admiral W. G. Andrewes, C.B., C.B.E., D.S.O. The appointment will take effect in April of this year.

H.M.S. "DELIGHT" LAUNCHED

The sixth of the "Daring" Class destroyers built in Britain, H.M.S. "Delight", was launched on the 21st. December last at the yard of the Fairfield Shipbuilding and Engineering Company Ltd., Govan, Glasgow. The company is respon-

sible for building both hull and engines. The "Delight" has an extreme length of 390 feet, a beam of 43 feet, and will be powered by geared steam turbines of an advanced design. She is of welded construction and incorporates lessons learned during the Second World War. Everything has been done to make her accommodation spaces as good as possible; there will be all electrical cooking in the galleys, a modern laundry, convenient bathrooms and stainless steel basins for washing, and special labour-saving devices for cleaning ship. She will mount six 4.5-inch guns and six other guns; and she will have two pentad torpedo tube mountings above the water line.

KOREA CASUALTIES

Speaking in the House of Commons in December, the British Minister of Defence, Mr. Shinwell, said that up to the beginning of the Chinese offensive the total British casualties in Korea amounted to 52 killed or died of wounds, 174 wounded, and five missing. His information at that time showed that total United States casualties over the same period were rather more than 30,000, of whom slightly over 5,000 were killed.

KOREA AIR OPERATIONS

During air operations by naval aircraft operating from H.M.S. "Theseus" in Korea, pilots and observers have been flying at a sustained rate of intensity probably unsurpassed in carrier operations anywhere, and ground crews and deck handling parties have been working round the clock to keep the aircraft flying. Firedive bombers gave ample proof of their accuracy in the destruction of enemy communications; and Sea Fury fighters also wrought destruction among a great variety of targets.

CARRIERS RETURN TO BRITAIN

Two light fleet carriers — H.M. Ships "Ocean" and "Glory" — arrived in Britain in December after overseas service, the first named from the Far East, where she had been on a trooping cruise, and the "Glory" from the Mediterranean, where she had been on service for 13 months. She recommissioned in England last month with a Chatham crew for further foreign service.

ROYAL PAKISTAN NAVY

Members of the ships' companies of frigates of the Royal Pakistan Navy visiting Australia for the Jubilee Celebrations received a warm welcome from Melbourne crowds when they marched through the city on the 19th. of last month. Many of them wore campaign medals of the 1939-45 War, and their fine marching evoked considerable appreciative comment.

EGYPTIAN NAVY

The British frigate "Cottesmore", which has been refitted at Southampton, is being transferred to the Egyptian Navy, her name being changed to "Ibrahim".

H.M.S. "SHOREHAM"

Many members and ex-members of the Royal Australian Navy will remember the sloop "Shoreham", which was often in company with H.M.A. Ships during the recent war. She is in process of conversion into a merchant ship for Panamanian interests.

R.N.V.R. AND TERRITORIAL EXERCISES

Three R.N.V.R. Air Squadrons opposed local Territorial Army units in exercises in Sussex, England, in December, the first time R.N.V.R. Squadrons have co-operated on such a scale with Territorial units. Seafire aircraft of three Squadrons had the task of locating ground forces defended by Seafires. The Territorial Army units participating in the exercises had with them signals and transport personnel from the Portsmouth group of the Royal Marines.



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STRENGTH OF THE ROYAL NAVY

OFFICIAL FIGURES GIVEN IN THE COMMONS IN DECEMBER.

IMPORTANT statements on the ship strength of the Royal Navy have been given by Mr. James Callaghan, Parliamentary Secretary to the Admiralty, in reply to questions in the House of Commons.

The three following official tabulated reports have been placed on the table:—

(i) STRENGTH OF THE NAVY.

(Excluding Aircraft Carriers)

	Active Fleet.	Training and Special Duties	In Reserve.
Battleships	—	"Vanguard"	"Anson" "Howe" "Duke of York" "King George V."
Cruisers	13	2	11
Destroyers	27	17	68*
Frigates	34	15	115
Monitors	—	—	2
Submarines	35	—	25†
Minersweepers ..	12	2	48
Fast Minesweepers ..	—	—	3

* Includes one for transfer to Royal Pakistan Navy.

† Includes two on loan to Royal Netherlands Navy.

(ii) BATTLESHIPS, ETC., SOLD OR SCRAPPED SINCE THE WAR.

	Scrapped.	Sold.	Sold to Foreign Countries.	Sold or Disposed of to Commonwealth Countries.
Battleships	11	—	—	—
Aircraft Carriers ..	2	2	1	1
Cruisers	28	2	1	1
Destroyers	123	25	14	11
Frigates	42	48*	33*	15
Motor Torpedo Boats	18	196	10	—

* Includes 1 given to Burma.

Questioned about the strength of Reserves, Mr. Callaghan has given the following information:—

	Officers.	Ratings.
R.N.R.	2,000	10,000
R.F.R.	—	25,000
R.N.V.R.	2,016	12,890

(ii) AIRCRAFT CARRIER STRENGTH.

	Active Fleet.	Training Trooping, or Special Duties.	In Reserve.	In Course of Construction.	Partly Built, but work suspended.
Fleet Carriers	"Indomitable" (a)	"Indefatigable" "Illustrious" (b)	"Victorious" (c) "Implacable" "Formidable"	"Eagle" (d) "Ark Royal"	—
Light Fleet Carrier	"Theseus" "Glory" "Vengeance"	"Ocean Warrior" "Triumph" (b)	—	"Majestic" (e) "Centaur" "Albion" "Bulwark" 1 unnamed.	3
Bacort	—	—	"Campania" (f)	—	—

(a) Will be fully operational early in 1951.

(b) Refitting.

(c) Modernising.

(d) Will become operational during 1951.

(e) For transfer to the Royal Australian Navy on completion.

(f) Lent to the Festival of Britain.

PRIZE MONEY FOR SALVAGE

Echo Of S.S. "Samsylarna" And The War.

SAILORS who helped to salvage £1,000,000 of silver bullion from a torpedoed ship in the Mediterranean are to share £3,800. The shares range from £293/15/3 for a naval commander to 19s. for ordinary seamen.

The "London Gazette," announcing the awards, recalled a drama of 1944 when the S.S. "Samsylarna," eastward bound with a cargo worth £2,000,000, was attacked by aircraft.

The "Samsylarna" was sunk by an aerial torpedo when thirty aircraft attacked Convoy UGS.48 on August 4th, 1944. One aircraft was destroyed by the sloop "Deptford." H.M.S. "Petard" took off the crew of the "Samsylarna" on August 5th, and on August 8th, the tug "Brigand" arrived from Alexandria and put a party on board. By this time the "Samsylarna" was awash. The "Brigand" took the "Samsylarna" in tow and beached her

on a beach near Benghazi. After three weeks' work had been done on her there by the Naval party under Commander G. C. Evans, R.N., a Ministry of Transport ship called the "Lanrick" took off a million pounds worth of silver bullion and transported it back to Alexandria.

The "Samsylarna" was made sea-worthy by 24th. August and refloated, and the "Brigand" started off with her for Alexandria, accompanied by the "Kingston Cyanite." They ran into foul weather and took the ship into Tobruk for shelter. From Tobruk the "Brigand" went to Alexandria to fetch more salvage gear and returned to Tobruk. After further patching she was eventually towed away to Alexandria by the "Brigand," escorted by the "Day-break," and the tug "Roysterer" came out from Alexandria to assist. She arrived in Alexandria on September 24th.



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WHAT THE NAVY IS DOING

WITH the arrival in Australia next month of the Canadian cruiser *Ontario*, we have an echo from March six years ago. On the 9th. March, 1945, the Canadian cruiser *Uganda* arrived at Sydney to join the British Pacific Fleet. From there she moved up to the advance base at Leyte. And on the 6th. April, 1945, she sailed north from Leyte to join the British Task Force 57, which was taking part in the naval operations in the Okinawa campaign. *Uganda* was the only Canadian ship to take part in the fighting in the Pacific. Our visitor of this year, *Ontario*, was in commission in 1945, but was not so soon enough to participate. When the war against Japan ended, she was in the Red Sea on her way out to the Far East to join the British Pacific Fleet. In company with H.M.C.S. *Prince Robert* — which was in Sydney at the time — she was diverted to Hong Kong at the conclusion of hostilities.

We welcome her arrival here next month — she is visiting Brisbane, Sydney, Melbourne, and Hobart before proceeding to New Zealand and across the Pacific home again — and welcome also the opportunity this visit gives of exercises with ships of the Royal Australian and Royal New Zealand Navies.

Since these notes were last published, the Royal Australian Navy has been honoured by the elevation to Knighthood of the First Naval Member and Chief of the Naval Staff, Vice-Admiral Sir John Collins. Apart from the gratification felt at this distinction paid to the Royal Australian Navy through its senior officer, "The Navy" desires to express to Admiral Collins its congratulations on the personal honour conferred upon him.

FLEET DISPOSITIONS

The Aircraft Carrier:

H.M.A.S. *Sydney* (Captain D. H. Harries, R.A.N.) sailed from Sydney on the 24th. of last month for Jervis Bay, where she is carrying out working up exercises. On completion of these, towards the end of the month, 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, sailed from Syd-

ney at the end of last month, after being present in Port Jackson for the Jubilee Anniversary celebrations, and is in Jervis Bay for exercises, in company with H.M.A. Ships *Tobruk*, *Shoalhaven*, *Murchison* and *Condamine*; H.M. Ships *Tactician* and *Telemachus*, and units of the New Zealand and other Commonwealth navies. Towards the end of the month, 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 29th. 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* (Captain 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. *Baton* (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, O.B.E., D.S.C., R.A.N.) has been carrying out working up exercises based on Sydney and is now with the Fleet. She remains in company with the flagship throughout the exercise periods in Tasmanian and South Australian waters.

1st. Frigate Flotilla:

H.M.A.S. *Shoalhaven* (Commander R. I. Peek, O.B.E., D.S.C., R.A.N.) has joined the Fleet following her leave and refit period in Sydney, and remains in company with the flagship until the 14th. of next month, when she returns to Sydney. She will later take 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. Jerrani, R.A.N.) is in Sydney. It is anticipated that she will join the Fleet about the 5th. of this month, taking part in the exercises in the Hobart area and returning to Sydney about the middle of March. She will later take 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.) is in Jervis Bay with the Fleet, having sailed from Sydney

with the flagship last month. After exercising with the Fleet, she will return to Sydney about the middle of March, and will subsequently take part in the fleet exercises in the Jervis Bay-Gabo area.

H.M.A.S. *Condamine* (Lieutenant-Commander A. W. Salisbury, R.A.N.) sailed from Sydney at the end of last month and is now in company with the fleet in Jervis Bay. Her subsequent programme is similar to that of *Murchison*.

H.M. Submarines:

H.M.S. *Telemachus* (Lieutenant O. Lascelles, D.S.C., R.N.) left Sydney at the end of last month to join the fleet for the current exercises. She returns to Sydney about the middle of March, and later participates in the exercises in April.

H.M.S. *Tactician*. The anticipated programme of *Tactician* is as that of *Telemachus*.

10th. L.S.T. Flotilla:

H.M.S. *Labuan* (Lieutenant-Commander Ian Cartwright, R.A.N.) is in the process of making her annual voyages to Heard, Kerguelen, and Macquarie Islands, in connection with the Australian Antarctic Research Expedition. *Labuan* sailed from Port Melbourne for Heard Island on the 16th. January, carrying scientific members of the Expedition to relieve those who have been on the island since last year. The relieved members will return in her to Australia. On the voyage to Heard Island, *Labuan* called at Albany, West Australia, on the 22nd. of last month. She was due at Heard Island on the 2nd. of this month, remaining there for about two weeks. On the return voyage to Melbourne she will call at Kerguelen for three days. She is due back in Albany on the 2nd. of

... at Sea and Ashore

next month, and at Melbourne on the 8th.

Training Flotilla:

The two Australian mine-sweepers comprising the Training Flotilla are based on Flinders Naval Depot. They are:

H.M.A.S. *Gladstone*.

H.M.A.S. *Latrobe*.

Survey Ships:

H.M.A.S. *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

Thai Naval Mission

A goodwill mission of four senior officers of the Royal Thai Navy visited Australia last month. While in this country the mission inspected Royal Australian Naval Establishments and schools in New South Wales and Victoria. The members of the mission were Rear-Admiral Jan Pachuanon and Captains Charlie Sindusopon, Sombandha Bunnag, and Djamarat Paganan.

Minister Visits Tasmania

During January, the Minister for the Navy, Mr. Francis, spent part of a week in Tasmania visiting and inspecting naval and military establishments and installations. In the Hobart area the Minister inspected the Naval Depot, the Brighton Camp, the Pontville rifle range, and the Anglem Barracks; and at Launceston he visited the Patterson Barracks and the new rifle range. Devonport was also included in his itinerary.

Government To Build Up Defences

Whilst in Tasmania, the Minister for the Navy gave an assurance that the Federal Government would adopt all possible means of

strengthening the country's defences. "I have come to Tasmania," Mr. Francis said, "to inspect naval and army establishments and installations and to see whether any extensions or improvements are required. If they are, they will be undertaken immediately. We must all recognise that the world to-day is faced with the grave menace of Communist aggression and that the only way in which the democracies can maintain their independence is to build up their armed strength. Each one of the democracies, Australia included, has a task to do in the cause of peace, and the Federal Cabinet does not intend to shirk it. It is going right ahead in its determination to do everything it is possible to do. In performing its task it calls for the support of the whole of the Nation, and it is confident that it will not call in vain. Every worker and every industrialist and every young man, indeed every citizen of the Commonwealth can, and must, contribute his or her own individual effort in labour, management, national service or service in the permanent or militia forces toward the work that lies ahead."

Director of W.R.A.N.S.

It was announced last month that Miss Blair Bowden, a member of the Women's Royal Australian Naval Reserve, has been appointed Director of the Women's Royal Australian Naval Service, with the rank of First Officer. First Officer Bowden, who is expected back in Melbourne from overseas this month, has been visiting Royal Naval establishments in the United Kingdom, and studying the latest developments in training and administration in the Women's Royal Naval Service there. First Officer Bowden joined the W.R.A.N.S. on the 9th. January.

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1943, and was a member of the first Officers' Training Course at Flinders Naval Depot, where she received her Commission as Third Officer in February, 1943. She was later appointed to the Sydney Command, where she served as Staff Officer (W.R.A.N.S.) on the staff of the Naval Officer-in-Charge, and was promoted successively to Second Officer and First Officer. First Officer Bowden was born in Dunedin, New Zealand, and gained a B.A. Degree before leaving the Dominion to reside in Sydney, where she held a business appointment and did voluntary work in the Wardens Women's Auxiliary of the N.E.S. before she joined the W.R.A.N.S. Her chief recreational interest — apart from those of fencing, swimming, and tennis — is singing.

Sea Cadets on Training Cruise
During the first week of this month a party of 30 Navy League Sea Cadets from the Black Rock, Port Melbourne, and Footscray Technical School sea cadets units, enjoyed a seven-day training cruise in Bass Strait in H.M.A.S. "Gladstone". Previous to embarking in the "Gladstone" at Geelong on the 30th. January, they had, with 40 other Sea Cadets, been attending a camp at Geelong Grammar School.

Retirement of D. of V.

After 38 years' service in the Commonwealth Public Service, the Director of Naval Victualling, Mr. R. N. White, retired at the end of last year. Mr. White, who was appointed Director of Victualling in 1942 in succession to Mr. Claude Massey, was the recipient of a presentation from officers of the Department of the Navy on his retirement. He is succeeded as Director by the previous Deputy Director of Victualling, Mr. T. F. Daniel.

Washington Naval Appointment

The appointment was announced last month of Captain F. N. Cook, D.S.C., R.A.N., as

Australian Naval representative and Australian Naval Attaché at Washington. Formerly Commanding Officer of H.M.A.S. "Penguin", the R.A.N. Shore Establishment at Balmoral, Sydney, Captain Cook in his new appointment succeeds Captain J. C. Morrow, D.S.O., D.S.C., R.A.N. Captain Cook joined the R.A.N. as a Cadet Midshipman in 1922, and has had a distinguished naval career. He was in H.M.S. "Royal Oak" when she was torpedoed from a German submarine in Scapa Flow in the early days of the last war, and he was awarded the Distinguished Service Cross for his daring, skill and seamanship when he took part in the commando raid on a radio location station at Bruneval, France.

Promotions

Captain Otto Humphrey Beecher, D.S.C. and Bar, R.A.N., whose promotion from Commander was announced last month, entered the Royal Australian Naval College in 1922, and later specialised in gunnery. He was awarded the D.S.C. in 1940 "for good service in the withdrawal of troops from the Namsoos area, Norway." In October, 1944, he received the Bar to his D.S.C. while in command of H.M.A.S. "Quickmatch" "for outstanding courage, skill and determination in pressing home a successful attack in the Japanese Naval Base at Sabang."

Other promotions in the R.A.N. announced last month were those of—

Lieutenant-Commander to Commander: William Keith Tapp, James Maxwell Ramsay.

Lieutenant-Commander (E) to Commander (E): Frederick William Purves, Stuart St. Vincent Welch.

Instructor Lieutenant-Commander: Haydn Guest.

Reserve Promotions

The following promotions in the Royal Australian Naval Reserve and the Royal Australian

Naval Volunteer Reserve were announced last month:—

Royal Australian Naval Reserve: Lieutenant to Lieutenant-Commander, R.A.N.R.: Eric Norval Nielsen (E. Coorparoo, Brisbane); Lewis Arthur Jones (Subiaco, W. Australia); John Francis Beaumont (Sydney, N.S.W.); Keith Dawson Kershaw (Brighton-le-Sands, N.S.W.).

Lieutenant (L) to Lieutenant-Commander (L), R.A.N.R.: Alan Richard Callaway (Gladesville, N.S.W.).

Engineer Lieutenant to Engineer Lieutenant-Commander, R.A.N.R.: Alfred Cressy Reed (Port Adelaide, S.A.).

Lieutenant (Sp.) to Lieutenant-Commander (Sp.), R.A.N.R.: John Hugo Hedde Paterson, M.B.E. (Williamstown, Vic.); Joseph William Alfred Foster-Spinks (Elizabeth Bay, N.S.W.); Desmond Vincent O'Leary (Toorak, Vic.).

Royal Australian Naval Volunteer Reserve:

Lieutenant to Lieutenant-Commander, R.A.N.V.R.: Allan Edward Charlton (Somersby, New South Wales); Frank William Huxham (Shorncliffe, Queensland); Stuart Faithful Fell (Ballarat, Vic.); Ernest Digby Ellis (Weemelah, N.S.W.); Terence Harold Arnott (Homebush, New South Wales); George Charles Sangster (Melbourne, Vic.); Paul Burns (Yass, N.S.W.); Eric Bolton Beeham (Mosman, N.S.W.); David John Henry (Ivanhoe,

Vic.); Eric Mervyn Howitt (Brisbane, Qld.); James Robert Wilshire (Mosman, N.S.W.); Rae Athol Sinclair (Geelong, Vic.); John Francis Standish (Sydney, N.S.W.); Andrew Goodenough Bayly (Brighton, Vic.); Selwyn Chidgey (South Yarra, Vic.); Norman Arthur Kingsbury Wallis (Annandale, N.S.W.); Kenneth John McLaren (Largs Bay, S. Aust.); William Euan Ironside Littlejohn, D.S.C., A.D.C. (Hawthorn, Vic.); Colin Joseph West (Murrumbidgee, Vic.); Douglas William Wallace Crozier (Glenelg, S.A.); Oliver Ernest Taylor (Melbourne, Vic.).

Lieutenant (L) to Lieutenant-Commander (L), R.A.N.V.R.: Guy Cyril O'Shaughnessy Lester (Oakleigh, Vic.).

Engineer-Lieutenant to Engineer-Lieutenant-Commander, R.A.N.V.R.: Donald Edwin Webster (North Adelaide, S.A.); John Laidley Mort (Balmalm, N.S.W.); Ransom Gaunt (Acting Engineer Lieut.-Cdr.) (Harristown, Vic.).

Lieutenant (Sp.) to Lieutenant-Commander (Sp.), R.A.N.V.R.: John Mark Dunn (Ballarat, Vic.); Arthur Drummond Thomson (Sydney, N.S.W.); Eric John Lawson (Vaucluse, N.S.W.); Malcolm Hugh Wright, D.S.C. (Brisbane, Qld.); Dominic Paul McGuire (Mt. Lofty, S. Aust.); Adrian Willis Nankervis (Kyne-ton, Vic.); Frederick Ashton Rhoades (Sydney, N.S.W.); Claud Geoffrey Kennedy Smith (Texas, Qld.).

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SEA CADET NEWS

N.S.W. DIVISION.

Monthly Training Camp.

The monthly training camp on board H.M.A.S. "Warrego" was held from Friday, 19th. January, to 21st. January. S.C. Sub-Lieutenant G. Humphreys, 1st. Lieutenant of T. S. "Sydney", Snapper Island Unit, took charge of the Cadets, who came from all Units in N.S.W.

The camp was very successful and the practical experience gained in first-hand seamanship and ship's routine is of immense value. On this occasion the Cadets were fortunate enough to have H.M. Submarine "Tactician" alongside the "Warrego". They were shown over the S/M by the Officers and ratings, gaining much knowledge of the ship.

T.S. "Sydney" Snapper Island.

A Fleet Regatta was held on Saturday, 27th. January, 1951, under the control of the Royal Naval Sailing Association. It drew rather a good field in the 27ft. Montagu Class Whalers (under service conditions) race, entries were H.M.N.Z.S. "Bellona", H.M.S.A.S. "Transvaal", H.M.P.S. "Shamshar" and "Sind", I.N.S. "Rajput", H.M. Submarines, H.M.A.S. "Australia", "Kuttarbul", "Shoalhaven", "Culgoa", "Rushcutter", "Penguin", and "Tobruk", Rose Bay Sea Scouts, "Sydney" Training Depot.

We, the members of the Australian Sea Cadet Corps, N.S.W. Division, are proud of the results, which were: 1st., "Sydney" Training Depot; 2nd., H.M.A.S. "Rushcutter"; 3rd., H.M.A.S. "Australia".

Again the Corps was privileged to take part in the Service Whalers' race in the Anniversary Day Regatta held on Monday, 29th. January, 1951. Our luck was still holding. H.M.A.S. "Tobruk" was first, Coxswained by Lieut. Commander Hinchcliffe, who has won this race four years in succession. 2nd., "Sydney" Training Depot.

The Corps is to be represented in the weekly Service Whalers' race, organised by the N.S.W. Command Sailing Association, which is affiliated with the Australia Branch of the Royal Naval Sailing Association. Our first weekly race was sailed over a course of 4½ miles on Saturday, 3rd. February, 1951, resulting much to our surprise in again sailing into 1st. place.

These results have given the Corps a new lease of enthusiasm for sailing.

T.S. "Australia" (North Sydney).

Owing to leave period, very little activity has taken place in T.S. "Australia".

T.S. "Warrego" (Woolwich).

The 25th. Anniversary of the existence of Woolwich Unit as Navy League Sea Cadets and Sea Cadet Corps Unit was celebrated on Saturday, 27th. January. A "spread" was set out for the Cadets. Captain Pearson, Supt. of the Richmond Nautical School and a member of the N.S.W. Sea Cadet Committee, represented the Chairman, Mr. Pearson, and S.C. Lieutenant D. J. Mort, Executive Officer (N.S.W.), represented the Senior Officer, who was taking part in the Regatta.

The Commanding Officer, S.C. Lieutenant H. Collison, addressed the Cadets on the 25th. Anniversary.

Capt. Pearson also addressed the Cadets, charging them to take a pride in their Unit and especially the Uniform. He stressed the part the Sea Cadets will play in the future training of boys and the development of citizenship and character.

The Executive Officer inspected "Warrego" and congratulated Mr. Tealy, Civilian Instructor, on the hard work he had done to put the premises into shipshape. "Warrego" is indeed fortunate in having the services of this Instructor. The Executive Officer also congratulated T.S. "Sirius" on their spirit of co-operation shown by their attendance at "Warrego's" function.

This spirit of co-operation is badly needed and most essential to the Corps. The Executive Officer explained the high state of efficiency, loyalty and behaviour that will be necessary for a Unit to gain a high percentage in the Efficiency Tests which will become effective in the not far distant future.

T.S. "Sirius" (St. George District)

"Sirius" is still enjoying the privilege of the S.T.R.M.Y.C. premises, but have to continue in the School for certain periods of the year. This does not, however, impair their keenness and efficiency. T.S. "Beatty" (Wollongong).

As stated in the last "Sea Cadet News", "Beatty" is fast becoming the crack Unit. Efficiency Tests will include adherence to Regulations, Rendering Reports promptly and accurately. All of which "Beatty" is on the mark.

It is remarkable to note that although this Unit has no boat, and is miles from Headquarters, they adhere to the Syllabus of training rigidly and The Committee, Commanding Officer and Instructors improvise and do all in their power to train the Cadets, at the same time catering for their social and recreational welfare.

T.S. "Perth" (Manly).

T.S. "Perth" is steadily progressing. A feature of this Unit is the distances boys travel to join the Unit. This Unit is in need of qualified Instructors and ex-Naval or Sea-faring men would be welcome. Intending Instructors must apply to join through Divisional Committee, by submitting an application to the Divisional Senior Officer.

Tattersall's New Year Announcement



In addition to our usual 5/- events, drawn every few days, we are now promoting Consultations of 200,000 tickets @ 10/- (Plus Postages) with first prize £25,000.

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Federal Council

The Association is playing its part, right throughout the Commonwealth, in assisting the authorities, wherever possible, in the drive for new recruits for the Services, especially for the Royal Australian Navy. Officers of the Association have spoken from city and suburban recruiting platforms on numerous occasions during the past three months. The results of these endeavours are now bearing fruit, and it is hoped that the flow of recruits will still continue to swell the Services.

State Councils have requested the Federal Executive to try and endeavour to have Clause 21 of the Defence Forces Retirement Benefit Act of 1948 amended so as to permit a member, under the meaning of the Act, on being employed later by the Commonwealth in a civil capacity, to be eligible to be paid his whole pension.

Another urgent request, and one of importance to reach the Executive, is that consideration

may be given by the authorities for the replacement of the recently adopted pre-discharge Services Education Scheme through Correspondence Courses, by a Vocational Training Scheme, run on similar lines to the Commonwealth Reconstruction Training Scheme for personnel on discharge and which ceased operating from 1st July, 1949.

Keep a Good Lookout

FOR THE NEXT ISSUE OF

The Navy

Mr. C. R. Barrie (Hon. Federal Treasurer) was nominated by the Federal Council, at a previous meeting, to represent the Association at the Jubilee Citizenship Convention, held at Canberra last month.

The following States have advised the Federal Council of their totals of new members entered for the twelve months to 30th June, 1950:—Victorian Sub-Sections, 384; N.S.W. Sub-Sections, 166; South Australian Sub-Sections, 229; Western Australian Sub-Sections, 66; Queensland Section, 35; A.C.T. Section, 9; and Tasmanian Branches, 67; thus making a grand total of 956 new members for the year. During this same period no less than 25 members of the Association passed away.

Members' financial year clips for 1951 have been available and are still obtainable from all States' and Sub-Sections' Hon. Secretaries. Members may secure their clips as soon as they pay their current subscriptions.

The N.A.P. Association is seeking Affiliation with the Ex-Naval Men's Association of Australia and reports of any progress will be made known through the courtesy of "The Navy" Magazine.

—C.W.S.

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HOTEL PLAZA

Dominion Navies Co-operate in Korea

Australian, Canadian, And U.S. Destroyers In
Dashing Operation.

FIVE British Commonwealth destroyers, three Canadian and two Australian, with one American destroyer carried out one of the most hazardous naval operations of the Korean war during the withdrawal of United Nations troops from the North.

Through darkness and through the swept channel of a minefield they navigated 30 unit miles of the shallow waters of the Daido Ko estuary to cover the withdrawal of civilian non-essential military personnel and wounded from the Pyongyang area to more advantageous positions.

Led by H.M.C.S. "Cayuga" (Senior Officer's Ship, Captain J. V. Brock, D.S.C., R.C.N.), H.M.C.S. "Athabaskan," H.M.C. Ship "Sioux," H.M.A.S. "Warrawunga," H.M.A.S. "Bataan," and the U.S.S. "Forest Royal" ploughed through heavy seas and thick snow storms to the mouth of the Taedong River, which serves the principal West coast port of North Korea, Chinnampo.

Their orders were to provide necessary gunfire support and anti-aircraft fire during the loading of other casualties and port personnel in the dock area, which is some 30 miles up the Daido Ko estuary.

During the operation, Sea Furies and Fireflies from the British Light Fleet Carrier "Theseus," wearing the flag of Vice-Admiral W. G. Andrewes, C.B., C.B.E., D.S.O., who commands the British Commonwealth Fleet in Korean waters, carried out air patrols over the flotilla.

Captain Brock intended to wait till daylight rather than face a night navigation of the unit estuary with its treacherous shoals and minefields, but a signal that the withdrawal programme at Chinnampo was ahead of schedule made him decide to take the risk of a night voyage up the river.

Slowly the six ships began to move up the tortuous swept channel through the minefield, in many places only 500 yards wide. Visibility was almost nil, and it was three o'clock in the morning before the look-outs could make out dock buildings dimly in the darkness. Captain Brock took up position and his ships were at action stations waiting for the dawn and the possibility of enemy attack.

That day the transports were loaded with wounded, Republic of Korea civilian refugees, and nearly 2000 port personnel, altogether about 7000 personnel were withdrawn. There was no interruption from the enemy.

When the last ship had left the port, Captain Brock decided to remain at anchor for another night in the dock area, and next day, after ordering remaining civilians and others out of the military area, his ships shelled oil storage tanks, dock and harbour installations and supply dumps. The commercial and civilian parts of the town were untouched.

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ARGENTINE VESSELS.

"Marine News" states that all Argentinian ships, which are now State-owned, will have their funnels painted grey with the blue and white national colours below a black top. The two 12,000-ton vessels, "Eva Peron" and "Presidente Peron", were the first to be so painted.

"TRUCULENT" TO BE SCRAPPED.

In view of the damage sustained by H.M.S. "Truculent" when she was in collision with the Swedish merchant ship "Divina" on the 12th. January and by the subsequent flooding of her compartments when she sank in the Thames Estuary, the Admiralty have decided that she is to be scrapped. The main motors and accessories, and any equipment which is repairable, will be retained for future use.

MARINE PAINTINGS ACQUIRED BY GREENWICH MUSEUM

The National Maritime Museum, Greenwich, recently acquired two important large oil paintings by Samuel Scott, circa 1710-1772. They are both signed, and dated 1736, and measure about seven feet square. One of the new pictures is of particular importance as it shows merchant ships of the period. The other shows a First-Rate man-of-war at sea, flying the Union flag at the main, the flag of an Admiral of the Fleet. Scott's early work shows the influence of the Dutch marine artists, particularly the Van de Velde. Later, in 1746-1752, he was to come under the influence of Canaletto. His views of London and the Thames are today eagerly sought after. It is hoped that the new acquisitions at Greenwich will help to establish Scott's fame as a masterly marine painter and one of the founders of the British school of marine painting.

The Navy

ITEMS

JAVA TEA IMPORTS

It is expected that Indonesia will export to Australia £1,750,000 worth of tea, and the same value in rubber. Australia is expected to send to Indonesia nearly £2,000,000 worth of wheat. In addition, Australia will now be able to export a greater quantity of manufactured goods to Indonesia. Australian imports from Indonesia were worth about £300,000 in the year ended June, 1949; and indications are that they will be less in the twelve months ended June, 1950. Indonesian imports from Australia totalled about £800,000 in the 1948-49 period, which was "fantastically low" compared with pre-war.

"JERVIS BAY" MEMORIAL

A simple bronze tablet to the memory of the 190 officers and men lost when the armed merchant cruiser "Jervis Bay", a Chatham manned ship, was sunk in the North Atlantic defending a convoy from the German pocket battleship "Admiral Scheer", was unveiled in St. George's Church in the Royal Naval Barracks, Chatham, on the 6th. of last month. The tablet was unveiled by Admiral Sir Stuart S. Bonham-Carter, K.C.B., C.V.O., D.S.O., former Commodore at Chatham, and a personal friend of Acting Captain E. S. Fogarty Fegen, R.N., the Commanding Officer of "Jervis Bay", who lost his life in the action and was awarded a posthumous V.C. The unveiling service was attended by survivors of the action, and relatives of the officers and men who lost their lives.

REFRIGERATION.

Experiments to overcome the formation of frost in refrigerating installations, using the humidity control equipment of an air-conditioning plant, are being carried out by American refrigerating engineers.

February, 1951.

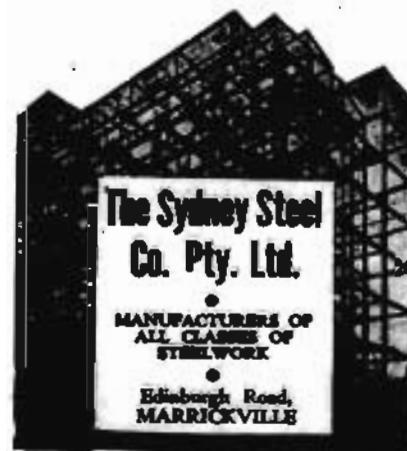
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OLD DOCUMENTS.

Some old documents of interest were recently exhibited in England. One dated 1495, from the Exchequer Augmentation Office, contains the accounts for building at Portsmouth, the first dry dock ever constructed in England. The Seal of the Lord High Admiral is to be seen attached to a document of 1559. A holograph letter from Drake, bearing his signature and written to Walsingham during the pursuit of the Armada, is next to documents signed by Mawkins and Raleigh. Coming to later dates, Rodney's despatch reporting the victory of the Battle of the Saints in 1782 may be seen with Collingwood's General Order, given after the Battle of Trafalgar, ordering a special service of thanksgiving.

BOARD OF ADMIRALTY SYMPATHY

The Board of Admiralty expressed their sympathy with the French people over the loss of the frigate "La Place"—which blew up and sank—in the following message: "The Board of Admiralty have heard with great regret of the loss of the French Frigate 'La Place' and wish to express their deepest sympathy with the relatives of those who lost their lives."

A MOVING WELCOME

New Zealand visitors received a moving welcome at Spakia, Crete. A message received in London from Greece said: "During the evacuation the village was under continuous German bombardment. Two-thirds of the buildings were destroyed. Not one has been rebuilt and children attend school in a cellar. Only 60 families live there now, as against 200 pre-war. There are 60 children, but most of the villagers are elderly and there are no young people. Many were killed by the Germans as reprisals for helping New Zealanders. The party was shown one

grave which contains the bodies of 32 hostages. Though desperately poor, the villagers gave the visitors a most hospitable and moving welcome. They were deeply touched to feel that they had not been forgotten by His Majesty's Ships of the Dominion they had suffered so much to help nine years ago. They showed their most treasured possessions, namely, letters they had received from personnel of the Second N.Z. Expeditionary Force and their relatives.

"Q.E." SOUVENIR FOR TRIESTE

In its edition of Sunday, the 3rd. September, the Italian newspaper "Giornale D'Trieste" contained the following paragraph: "The historical collections of the planned San Vito war museum were enriched yesterday with a precious object: the Tudor Rose in solid bronze which adorned the large British battleship 'Queen Elizabeth,' recently scrapped. This donation, for which thanks are due to the liaison officer of the British Navy in Trieste, Commander E. N. Pumphrey, was made by the British Admiralty. On former occasions the British Admiralty had donated to the museum the escutcheon of the first squadron of minesweepers which had cleared our port of underwater menaces in 1945, and other objects of remarkable historical value."

INDIAN OCEAN EXERCISES

An Indian naval squadron consisting of the cruiser "Delhi" (formerly H.M.S. "Achilles"), the frigates "Jumna," "Sudley," "Cauvery," and "Tir," and the tank landing ship "Avenger," recently visited the naval base at Trincomalee to carry out routine exercises and to hold a sailing regatta. The frigates "Loch Quoich" and "Wren" of the Royal Navy, took part in combined exercises at sea, and the R.A.F. gave air co-operation.

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Well Worth Considering—Where Do You Stand Young Man?

Notwithstanding your ready acknowledgment of your faith in God, it is tragically possible that every passing day is bringing you nearer to Eternal Damnation.

In Matthew's Gospel, Chapter 7, Verses 21 and 22, Jesus states that MANY shall say in that day, "Have we not done many wonderful things in Thy Name," to which Jesus will reply, "I NEVER KNEW YOU." What a shock to so many.

DOES JESUS KNOW YOU? Unless your faith in God is supported by the knowledge that Jesus Christ is your Lord and Saviour, there is no possibility of having Eternal Life.

Consider these Scriptures quietly: In St. John's Gospel, Chapter 14, Verse 6, Jesus said: "I am THE WAY, the truth, and the life: no man cometh unto the Father BUT BY ME."

Acts 4:12 reads: "There is none other NAME under Heaven given among men whereby we must be saved." John's 1st Epistle, Chapter 5, Verse 12: "He that hath the Son (Jesus) hath life (Eternal). He that hath not the Son of God HATH NOT LIFE."

By the foregoing it should be clear that there is no access to God or Heaven except through our Lord Jesus Christ.

As YOUR Eternal Welfare is dependent upon YOUR acceptance or rejection of GOD'S WAY OF SALVATION—BE WISE AND BE SAVED through our Lord Jesus Christ.

REMEMBER . . . Jesus has already died on the Cross for YOUR sins and paid the price that you might have Eternal Life. YOUR PART is to repent and have faith that will lead you to acknowledge Jesus Christ as your Saviour and Lord. SEE 1 PETER 3:18.

—Inserted by W. S. BUTLER, Marrickville.



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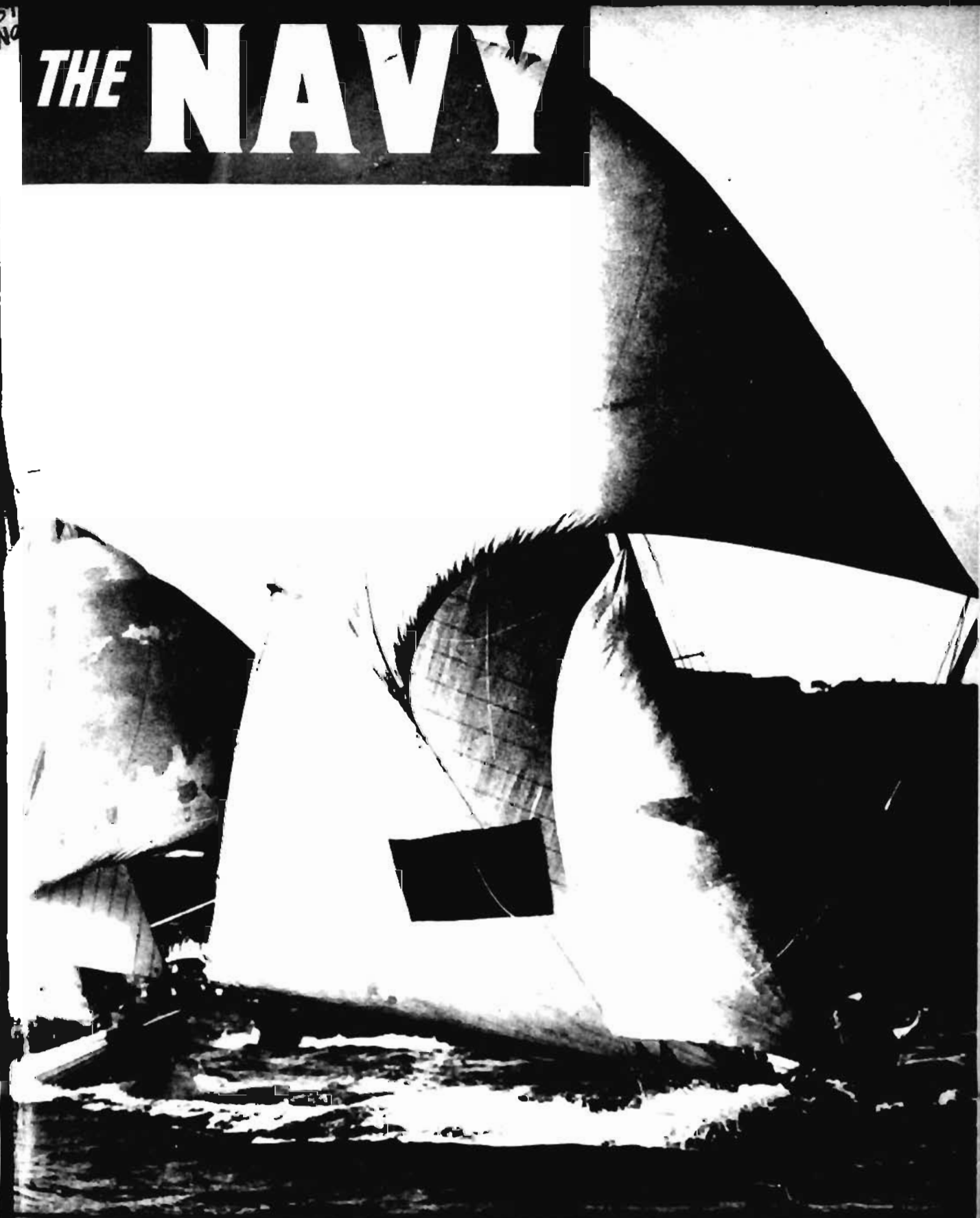
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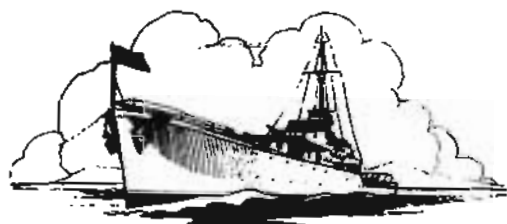
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The Navy



Vol. 18.

MARCH, 1951.

No. 3.

AUSTRALIAN NAVAL AVIATION SUFFERS IN ITS FIRST FATAL ACCIDENT

ON February 16, the Royal Australian Navy suffered its first fatal flying accident — the first indeed in aviation in Australian naval history.

A R.A.N. lieutenant-pilot was killed when the Firefly he was flying crashed into the control island of H.M.A.S. "Sydney" and spun into the sea. He was Lieutenant R. A. Smith, 26, single, of Mackay, Queensland. Petty Officer Observer 2 K. A. Bunning, who was also in the plane, struggled from the wreckage as it sank beside the aircraft-carrier.

The crash occurred at the end of an exercise by 20th. Carrier Air Group, based on H.M.A.S. "Sydney", when the carrier was 30 miles off Wollongong while on her way to Sydney from Jervis Bay.

The exercises at the end of which the accident occurred were for the purpose of making a "strike" on Beecroft Head target range near Jervis Bay. Ten planes—five Sea Furies and five Fireflies—had taken off early in the morning and, after having fired rockets into the range, had returned over the carrier.

They formed a landing circle and six craft had landed successfully when Lieutenant-Pilot Smith—who commanded the planes—approached the carrier for a landing. But he seemed to come in too high and officers on the landing deck signalled him away for another approach.

As the Firefly flew along the deck to gain height again its starboard wing struck a landing beacon near the bridge of the carrier and the aircraft slewed round the control island. Its undercarriage then struck the tripod mast and the aircraft brushed past the ship's funnel, dived over the side, turned over once, and plunged into the sea. Ratings and officers who rushed to the ship's side saw Bunning struggle from the water whence he was rescued by the destroyer "Tobruk." He was later transferred back to "Sydney" and admitted to the sick bay suffering from cuts and shock. P.O. Bunning is married and has one child.

Both the "Sydney" and the "Tobruk" searched the spot where the accident occurred for an hour and a half before resuming their voyage to Sydney. They were aided by the three aircraft still in the air, but no trace of Lieutenant-Pilot Smith was found. Pilots of the three aircraft were subsequently ordered not to land on the carrier and they flew back to the Naval Base at Nowra.

Lieutenant-Pilot Smith was a very experienced

March, 1951.

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The Navy

flatter with more than 1,000 hours flying time and 65 deck landings. He was an ex-R.A.A.F. officer and served with the famous 460 Lancaster squadron based in Lincolnshire during the bombing of Germany in the late war. After the war he worked in a bank and in 1948 joined the R.A.N. He was posted to 20th. Carrier Air Group in November, 1949. "The Navy" extends its deepest sympathy to the bereaved.

After the accident naval officers said that there had been 4,044 successful landings on the "Sydney" since she had been commissioned with the Royal Australian Navy nearly two years ago.

It is understood that a complete film record of the crash was taken by naval photographers on duty at the time.

MORE ENTRANTS TO R.A.N. COLLEGE

The Minister for the Navy (the Hon. Jos Francis) announced on January 30 that 36 boys selected from all States of the Commonwealth entered the Royal Australian Naval College at Flinders Naval Depot, Victoria, as cadet-midshipman on that date. Twenty-eight of them were aged 13 years and would spend four years at the College before they left for the United Kingdom for three and a half years' training with the Royal Navy. Eight of them, aged between 17 and 18 years, would go to the United Kingdom after they had been at the College for about three months. Four of the eight were special entry cadets in the executive and engineering branches. The other four would serve in the supply and secretariat branch.

All 36 cadet-midshipmen would spend their first six months in the Royal Navy in the training cruiser Devonshire. Afterwards they would serve in other ships and do courses. Then, having completed their three and a half years' training overseas, they would return to Australia as sub-lieutenants.

Mr. Francis said that he would like to congratulate the boys who had been chosen to enter the College on January 30 from among a large number of other boys from all parts of the Commonwealth. They had passed rigorous medical, physical, educational and intelligence tests, which indicated that they had qualities that fitted them for training as future officers of the Royal Australian Navy. They had all been given a rare and splendid opportunity and he wished them success in their naval careers.

March, 1951.

YOUTH—FOUNDATIONS OF SEA POWER

Where can the foundations of sea power be most aptly found? What should be its firmest anchor? The answer is Youth.

It is there that the natural avenue of an island power can be best explored and tended. The most sure and productive nursery of the Navy should be — and it is — found in the Sea Cadet Corps. This was once upon a time the Navy League Sea Cadet Corps, and the Navy League is still intimately concerned in the character and well-being of the Sea Cadet Corps.

Apart from discipline and training, the foundation of such an organisation must rest on conduct. Conduct and citizenship.

SYDNEY FERRIES IN JEOPARDY

The suggestion by a director of the Company that Sydney Ferries Ltd. should be sold to the Government came a little "out of the blue."

It is claimed that "increasing costs of labour, materials and replacements were affecting the operations of the Company," which, of course, may or may not be the case.

But one thing is plain.

The discontinuance of these important harbour transport services would ill-serve the people of Sydney. Its impact upon Sydney's land transport services, already more or less in a state of chaos, should make every North Shore person shudder.



'The Navy'
is Your Guide
to Naval Affairs

THE R.A.N. IN KOREAN WATERS

By the Hon. JOS. FRANCIS, Minister for the Navy.

IN THIS HIGHLY INFORMATIVE ARTICLE, WRITTEN WITH FINE INSIGHT AND SENTIMENT, THE HON. JOS. FRANCIS PAYS A GLOWING TRIBUTE TO THE MORALE, DISCIPLINE AND WORK OF THE R.A.N. IN THE FAR EAST. HIGH QUARTERS WERE UNSTINTING IN THEIR PRAISE OF OUR NATION'S SHIPS AND MEN.

ALMOST from the very beginning of the war in Korea ships of the Royal Australian Navy have been taking an important part in the operations against the Korean and Chinese aggressors. Working in co-operation with other Forces, they have won high praise from British and American commanding officers, and have fully lived up to the trust which the Australian Government and people reposed in them when the Prime Minister (the Right Hon. R. G. Menzies) offered their services to the United Nations a few days after the Communists invaded the South Korean Republic in June last year.

Except on a few occasions, the assignments allotted to them have not been spectacular: they have consisted principally of escort and patrol duties, with here and there a more exciting task, such as a bombardment, flashing up suddenly to relieve the monotony. The fact that such tedious, uninteresting work has been carried on so efficiently and without complaint for prolonged periods is a reflection of skilful training and of the high sense of duty displayed by all officers and men.

When the invasion of South Korea began two ships of the R.A.N. were on occupation duty in Japanese waters. They were the Tribal class destroyer "Bataan", commanded by Commander W. B. M. Marks, R.A.N., and the River class frigate "Shoalhaven", commanded by Commander I. H. McDonald, R.A.N. "Bataan" is still serving in Korean waters, but "Shoalhaven" returned to Sydney in August for leave and

rest and was replaced by the Tribal class destroyer "Warramunga", commanded by Commander O. H. Becher, D.S.C., R.A.N., who has since been promoted Captain.

When "Shoalhaven" arrived in Sydney she received an exceedingly warm welcome and when, three days later, her officers and men marched through the city streets, large crowds paid them tribute and, by their cheers and applause, showed how much they appreciated the service they had given in helping to resist the peace-breakers.

One of the most exciting incidents in which "Bataan" has been involved during her stay in Korean waters occurred shortly after she had assumed her new duties. She was patrolling along the coast when she came under fire from Communist batteries. She immediately returned the fire and was taking good toll of the target when a British cruiser came up and assisted her. Together, they silenced the batteries on shore without, themselves, suffering any damage or casualties.

During "Shoalhaven's" service in Korea she and "Bataan" met only infrequently. One of the occasions was when "Shoalhaven" relieved "Bataan" on anti-submarine patrol duty.

Soon after "Warramunga" arrived in Korea she was called on to rush a consignment of rice to hundreds of starving South Koreans who had been marooned by the war on islands off the coast to which supplies had been interrupted. The activities of United Nations naval and air patrols had

rendered the islanders' plight worse because they had prevented them from fishing.

When "Warramunga" reached the main island the inhabitants lined the beach and, as the first bags of rice were landed from one of her boats, children greeted them with cries of joy while men and women expressed their gratitude by bowing over their folded hands and presenting the ship with large bunches of brightly-coloured flowers. The women then prepared fires to boil the rice, which, mixed with the leaves of shrubs, formed the first real meal the islanders had had for weeks.

Later in the year, in December, "Warramunga" assisted in the evacuation of United Nations forces from Chinampo, following the deterioration of the North Korean military situation. Shortly afterwards, with "Bataan" in company, she escorted a convoy of tank landing ships and miscellaneous vessels, belonging to the Republic of Korea but carrying American troops, to Inchon.

As the smaller vessels had only limited means of communication, "Warramunga" had to indicate their anchor berths to them by wrapping signals round potatoes and closing them within throwing range. The troops caught the signals in the manner of well-trained baseball players and the method worked splendidly.

At times, in December, the weather was bitterly cold and there were often gales, heavy seas, fog and snow storms. But officers and men had been supplied with extra food and plenty of warm clothing and blankets, so that they would

be as comfortable as possible under the trying conditions.

For portion of this period both "Warramunga" and "Bataan" formed part of the screen for a famous British aircraft-carrier.

Christmas Day was, as Captain Becher has described it in his report, a really White Christmas, with snow falling and the weather very cold.

"After church on the mess deck," his report continues, "the ship's company piped down. An excellent Christmas dinner of turkey and other good things, with all the trimmings, was provided.

The Honorable JOSIAH FRANCIS, M.H.R.

"As the First Naval Member (Vice-Admiral Sir John Collins, K.B.E., C.B.) said in his talk to our ships' companies over Radio Australia, we will not easily forget our Christmas in Korea.

"There was a feeling of comradeship and good-will in the ship. It reflected very creditably on men who had been through an arduous time, when events were not going well for the United Nations in Korea, that they could celebrate Christmas, parted from their families, with such genuine good heart and high spirits."

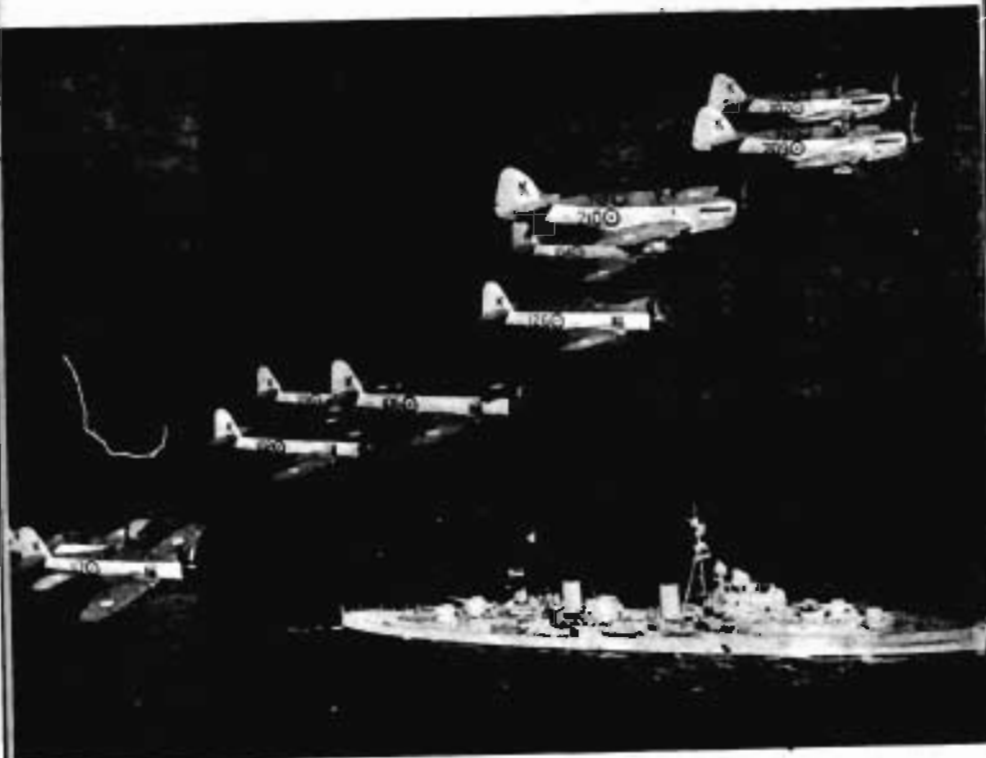
Christmas over, the more serious side of life under war conditions

was resumed, and the end of the year saw "Warramunga" completing the fifth week away from her base. It had been impossible to grant leave for that period and the gun crews had been constantly closed up at their guns in three watches.

The service which "Warramunga", "Bataan" and "Shoalhaven" have given in Korean waters has impressed deeply everybody who has had knowledge of it and has richly enhanced the reputation not only of those ships themselves but also of the Royal Australian Navy as a whole.

One of the finest tributes offer-





Fighters from H.M.A.S. "Sydney" fly over the cruiser H.M.N.Z.S. "Bellona" during joint naval exercises recently taking place off the Tasmanian coast.

ed to it was that of Admiral Sir Patrick Brind, then Commander-in-Chief of the Far Eastern Station, after he had visited "Warramunga" and "Bataan" in October.

In a signal to the Australian Commonwealth Naval Board he said:—

"The Commander of the United Nations Naval Forces in the Far East (Vice-Admiral C. T. Joy) and the Flag Officer Second in Command of the British Far Eastern Fleet (Rear-Admiral W. G. Andrews) told me during my visit what fine work the Australian ships with the United Nations naval forces have been doing.

"As expected, they are always ready for anything and their ships' companies are in fine fettle."

I, as Minister for the Navy, know that the people of Australia are delighted that ships of the R.A.N. can win such praise. Our pride in our ships and their officers and men is deeply felt, and, until peace is restored in the Far East and until our ships are no longer required there, I, on behalf of the Government, the people of the Commonwealth and myself wish them and their companies the best of all good luck and success.

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NAVIES: THEIR FUTURE USE AND MEANING

NAVAL EXPERTS MAKE IT CLEAR THAT THE DAY OF THE BATTLESHIP AND THE DESTROYER IS ON THE WANE, THE ERA OF THE AIRCRAFT CARRIER AND THE SUBMARINE ON THE ASCENDANT.

WHAT is to be the future of navies? This is a portentous question and one that occupies a premier place in naval circles to-day. No wonder then that Captain Russell Grenfell, R.N., asks it in an article entitled "Poison and Antidote", in the Navy League Quarterly for the summer of 1950. It is indeed the key question that every naval power has to solve in the near future.

For in spite of expert advice and confidential information it has not always been possible to arrive at the right answer. Was it not Lord Fisher who said that "speed was armour"? but we know now how disastrously wrong that was. All too similarly, in 1938, one of Britain's ex-First Lords declared that the submarines need no longer be feared; and within a short space of time Britain was in desperate straits from U-boat attack.

The first thing that comes to mind in determining the question in hand is the problem of the capital ship. Is the battleship to be replaced by the aircraft carrier? There are obvious historical and technical grounds for believing that as a primary striking weapon the carrier is already paramount. As Captain Grenfell says:

"Throughout history, longer range has been of decisive value. The mediaeval boarding tactics were rendered obsolete by the broadside cannon, which could hit and cripple from a distance. In the same way, the muzzle-loader had to give way to the rifled gun that shot farther, and even then battles took place at increasing ranges as each side endeavoured to gain the golden advantage of hitting without being hit."

Captain Grenfell's submission here is, of course, plain. The air-

craft carrier, with its long-range bombers, fits into that category. It may be hit at long-range by opposing bombers but not, at like range, by opposing seacraft. "It is its ability to out-range the gun," writes Captain Grenfell, "that gives the carrier its present title of primacy among surface vessels."

And such, too, almost beyond question, is the present view of the Admiralty. Both Britain and the United States have already placed all but one of their battleships in reserve.

Here we turn, for a moment, to the Navy League Quarterly for the autumn of 1950. In an article which brings into question, as a corollary to the replacing of the battleship by the carrier, the technical use of yet another type of ship, Rear-Admiral G. P. Thompson, C.B., C.B.E., says:

"Clearly, if the battleship is unlikely to be encountered at sea, there is no need for the vessel specially designed to attack her by day and by night—the destroyer. And this is, in fact, what the Third Sea Lord told us recently when he announced that the 'Daring' class now building are likely to be the last ships to be recognised as the conventional destroyer. Relatively small, fast, handy ships will still be required to carry out the many ancillary duties... But for these duties it is unnecessary to use ships with the powerful gun and torpedo armament carried in the modern destroyer. The development of the submarine into a genuine submergable with high underwater speed requires in any event a new type of anti-submarine vessel with the speed and sea-keeping qualities of the destroyer, but with a more powerful anti-submarine armament and greater endurance. These new

ships will be admirably suitable for general purpose duties and will eventually replace both the destroyer and the 20-knot war-time frigate in the navies of the future."

This is of particular interest when one considers the general trends towards the use of the submarine not only in naval battle but as a long-range striking weapon. It is the opinion of Rear-Admiral Thompson, as also, one gathers, of Captain Russell Grenfell, that there can be no question that the submarine will play a large part in all the navies of the future. The use of the schnorkel, which is at the moment practically impossible to detect by radar from aircraft or surface vessels, has greatly increased the menace of the underwater craft. Such vessels can be turned to so many purposes. But chiefly they will probably be used to serve two vital ends. With the application of the atomic charge to naval weapons to be expected in the near future, the submarine may not only be used to attack merchant shipping, but to fire atomically-charged guided rockets on the great centres of industry and civil population.

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NAVAL AIRCRAFT—FUTURE FITTINGS AND SPEED

NAVAL FIGHTER AIRCRAFT, NAVAL AVIATION EXPERTS SAY, CAN NOW TOUCH 650 MILES AN HOUR. AND THE PROMISE IS OF YET MORE SPEED.

All Naval aircraft, as all Royal Air Force aircraft except for a few highly specialised classes, will be fitted in the future with gas turbines either driving directly by jet, or driving indirectly through the medium of an airscrew. The new Fairey anti-submarine aircraft has a turboprop drive. And it should be added that, although the new Blackburn anti-submarine aircraft is at the moment fitted with a piston engine (the Rolls-Royce Griffon), it will, in future, be fitted with a turboprop like the Fairey.

Naval fighter aircraft can now touch 650 miles an hour. And, remarkably enough, the promise is of yet more speed.

With swept back wings, yet more powerful turbojet engines, rocket assistance and re-heat, aircraft will soon be doing speeds, it is said, of 750 to 800 miles an hour. Under special conditions they may exceed even this.

Nor is the small single-seater retaining its monopoly of high speed. It seems very plain that, if the de Havilland Comet can carry 36 passengers at 500 miles an hour for distances of 2,000 miles and more, bombing aircraft and military and naval transport aircraft will be capable of even higher speed and longer distances.

The new machines with turboprop engines such as the Fairey anti-submarine aircraft and the Westland Wyvern strike fighter, are obtaining the range that is required of them, and the duration, while successfully attaining the maximum and cruising speeds. Their top speeds fall short of those of the turbojet fighters, but considering the limitations of range and duration, they are eminently successful and are being developed rapidly.

As the new machines come into service, the de Havilland Venom

with its thin wing and more powerful Ghost turbojet, the Supermarine 510, the Hawker naval fighter and the new jet bombers, speeds will be going into the region where strategy becomes affected. In different degree the same is true of the purely naval aircraft.

Air strategy, then, needs to be adjusted to air speed.

(Footnote. — Since the foregoing article was written, a Canberra twin-jet bomber flew the Atlantic, from Northern Ireland to Newfoundland, in the record time of 4 hours 37 minutes, at an average speed of 444.042 miles an hour. The bomber averaged more than 500 miles an hour until the halfway mark, but headwinds of 90 miles an hour then cut down its

speed. It flew most of the 2,100 miles at over 40,000 feet, and was the first jet aircraft to cross the Atlantic without re-fuelling on the way. The pilot, Squadron Leader A. E. Callard, described the flight as "perfect from start to finish." Editor.)

HELICOPTER RESCUES FISHERMAN.

A Coastguard helicopter at San Francisco on February 18 rescued a fisherman clinging to an overturned boat near the shore. Five other men in the boat, which capsized in heavy surf, were drowned. Three thousand people watched the rescue from the shore.

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LIGHT CARRIER "THESEUS" WINS BOYD TROPHY

Telling of the fine performances of this ship and the 17th Carrier Air Group in winning this coveted trophy.

FOR the first time since its inception the Boyd Trophy, presented annually for the finest feat of aviation by an individual or unit in the Royal Navy, has been won this year by a carrier air group—the 17th Carrier Air Group of the light carrier "Theseus," serving in Korean waters.

In recent operations over 40 sorties a day have been flown by Firefly and Sea Fury aircraft from the "Theseus." Captain A. S. Bolt, D.S.C., R.N., and in a message informing her of the award, the Admiralty congratulated the "Theseus" and the Air Group on their fine performance.

A signal had previously been received by the ship complimenting her on her performance from the American Naval Commander-in-Chief, Far East, (Vice-Admiral C. T. Joy), who stated "Nice work, 'Theseus'." Vice-Admiral W. C. Andrewes, C.B., C.B.E., D.S.O., who commands the British Commonwealth Fleet, signalled, "Well done, 'Theseus' and the 17th Carrier Air Group." As a further indication that such high commendation was well deserved, one needs but to repeat the statement by the new Air Group Commander, Lieut.-Commander M. P. Gordon Smith, D.S.C., R.N., of London, who reported that during one operation 301 sorties were flown and in one day 60 sorties were made. "A feature of this phase of the Group's operation," he said, "has been the much closer co-operation with the army ashore, particularly with the U.S. 25th Division and the 29th British Brigade."

Various records for the ship

have been made. Lieutenant W. Noble, R.N., of Newcastle-on-Tyne, made the 2,500th deck landing for the group since the "Theseus" left the United Kingdom in mid-August last year, and close on his heels Lieutenant R. Highett, Royal Marines, of Lymington, Hants, made the 1,000th consecutive accident-free landing for the air group. Lieutenant Highett is the only Royal Marine pilot in the ship.

The appalling weather conditions under which flight deck personnel have had to refuel, re-arm and re-spot aircraft, has been another feature of the air group's work. Ordnance staff estimate that during the time H.M.S. "Theseus" has been operationally engaged in Korean waters 150,000 rounds of cannon ammunition have been expended by Fireflies and Sea Furies, 2,123 rockets fired, 304 five-hundred pound bombs dropped and 265 gun changes made. In spite of all this work no aircraft has been unserviceable for a longer period than two hours.

"During the last period at sea," says the Admiralty News Summary, "engine room staffs kept the 'Theseus' steaming for 3,780 miles and gun crews, exposed to all weather, kept a constant vigil against enemy air attacks while air operations were carried out. Owing to the low wind velocities encountered on some days rocket assisted take-off had to be employed to lift the heavily laden aircraft from the deck."

Screened by British, Canadian, Australian, New Zealand and Dutch destroyers, "Theseus's" targets have included camel and

mule trains used by the Communist forces to transport ammunition and supplies to the front. During 16 flying days "Theseus" pilots engaged in 630 sorties. The average flying time per pilot was 50 hours.

One of the Sea Fury pilots was rescued by fine co-operative action when he had to ditch his plane. The pilot, Lieutenant D. P. W. Kelly, R.N., of Holland Road, London, and Dublin, a well-known Rugby player for United Services and the Navy, had just taken off when his engine failed. He calmly told his director that he intended to ditch his aircraft and brought it down four miles ahead of the Fleet. The plane sank in ten seconds.

Nevertheless Lieutenant Kelly extricated himself and, supported by his Mac West, was picked up from the Yellow Sea by the Canadian destroyer H.M.C.S. "Sioux" twelve minutes later. The incident occurred during bitterly cold weather and the destroyer, signalling that the pilot was safe, added "he is now being warmed inside and out." A few hours later he was transferred to the "Theseus" by jack stay. This was the first ditching that had occurred.

H.M.S. "Theseus," in a personal message to the 5th Sea Lord, has thanked Admiral Mansergh for his congratulations to the ship and her air group on winning the Boyd Trophy.

"We are all very mindful of the long chain of effort that makes our small achievement possible," said the reply from the carrier. "We hope that any success out here will be some reward to all those doing the unspectacular but essential part of the job elsewhere."

Incidentally, the Boyd Trophy takes the form of a silver model of a Swordfish aircraft.



ISLAND TRADER HIT BY HURRICANE.

The inland-bound island trader "Morinda," which arrived in Sydney on March 6, encountered a fierce hurricane in her run between the New Hebrides and Sydney. Mountainous seas tossed the ship about like a cork and shattered her plates from bow to stern. While the hurricane was at its worst, Captain B. Hilder, the master of the ship, never left the bridge. Nevertheless the vessel was blown 50 miles off course and had to heave to during all one night. To make matters worse, a cargo of logs in the hold had to be lashed down as it was feared they would smash through the side of the ship.

ELECTRICITY FROM LAID-UP WARSHIPS.

Suggestions that laid-up warships and commercial ships in the Harbour could be used to augment Sydney's electric power supply, and thus lessen the present run of blackouts, received little support from the city's Electricity Commissioner, Mr. Conde. The Commissioner, he said, had already examined the possible use of these ships for such a purpose, but investigations had shown that, apart from two tugs which were now being used to generate electricity at Balmain, there was no ship in the Harbour which could help the position. Among the ships examined along these

lines was H.M.A.S. "Shropshire". If any ship could be so utilised it would be this heavy cruiser. Not so, however. It was found that the amount of power the "Shropshire" could generate and the difficulty of connecting what it generated to the city's electricity system would not warrant its use.

"PERISCOPE" OFF BRONTE BEACH.

A report by two men recently of having seen a submarine's periscope off Bronte Beach, Sydney, brought the Naval Intelligence officers in hot haste to the scene. But all traces of the submarine, if such it was, had disappeared. Bronte lifesavers believe the "periscope" was the marking buoy of a shark-fishing boat's mesh-net. The buoy, meantime, had probably been lifted aboard the craft.

"MONTEREY" AND "MARIPOSA"

Maritime officials at Los Angeles said recently that the U.S. Government was seeking the Mason liners "Mariposa" and "Monterey" for use as troopships. They were used and were found eminently suitable as such in the Second World War. Before the war they were on the San Francisco-Sydney run, but when troop-carrying came to an end they were laid up, the cost of re-conversion being considered too excessive. Both are of 26,000 tons.

MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK
By
AIR MAIL

"PALANA" TO BE TOWED TO SYDNEY.

The Royal Australian Navy has made available the tug H.M.A.S. "Reserve" to tow the damaged P. or O. freighter "Palana" from Mackay, Queensland, to Sydney. The "Palana" was seriously damaged recently when she grounded at Pine Peak Island off the Queensland coast. She was towed to Mackay for temporary repairs preparatory to undergoing full repairs at Cockatoo Dock, Sydney. The "Reserve" with "Palana" in tow will probably arrive in Sydney some time in March.

WAS IT ARSON?

A message from Auckland, New Zealand, says that the authorities are investigating what was possibly a deliberate attempt to set fire to an oil tanker in the harbour early in March. A blazing mattress was thrown alongside the "Moccasin Gap" (10,172 tons) which had over 7,000 tons of petrol in her tanks. Members of the ship's all-Chinese crew gave the alarm and a white officer of the ship extinguished the blaze. Meantime, the launch made off. It was fortunate that the burning mattress did not ignite fumes from the tanker. If it had, it might have caused a major disaster to Auckland's petrol tank installations, where the tanker was moored.

News of the World's Navies

R.N. SHIPS HELP QUELL WEST INDIAN RIOTS.

Recently, in the Windward Islands of the West Indies, the British cruiser "Superb" helped quell a wave of rioting, looting, and arson. The 9850-ton R.N. training ship "Devonshire" also took part in the operations, landing marines. The rioting followed the arrest of two Labour leaders. The men, Eric Gairy and Gascoigne Blaze, were arrested after a strike of agricultural and unskilled workers, of which they were leaders, threatened to get out of control. A state of emergency was declared by the British Administration, and American tourists were given air priority to flee the island. Several persons were seriously wounded during the rioting.

from Korea. In one of her latest exploits, reported on the 25th February, she shelled Communist troops in the coastal area near the 38th Parallel. The "Warramunga's" barrage included 65 rounds from her 4.7 guns.

"LABUAN" DEVELOPS ENGINE TROUBLE.

The supply ship of the Australian Heard Island expedition, H.M.A.S. "Labuan," developed engine trouble while returning from Heard Island at the end of February with a party of scientists. The "Labuan" broke down 70 miles outside Fremantle, and was towed into Gage Roads by another naval craft which had been sent to her assistance.

SEARCH FOR MISSING MOTOR BARGE.

Another attempt is to be made to solve the mysterious disappearance of the 100-ton motor barge, "Phoenix," nine months ago. A message from Darwin, north Australia, says that a naval tug will leave soon to pick up a police officer at Port Keats Mission Station, about 150 miles southeast of Darwin, to search the coastline in that neighbourhood. Natives on "walkabout" report finding the remains of 20 drums, some of them charred, and a hatchcover on a stretch of coastline not far from the mission station. It is believed in some quarters that the "Phoenix" was laden with several hundred drums of high-octane spirit and that she blew up. The tug will search the beach and reefs around Port Keats in an effort to determine the vessel's fate.

FORMER PILOTS ASKED TO RE-ENTER.

The British Admiralty is inviting former Naval pilots and any

now serving in the R.N.V.R. who have completed 300 hours flying in service aircraft to re-enter on a short service commission. These commissions will normally be for four years but may extend to six years in some cases. They carry the new improved rate of pay and flying pay and a gratuity will be paid at the end of the commission, i.e., £700 after four years. The maximum age on entry is 33 years. Applications, preferably accompanied by Flying Log Books, should be addressed to the Secretary of the Admiralty (C.W.522), London, S.W.1, England.

H.M.A.S. "SYDNEY" AGAIN FLAGSHIP OF R.A.N.

The flag of the Flag Officer Commanding the Australian Fleet (Rear-Admiral J. A. S. Eccles, C.B.) has been transferred from the cruiser H.M.A.S. "Australia" to the aircraft carrier H.M.A.S. "Sydney."

In announcing this on the 21st February, the Minister for the Navy (The Hon. Jos. Francis) said that the ceremony took place in Sydney at 10 a.m. that day.

Except for the brief period during which H.M.A.S. "Australia" was engaged on her mercy mission to Heard Island last July she had been the flagship of the Australian Fleet since H.M.A.S. "Sydney," until then the flagship, left Australia for the United Kingdom in June to embark the 21st Carrier Air Group and new aircraft for the Royal Australian Navy. Shortly after her return to Australia H.M.A.S. "Sydney" began working-up exercises with the 20th Carrier Air Group which had been undergoing shore-based training at the R.A.N. Air Station at Nowra, N.S.W. These exercises were completed in the middle of February.

ARCHBISHOP CRITICISES ATLANTIC PACT NAVAL APPOINTMENT.

The Archbishop of York (Dr. Garbett) told the House of Lords on February 28 that he "felt humiliated" at the appointment of a United States admiral as commander of the Atlantic Pact naval forces. He said he hoped that when Americans realised the feeling the decision had created in Britain, they would withdraw the appointment and agree to a British admiral. Lord Salisbury (Conservative) agreed with him and said that the appointment had shocked the country. Two past Admirals of the Fleet, Lords Tovey and Cunningham, said a supreme commander was not necessary as the Atlantic theatre was too vast for one commander and should be divided.

"WARRAMUNGA" PUTS OVER HEAVY BARRAGE.

The Australian destroyer "Warramunga" continues to figure prominently in the war news

from Australia, New Zealand, and Canada will pay a subsidy to the company to enable the "Aorangi" to resume her trans-Pacific run.

In announcing this on February 22, the Prime Minister, Mr. Menzies, said the Commonwealth was prepared to contribute an "appropriate proportion of the subsidy." The amount of the subsidy was not announced, but, according to reliable information, it will be 100,000 dollars (£A44,500) a year.

"CARONIA" TRAVELOGUE.

A travelogue movie of Sydney made during the recent visit of the luxury ship "Caronia" will be released in Sydney in September. The film, taken by Mr. James Fitzpatrick, a passenger aboard the "Caronia," includes "shots" of Taronga Park Zoo, wharfside incidents, and a typical beach scene.

served, were carried on at a loss—an extraordinary anomaly, it seems, in a world of widening commerce, mounting production, and a greater need for trade and travel facilities.

One time four big liners—the "Aorangi", "Niagara", "Monterey", and "Mariposa"—crossed the Pacific between Australia and America. Between them they provided 11,000 passenger berths a year each way, and carried the mails. But one by one they made their last Australian landfall, as regular arrivals—until only the "Aorangi" was left. It seemed as if the old Pacific liner and the regular old Pacific sea-lanes—the Sydney-San Francisco and the Sydney-Auckland-Vancouver runs—were entering into the limbo of abandoned and forgotten things.

Fortunately, however, the threatened calamity has been averted. The Governments of Aus-

SUEZ CANAL BAN RELAXED.

Egypt announced recently that she would relax what she called "unnecessary formalities" in her ban on the Suez Canal. She would, however, maintain her right to search ships to prevent contraband reaching Israel. Britain, the United States and France have protested against Egypt searching ships and interfering with the passage of traffic through the canal.

THE "AORANGI" TAKES UP RUN AGAIN.

With the laying-up, recently, of the Union Steamship Company's "Aorangi", so long a brave maritime link between Australia and Canada, it began to look as if an essential part of Australia's trans-ocean services had been allowed to lapse. Apparently the running of the old liner, and the service it

This picture, looking towards Bradley's Head and Watson's Bay, shows seven of the twelve ships which were without berths in Sydney Harbour because of the overtime ban on the waterfront and the wharfside-workers' stoppage recently.



A big wave almost smothered the destroyer H.M.A.S. "Tobruk" from view during the Commonwealth fleet exercises in heavy seas near Ström Bay, Tasmania, recently. The picture was taken by a special "Sydney Morning Herald" photographer on board H.M.A.S. "Sydney".

REAR-ADMIRAL FARNCOMB RETIRES.

The resignation of Rear Admiral H. B. Farncomb from the Royal Australian Navy was announced on the 23rd February by the Minister for the Navy, the Hon. Jos. Francis. Admiral Farncomb, who is 51, had tendered his resignation in order to attend to his private affairs, he said. The Minister also announced that Rear-Admiral Farncomb would be placed on the Retired List of officers of the Royal Australian Navy. Until recently Admiral Farncomb was Head of the Australian Joint Services Staff in the United States and Australian Naval Representative and Naval Attaché.

Admiral Farncomb has had a distinguished career in the Royal Australian Navy, in which he served for 38 years. He entered

the Royal Australian Naval College in 1913 as a cadet midshipman, and was the first Jervis Bay Naval Cadet to reach the rank of Captain. His service covered the two World Wars in 1917-18 with the Grand Fleet—and he was awarded the C.B., D.S.O., M.V.O., and the United States Navy Cross and Legion of Merit.

CANADIAN CRUISER ON VISIT TO AUSTRALIA.

The Royal Canadian Navy cruiser H.M.C.S. "Ontario" (Commodore Hugh F. Pollen, R.C.N.) sailed from Esquimalt on February 26 on a 15-week training cruise to Australia. On the invitation of the Prime Minister, the Right Hon. R. G. Menzies, the "Ontario" will take part in early April in combined exercises in Australian waters with units of the Australian Fleet and other

ships of the British Commonwealth. In making the announcement, the Minister for the Navy (the Hon. Jos. Francis) explained that the Canadian Government had not been able to send the "Ontario" in time to be present at the earlier Jubilee celebrations in January, but her visit, even though delayed would be very welcome and her officers and men would be warmly received by the Government and people of Australia. The "Ontario", he said, would arrive at Brisbane on her way to the exercise area off the south-eastern Australian coast on March 24. She would remain in Brisbane for three days and would take part in the exercises from March 29 until April 5. On April 6 she would arrive in Sydney and remain there until April 16. She would then go to Melbourne where she would arrive

on April 18 and stay until April 21. From April 23 until April 27 she would visit Hobart and would then leave for New Zealand on her way back to Canada. Mr. Francis said that the "Ontario's" complement was 86 officers and 565 men, including trainees.

ALLIANCE NOT NEW.

The alliance of the West European people with Britain for defence purposes is not a new or novel event of recent times. It is almost as old as history. And their ships excelled then even as now. When the Roman Emperor-General Julius Caesar came into conflict with the Veneti of Brittany he tells, in Book III, of his "Gallic War," that their vessels were greatly superior to those of his own countrymen.

"The bodies of the ships," he says, "were built entirely of oak, stout enough to withstand any shock or violence. . . . Instead of cables for their anchors they used iron chains. . . . The encounter of our fleet with these ships was of such a nature that our fleet excelled in speed alone, and the plying of oars; for neither could our ships injure theirs with their rams, so great was their strength, nor was a weapon easily cast up to them owing to their height. . . . About 220 of their ships . . . sailed forth from the harbour." And in that great allied fleet were vessels from Britain.

DANISH MERCHANTMEN MAY RE-ARM.

Denmark was considering arming her merchant fleet in view of her commitments under the Atlantic Pact, official sources said in Copenhagen recently.

POSITION OF COMMON-WEALTH SHIPPING LINE IMPROVES.

According to authoritative sources, the Australian Shipping Board's auditor has reported to the Minister for Shipping and Transport, Senator Geo. McLeay, that the Commonwealth Shipping

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Line of 28 ships "is still running at a loss, but that the position has improved considerably lately."

It was also stated that the Government has never made any decision to dispose of the line to private enterprise. This may mean that the retention of the fleet is now practically assured.

INCREASE IN FREIGHT TO FAR EAST.

For the second time this year an increase in freight rates from Australia to the Far East has been announced.

On January 1, the Australian-Eastern Shipping Conference raised freight rates from Australia to Far Eastern ports by 10 per cent.

In announcing the new rates on February 22, the Chairman of the Conference, Mr. J. O. Plim, said the increases were "due to increasing costs and prolonged delays in loading and discharging ships at Australian ports."

The increases are: General cargo, 20/- a ton; wool, 1d. a lb.; cereals, 20/- a ton; and refrigerated cargo, 1d. a lb. They will begin on April 1.

BRITAIN'S ACTIVE FLEET

Britain's active fleet at the moment actually comprises two fewer ships than it did a year or so ago; but the ships removed from it include two battleships and one cruiser while those added are one destroyer, two frigates and two submarines—the reduction of four mine-layers completing the account. The total of the whole fleet, active, semi-active and reserve, is less than that of a year or so ago by three cruisers, five destroyers and eight frigates.

U.S. ADMIRAL IN FORMOSA.

The Commander-in-Chief of the United States 7th Fleet, Rear-Admiral Arthur Struble, arrived at Taipei, in the island of Formosa, on February 21. He

said his mission to Formosa was to prepare the Chinese Nationalists under Chiang Kai-Shek to meet a possible invasion attempt by the Communists, and to confer with the authorities on the continued neutralisation of the island.

NAVY LEAGUE CADETS ON TRAINING CRUISE.

The Minister for the Navy (Hon. Jos. Francis) announced on January 30 that 30 Navy League Sea Cadets had left Station Pier, Port Melbourne, Victoria, in the training corvette H.M.A.S. "Gladstone" on a seven-day training cruise in Bass Strait. They were members of the Black Rock, Port Melbourne, and Footscray Technical School sea-cadets units. With 40 other sea-cadets they had been attending camp at Geelong Grammar School and had, accompanied by 25 of their companions who disembarked at Port Melbourne, joined H.M.A.S. "Gladstone" at Geelong. They returned to Station Pier, Port Melbourne, on Monday, February 5.

Mr. Francis said that the Navy League Sea Cadets were officially recognised by the Australian Naval Board and he was delighted that some of them were to have the opportunity of undertaking the training cruise. Other sea-cadets had gone on cruises in bigger ships of the Australian Fleet, including the cruiser H.M.A.S. "Australia," in the past, and other cruises would be arranged.

The training the sea-cadets received is invaluable to them, and proved of great help when they eventually joined the Royal Australian Navy, as many of them do.

BADGE FOR AUSTRALIAN NAVAL RESERVISTS.

All Australian naval reservists will be issued soon with a lapel badge to wear with their civilian clothes. The Minister for the Navy, Hon. Jos. Francis, in announcing this on February 21 said that members of the R.A.N.R., the R.A.N.V.R., the Fleet

Reserve, and the W.R.A.N. would be eligible for the badge.

About the size of a shilling and surmounted by an Imperial Crown, the badge has a centre of white enamel with the traditional naval crown and trident set in gold. The word "reserves" is embossed on a crimson bar beneath the naval crown, and around the border of the badge the words "Royal Australian Navy" appear against a blue background.

The badge is therefore both suitably symbolic and beautifully artistic and will be greatly prized by those entitled to wear it.

THREE FLEETS IN COMBINED EXERCISES.

As foretold in the January, 1951, issue of "The Navy," units of the Royal Australian Navy began on February 24 intensive naval exercises extending from Sydney to Hobart. "Wearing the flag of Rear-Admiral J. A. S. Eccles, C.B.E., Flag Officer Commanding His Majesty's Australian Fleet, H.M.A.S. "Sydney," with other units of the fleet, left the Sydney-Jervis Bay area on that date for combined exercises with ships of the New Zealand Squadron and the Pakistan Navy.

H.M.A.S. "Sydney," to which Rear-Admiral Eccles had transferred his flag on February 21, during the preceding weeks had taken part in "working up" exercises with the 20th Carrier Air Group off the New South Wales coast.

The combined fleet reached Hobart on February 28, where it remained for leave and recreation until March 5. It then resumed its exercises, and these continued until March 14.

In announcing these combined dispositions on February 21, the Minister of the Navy, Hon. Jos. Francis, said that the most spectacular of the exercises would be a mock attack on the Tasmanian coast by marines and seamen from the New Zealand cruiser "Bellona," supported by aircraft from H.M.A.S. "Sydney."

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The freighter "Belbetta" lists towards her wharf at Belmein as her derricks swing on 85-ton locomotive on board. The locomotive, built at the Clyde Engineering Company's Granville works, will go into service soon on the trans Continental railway.



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A STRONGER NAVY AND FLEET RESERVE

CONVEYING AN INTIMATION THAT THE NAVAL BOARD IS INVITING ALL FORMER NAVAL MEN NOT OVER 45 TO REJOIN.

THE Minister for the Navy (the Hon. Jos. Francis) said on the 6th February, that about twenty officers of the Royal Australian Naval Reserve had recently offered their full-time services in the Navy for the duration of the present tense world situation and their offers had been accepted. Ratings in the naval reserve forces had also responded to the Naval Board's invitation to serve in a full-time capacity for any period for which they might be required.

"It was gratifying," said Mr. Francis, "that both officers and men of the R.A.N.R., which had established such a splendid record in the world wars, were willing not only to engage in part-time training in time of peace, but were also ready to give the whole of their time when asked to do so. The value of naval reserve forces in Australia's defence plans could be judged from the fact that reservists served in every theatre during the Second World War."

How well they served can be seen by the distinctions they won. Four of them were awarded the George Cross, six the D.S.O., one a bar to the D.S.O., ninety-two the D.S.C., five a bar to the D.S.C., one the Albert Medal, one the Conspicuous Gallantry Medal, and seven the George Medal. In addition, twenty-three foreign decorations were awarded to reserve officers.

Apart from the R.A.N.R., which consists of officers and men who have been trained in naval ships and establishments, the Citizens naval forces of the Commonwealth include the R.A.N. Volunteer Reserve whose members were officers and men who, by reason of age or distance from a naval establishment were unable to comply fully with the require-

ments of a member of the R.A.N.R. but were nevertheless prepared to hold themselves in readiness to do naval work in the event of a crisis or emergency; the R.A.N.R. (S), a corps of professional maritime officers who had devoted considerable time to naval training; and the Royal Australian Fleet Reserve, composed of ratings who had served with the R.A.N. and had undertaken to return to it in case of emergency.

Although training in the R.A.N.R. had been suspended for several years after the Second World War, it was resumed on January 1, 1950. Since then, besides engaging in shore training, a considerable number of reservists had gained sea-going experience in ships of the Australian Fleet. Some of them had served with the Fleet in combined exercises with the New Zealand Squadron and others had gone to Heard and Macquarie Islands in H.M.A.S. "Lakuan." Further opportunities will be given for sea-going reserve training as increased recruiting permitted the manning of more and more ships.

And now the Naval Board has decided to strengthen the Royal Australian Fleet Reserve which former naval men not over 45 will be invited to join.

In announcing this on the 1st March, the Minister said that reservists would be paid a retainer of £24 a year, subject to satisfactory completion of 14 days annual training, as well as normal rates of pay during the training period. An additional training period of 14 days a year with pay and allowances could also be undertaken voluntarily.

Those eligible to join the R.A.F.R. would be men who had served not less than three years, man's time, in the permanent sea-going forces of the R.A.N., R.N., or the Canadian, New Zealand, or South African Navies, and who had borne a satisfactory character during their service in such forces.

There will be many readers of "The Navy" prepared to repeat the gallant and resounding devotion to service for which naval men in the past have been renowned.

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BOOK REVIEWS

JANE'S FIGHTING SHIPS —1950/51.

(Sampson Low, Marston & Co. Ltd., London.)

THIS latest edition of the leading naval reference book confronts us with a new layout of essential details, in which the particulars of each class are grouped in a neat block, and ship names, where numerous, are tabulated. This alteration in the practice which had previously been followed for some 50 years presents all information in a more quickly accessible form, while the consequent reduction in photo-

graphs per page has been offset by an increase of 80 pages in the book itself. While no great building programmes are catalogued, numerous changes—in armament, functions, transfers to other flags, and creation of new navies—are recorded, with the aid of many new illustrations.

Construction of the two fleet carriers and five smaller carriers (one for the R.A.N.) continues in Britain at an apparently casual rate, some of these ships having been laid down as long ago, as 1942, while three other carriers, similar to "Melbourne," have lain

incomplete since 1946, their contracts cancelled. All other major categories from cruisers to minesweepers inclusive show slight declines in strength in the past year. With the scrapping of "London," radically modernised in wartime, the R.N. has lost its remaining heavy cruiser, a class not yet regarded as a luxury by the U.S.N. New elevation drawings reveal the appearance of the powerful "Daring" class destroyers, the first of which may be completed in July, as repeating the mast and funnel arrangement first seen in the "Weapon" class. "Battle" and "Improved Battle" destroyers are well illustrated in several fine new photographs, and elevation drawings of the new fast A/S frigates are included. The "Rotherham" class destroyers as converted to fast A/S vessels are also outlined, possibly foreshadowing the future appearance of the R.A.N.'s "Q" destroyers.

With an increased allocation of 11 pages, the Royal Australian Navy section has this year benefited by the addition of some excellent R.A.N. official photographs of destroyers, frigates, minesweepers, and boom defence vessels. In the pages devoted to Canada, an official R.C.N. drawing indicates the lines of 3 fast frigates being constructed in the Dominion, and it may be conjectured whether our projected frigates (six in number) will follow the R.N. or R.C.N. design.

The Royal Pakistan Navy has been reinforced by three destroyers of wartime build from Britain, while the South African Naval Force, which, like the Indian Navy, no longer wears the White Ensign, has acquired the destroyer "Wessex."

Reports on Russia's Navy seem to be persistently confirmatory of the existence of three large battle-ships, as well as the large submarine fleet of 350 boats, with perhaps 120 under construction. Potential "headaches" to supply

routes include one former pocket-battleship and 15 modern cruisers, mostly of the uniform group mounting nine 7.1-in. guns, and with a designed speed of 35 knots. It may be significant that the arch-apostles of centralization have detached the naval arm from the Ministry of Armed Forces, and created a Navy Ministry with estimates equivalent to £4,168,000,000 for the current year. (Britain's estimates for the same period being £193,000,000, recently increased by a further £8½ million.)

The United States Navy still possesses an impressive fleet, including, for instance, some 600 fleet and escort destroyers, the most recent of which are a number of large destroyers in which the familiar U.S. destroyer turrets are discarded in favour of "twin-automatic" 3-in. mountings and multiple A/S weapons. In passing it may be noted that this navy retains 1 battleships older than our "Nelson" and "Rodney" which were hauled to the ship-breakers in 1948, though it has followed British ideas in removing the catapults from its latest heavy cruisers.

The navy of Egypt, which a year ago had the 85-year-old royal yacht "Mahroussa" as its most formidable unit, has now acquired from Britain and U.S.A. eight frigates and destroyers, and five corvettes and minesweepers. One may well question such dispositions of serviceable craft into "penny packets" devoid of fighting tradition, which may one day involve democratic forces in a series of "Bandar Shahpur" actions.

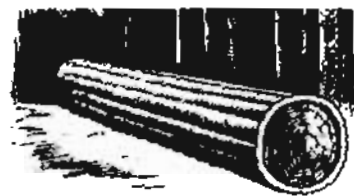
Nearer Australia the Indonesian Navy has come into being, by a transfer of former Netherlands warships called for by the agreements consequent on United Nations intervention, in which Australian delegates were prominent. The chief vessels are a powerful fleet destroyer (ex-R.N.) and four former A.M.S. vessels. President Sukarno's former associates are

also on the seas again, as Japan now has a "police force" of 125 vessels ranging from escort destroyers downwards.

Much has been cabled about the secret planning of an "atomic navy" for Britain, but it is hard to see how the Admiralty can fail to feel disquiet about the limited cruiser strength now available. As against 71 cruisers in the U.S.N., the Royal Navy can muster only 24. Although certain of the cruisers' functions have been shouldered by light and escort carriers, it is freely admitted that these ships cannot com-

duct their own A.A. defence against multi-level attacks, and, in any case, where are Britain's ready-use escort carriers? The costly expedient of armed merchant cruisers, so prodigal of trained naval personnel and Empire passenger liners, seems unlikely to be again employed. It is all the more difficult, then, to see what justifies the reduction of strength in cruisers from the pre-war (and inadequate) figure of 60, even if there is some idea of using large destroyers as "Woolworth" cruisers.

Whatever the answers to this



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and other problems. "Fighting Ships" again presents us with an attractively ordered array of naval information essential to any attempt to form an opinion. To all interested in contemporary warships, and especially those who desire more reliable facts than are usually forthcoming in day-to-day reports, it is a most desirable asset.

"YANGTSE INCIDENT"

By Lawrence Earl
(Harrop, London).

IF any incident should offer a dramatic story, it surely would be the escape of the crippled British frigate "Amethyst" from the Chinese Communist gunners dominating the Yangtse river ways. It was a typical piece of Royal Navy efficiency and daring. The full story is told for the first time in the book under review. "Yangtse Incident."

"Amethyst" was in the Yangtse under Article 52 of the Treaty of Peace, Friendship and Commerce signed by Great Britain and China as far back as June 26, 1858. The Treaty gave British warships "coming for no hostile purpose, or being engaged in the pursuit of pirates," the right of passage to all Chinese coast and river ports. "Amethyst" was steaming up-river towards Nanking, carrying needed supplies for the British Embassy in that city, when the incident began.

Why, then, did the Chinese Communist gunners open fire on the "Amethyst"? Was it a deliberate attack on Western imperialism as symbolised to them by the little frigate's presence? Or did it arise from an error of judgment, a case of mistaken identity? It is the belief of "Amethyst's" first lieutenant, Geoffrey Lee Weston, that the British warship was mistaken for a Chinese Nationalist gunboat, apparently

somewhat similar in appearance, attempting to escape after having agreed at a price, to fight for the Communist cause.

Whatever it was, the fact remains that "Amethyst" was attacked. How, raked time and again by Communist shells, many of her crew were killed and wounded; how, grounded at last with her bow embedded in three feet of river mud, "Amethyst" lay imprisoned there for about three months; how, undaunted, her youthful crew lived and fought and planned; and how, finally, under Lieut.-Commander J. S. Kerans, they made their astonishing breakaway down river to the Woosung forts and freedom, are all told here with a brisk, capable unpretentiousness that makes the story of "Amethyst's" own little war an amazing epic of devotion, adventure and daredevilry. "Nauticus."

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Federal Council

On his return from annual leave the Federal Secretary reported on the visit to the Victorian State Council Meeting; at this gathering he was warmly welcomed and given the opportunity of addressing the State Executive and Sub-Sections' Councilors on the advantages of close co-operation with all the Association's honorary officers. The Federal Treasurer also rendered a report to the Federal Council, which body he represented at the Jubilee Citizenship Convention, held in Canberra during January last. The Association appreciates the honour of being invited to send its representative, along with other ex-Service organisations, to the National Capital, as it is deeply concerned with all aspects of assisting in the migration and settlement of ex-Royal Naval and Royal Marine personnel in Australia.

There has been a slight decline lately in receipt of applications for membership to the Association, this decline is, no doubt, due to the vigour of the recruiting drive for all services and the re-engagement of former R.A.N. personnel.

The Association has often been commended for its social welfare and other activities undertaken at the Heidelberg Repatriation Hospital; regular visits are made to the wards, and patients are becoming keenly interested in the local Sub-Section, thanks to Mr. J. A. Dunk, the local Sub-Section's Hon. Secretary. The Victorian State Council helps with funds to reimburse Heidelberg S.S. outlay for small comforts for inmates.

During the past half year to

31st. December, 71 members have applied for and been granted their transfer to Sub-Sections throughout the various States; movements of members to other States now seem to be gradually lessening.

State Councils and their Sub-Sections are beginning to compile their agenda items for State Conferences and for the Federal Interstate Conference, which will be held in Brisbane next year.

It is anticipated that this Queensland Conference will be closed in sufficient time to allow Delegates to return to their States before the arrival of Their Majesties The King and Queen.

Victoria

The Victorian State Council has advised that the 4th. Annual State Conference will be opened in Melbourne on Saturday, 14th. July. Mr. R. A. Lynch has resigned the office of Hon. Secretary of Essendon Sub-Section owing to receiving a country appointment. Mr. N. S. Grant has since been elected

to replace Mr. Lynch. Dr. L. Hardy, President of Footscray Sub-Section, has resigned office owing to pressure of duties, and Mr. P. R. Swartz has been elected in his stead.

Western Australia

Mr. L. A. Parkinson has resigned from the office of Hon. State Treasurer of Western Australia; Mr. H. E. Callaghan has been elected to carry out these duties. Mr. N. D. Pixley (the Association's Western Australian representative on the Services Canteens Trust Fund) has now returned to Queensland. Mr. Pixley has since been thanked by the State Council for his unselfish devotion to the Trust Fund and for his valuable assistance to the Association over many years. Mr. F. J. Richards (President of Fremantle Sub-Section) has reported the formation of a Ladies' Auxiliary in his district. Mr. W. Talbot has now left the West to take up residence in Victoria.

—G.W.S.

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"MARLBOROUGH" WITH CREW OF 29 AND ONE PASSENGER, LEFT DUNEDIN JAN. 11, 1890. "DUNEDIN" LEFT OAMARU N.Z. ON MARCH 20. CREW NUMBERED 24. BOTH SHIPS WERE REPORTED SOON AFTER DEPARTURE - "AND THEN DISAPPEARED". RUMOURS MANY YEARS LATER REPORTED THAT THE "MARLBOROUGH" WITH SKELETONS, WAS ON THE BEACH NEAR CAPE HORN; EVIDENCE IS ENTIRELY UNSATISFACTORY, AND IS GENERALLY DISCREDITED.

"MARLBOROUGH" AND "DUNEDIN"



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(CIRCLE, RIGHT) IN JUNE, 1860, A LIGHTHOUSE ON THE SOUTHERN HEADLAND OF JERVIS BAY, N.S.W. CAME INTO OPERATION. THE SITE WAS UNSATISFACTORY, BUT THE LIGHT WAS SHOWN AS A TEMPORARY LIGHT TILL MAY 1, 1895 - TEMPORARY FOR 35 YEARS //



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HOME FLEET'S SPRING CRUISE

Ships of the Home Fleet have by now just about completed their spring cruise, having sailed from their home port about the middle of January.

The cruiser "Swiftsure" (Flag Officer Second Cruiser Squadron, Vice-Admiral C. A. L. Mansergh, C.B., D.S.C.) left Sheerness on January 16, with three destroyers, to wit, the "Solebay" (Captain G. Thistleton-Smith, G.M., R.N.), "St. Kitts" (Commander G. A. G. Ormsby, D.S.O., D.S.C., R.N.), and the "Broadsword" (Commander J. G. B. Cooke, D.S.C., R.N.) in company.

Three days later the battleship "Vanguard" (Captain D. H. Hall-Thompson, R.N.), wearing the flag of the Commander-in-Chief (Admiral Sir Philip Vian, K.C.B., K.B.E., D.S.O. and two bars) sailed from Portsmouth.

Other ships proceeded from their respective bases, including the destroyers "St. James" (Commander D. P. Townsend, R.N.), "Cadiz" (Commander J. F. D. Bush, D.S.C., R.N.) and "Battleaxe" (Captain W. K. Edden, O.B.E., R.N.) the frigates "Loch Insh" (Captain R. S. Foster-Brown, R.N.) and "Loch Alvie" (Commander P. Hankey, D.S.C., membership of the Association: (Lieut.-Commander R. M. Stafford, R.N.) and "Amphion" (Lieut.-Commander J. O. Coote, R.N.), the fleet tug "Reward" and the fleet oiler "Black Ranger." All these ships proceeded to Gibraltar carrying out ship and flotilla drills while on passage.

Early in February the Fleet was to be joined at the "Rock," by two aircraft carriers, the "Indomitable" (Captain M. L. Power, C.B.E., D.S.O., R.N.) leaving the U.K. on February 5 after independent exercises, and the "Indefatigable" (Captain R. St. V. Sherbrooke, V.C., D.S.O.,

R.N.) wearing the flag of the Flag Officer Training Squadron, (Rear-Admiral St. J. A. Micklethwait, D.S.O. and two bars). Other ships to join the Fleet later included the destroyer "Corunna" (Captain M. I. Evans, C.B.E., D.S.C., R.N.), "Gabbard" (Commander H. W. Eirth, D.S.C., R.N.), "Sluys" (Commander I. L. T. Hogg, D.S.C., R.N.), and "Crossbow" (Lieut.-Commander G. J. Kirby, D.S.C., R.N.), and the frigate "Loch Killisport" (Commander W. J. R. Campbell, O.B.E., R.N.).

In the second week of February the Commander-in-Chief was to sail the Fleet from Gibraltar into the Western Mediterranean for exercises with ships of the Mediterranean Fleet and subsequently H.M. ships were to visit ports in Italy and on the French Riviera. The Fleet was to return to the United Kingdom in the middle of March. Before sailing for home Admiral Vian intended to transfer his Flag early in March to H.M.S. "Indomitable."

LOSS OF THE COLLIER "KIAMA"

On the 19th January, the coal ship "Kiama" sank in heavy seas off the New South Wales coast, with a loss of six members of its complement of twelve. The ship was bound coal-laden from Newcastle to Sydney. Among the drowned was its master, Captain Trygve Olsen, 30, of Carlisle St., Rose Bay, Sydney.

U.S. FLAG APPOINTMENT CHANGES

President Truman has nominated Vice-Admiral Robert B. Carney to be Admiral and Commander-in-Chief of United States naval forces in the eastern Atlantic and Mediterranean. Admiral Conolly, the present Commander-in-Chief, has been nominated president of the Naval War College.

March, 1961.

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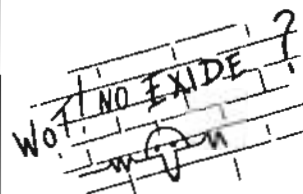
Army: With previous service as a Private, 18 to 38 years for re-entry. With previous service as an N.C.O., 18 to 35 years. With instructional experience in certain corps, up to 48 years. Tradesmen subject to trade tests, up to 45 years.

Air Force: Ground staff, 18 to 48 years. Ex-N.C.O. Wireless Air Gunners and Operators to 38 years. Pilots and Navigators re-entered up to 30 years (slightly older if with exceptional experience).

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On the hull of the "Merrimac" was built a rectangular block house of timber two feet thick, with sloping sides. Over this was bolted a four-inch-thick armor plate made, as has already been said, of rolled-out railway lines. The armor extended two feet below the water-line, and at one end of the ship was a three-foot-high command station. A cast-iron ram, designed to revive the ancient method of sinking enemy craft by crushing in their sides, was also fitted to the bow.

The "Merrimac's" history, however, was not long lived. After having waddled about uncertainly, sunk a few small Federal vessels, and fought a famous battle with the enemy ship "Monitor", off the coast of Virginia in the spring of 1861, the "Merrimac" was abandoned and burned by the Confederates when they evacuated Norfolk harbour a few weeks later.

But the day of the modern battleship had begun.

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