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AUSTRALIA'S MARITIME JOURNAL

APRIL 1981

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Vol. 15.

APRIL, 1951.

No. 4

### RAISING TRAINED MEN FOR R.A.N.

IN relation to population and national requirements, the number of volunteers so far enrolled in the Australian defence forces is still very disappointing. Although the Navy has relatively drawn more to its ranks than the Military, and is practically as well off as the Air Force, it has not been able to obtain anything like the quota of enlistments adequate progressively to fill its projected strength.

The successful passage of the National Service Bill through the Senate marks, therefore, a vital, if belated, step forward in Australian defence plans. An adequate complement of active Naval personnel and strong formations of reservists are an indispensable part of a balanced defence of the seaways and seaboard of our homeland.

The Navy Department has revealed that nothing short of 7,000 more trained men will be needed on mobilisation. Clearly, then, no Naval programme could be considered adequate that does not meet these essential requirements. It is imperative, therefore, that this realistic effort be left, politically untrammelled, to the wide active service knowledge and trained imagination of the Naval Board.

April, 1951.

Training services will need to be considerably expanded and made more intensive. Men may man ships, but it is the training they receive which makes for efficiency and rules the course of history.

### SEA POWER—VICTORY'S GREATEST ELEMENT.

Looked at from the viewpoint of global war, victory has no greater element than sea power—an efficient and up-to-date Navy. Of the truth of this probably no one is more conscious than Vice-Admiral the Earl Mountbatten of Burma. In his report to the Combined Chiefs of Staff, published early in February by H.M. Stationery Office, he makes this plain.

The Report tells the story of the victory which led to the liberation of South-East Asia, beginning with the Quebec Conference in May, 1945, and ending with the Japanese surrender and the negotiations with Aung San, later, Prime Minister of Burma, that led to the enrolment of the Burma National Army in the regular Burma Army in 1945. Earl Mountbatten was then Admiral Lord Louis Mountbatten, Supreme Allied Commander, South-East Asia Command.

Paying tribute to the Merchant Fleet and the Allied Navies in the campaign, Earl Mountbatten writes:



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"Victory in South-East Asia, on land and in the air, was built on the firm foundations of the security of our sea communications. For no combination of land and air forces could have succeeded if our Merchant ships to, and within, the Command had ceased to function regularly and efficiently. This security was guaranteed, in co-operation with our maritime air forces, by the Allied Fleet. It was the Navy which established the sea and air superiority over the Japanese in preparations for the assault on Malaya, when the enemy's sea communications were cut by sea forces as effectively as his land communications were being cut by air forces."

Viewed, then, from the angle of Australian defence, how forcibly this should impress itself upon the framework of our Defence Programme. For just as the main element of Victory was provided by the Navy and naval air forces in South-East Asia, so in like manner it would be in any defence of Australia. Should war break out in the Pacific or Indian Oceans, it would undeniably be upon the Navy and the carrier air groups that the great responsibility of maintaining the sea communications and resisting invasion would largely fall. That this was so in regard to Britain—an island country like ourselves—in both the First and Second World Wars is now unquestioned history. It is for us never to forget the strategic importance of that historical lesson.

## BRITAIN'S NAVY ESTIMATES: THEIR MEANING IN STRENGTH AND SACRIFICE.

Britain's Navy Estimates, 1951-52, with their accompanying Programme, issued on February 16th, reveal an increase of £85,500,000 over the Estimates for 1950-51. They provide for a net expenditure of £278,500,000, exclusive of the £10,000,000 Supplementary Estimate presented to Parliament on February 6th. Nor do they include, of course, any additional expenditure which may follow Mr. Attlee's statement to the House that in view of the urgent need to strengthen defences, it had been decided to increase and accelerate preparations still further.

The Estimates provide for a maximum strength of 143,500, including WRNS and members of Queen Alexandra's Naval Nursing Service. It also includes officers and men retained beyond the period of their engagement to meet the necessities of the Korean situation, as well as the reservists recalled for that purpose. The additional preparations referred to by Mr. Attlee may be expected to raise naval manpower up to 152,000.

In the increased Vote, £18,000,000 is provided for improved pay and higher cost of victualling

and clothing: nearly £56,000,000 for shipbuilding, ship repairs, maintenance and armaments; £3,500,000 for scientific services; and £4,750,000 for works and buildings. The remainder of the increase is spread over other Votes, of which the only one to show a substantial fall is that which applies to non-effective services—pensions and retired pay—which is £150,000 lower than last year's at just over £15,000,000.

The figures of expenditure, therefore, are impressive enough. Yet the estimated expenditure raises two major questions, presents one tragic factor.

The first question centres around the impact it will have on civil industry and the supply of raw materials for civil needs. The second question springs from the fact that as Britain is "building up a programme over three or four years out of practically nothing," will the people and the nation be able to sustain it. As for the tragic factor, The London Times, commenting in this regard on 16-2-51, said:

"Re armament can be achieved only by deductions from civil consumption: and the biggest barrier to increased output is the shortage of some essential raw materials . . . The economic task is to make sure that the programme is carried out in a way which does least damage to the essential foundations of Britain's economy . . . Here, bleakly, is the prospect before the nation, whatever its Government."

However, that the programme proceeds there is ample evidence. Of new construction, modernisation, and conversion the First Lord's Statement makes it clear that the work has been greatly accelerated in keeping with the £3,600,000,000 Defence Programme on which the Estimates are based.

From the naval angle, the whole programme is directed towards the submarine menace. A number of new designed A/S frigates, of types, are to be built. All these vessels will be fitted with the very latest developments in anti-submarine weapons, which will make them unequalled in their anti-submarine role. In addition, a programme of fast patrol boats for use, either as torpedo boats or gun boats, is in hand.

Of the two fleet aircraft carriers under construction, H.M.S. "Eagle" is expected to join the Fleet shortly: while the construction of the "Ark Royal" is being adjusted to allow even later equipment to be embodied in her than is fitted in H.M.S. "Eagle."

Work is also proceeding satisfactorily on the four light fleet carriers on the "Hermes" class and the eight destroyers of the "Daring" class. Satisfactory progress, too, is being made on the development of fast submarines of a new type; while 41 new minesweepers are being placed on order.



## BIZARRE POISONERS AND SHOCKERS OF THE SEAS

WATER LIFE, ESPECIALLY THAT WHICH RELATES TO THE FISHES, IS ALWAYS A FASCINATING STUDY, AND HERE THE AUTHOR SETS OUT TO SHOW SOME OF THE STRANGEST OF ALL PISCATORIAL CREATURES.

FISHES that can kill or paralyse their prey by electrocuting it and others that are fitted with stinging poison glands are far less uncommon in the waters of Australia than most of us are prone to imagine. For both of these fish types exist, some in the fresh waters and others in the salt, and in numbers plentiful enough. There are Scorpion fishes, certain States and Torpedoes, Stingrays, Portuguese "Man-o'-War" or Bluebottles—so pestilential on occasions in the waters of our surfing beaches—Elephant fishes, certain Eels, the Port Jackson Shark, Star-gazers, and many others. Archer Russell, in his book, "Bushways," makes several interesting allusions to these usually unnoticeable, quick-striking creatures.

"Australia has several species of fish," he writes, "with electric batteries in their make-up. Some years ago I saw one of these creatures, an electric ray, brought up from the sea floor of Spencer Gulf in South Australia. With its first shock the fish almost benumbed the fisherman's arms. When, however, its power was demonstrated on many and sundry sceptics, the creature's shocking force gradually became weaker. The electric supply is stored in a cluster of honeycomb-like cells on either side of the ray's body, and the energy is discharged from the body on the instant of contact. But while the scientist can point to the living batteries which supply the power, none can say how the power is delivered or how the batteries are recharged."

Nor are electric fishes confined to Australia; they are found, as Russell points out, in practically every region of the globe. For instance, there is the Star-fish. H. Muir Evans, in his fascinating

book, "Sting fish and Sea-larcs," tells of a Star-fish he saw in a pool of the Mediterranean—a small reddish object writhing and wriggling in the sand that "might very easily have been mistaken for a worm." It was no worm, however. Keenly watching the pulsation in the sand he suddenly saw two periscope eyes looking up wards.

"The association of this wriggling object and the two eyes," he says, "suggested a lure, and the presence of a hidden fish. Nor was the suggestion in any way untrue. The hidden fish was there, and so was a mouth wide-open to engulf its prey. 'The head of this small fish,' Evans continues, 'is box-like, and if you picture a small box with its lid facing forwards and hinged at the bottom, you will realise the position of its almost vertical mouth, from which can be projected a red filament. This filament, one does not need to explain, is the artificial worm. Nor do the devices of the Star-gazer end there. The eyes of this tracker are situated on the top of the head, and over each eye is installed an electrically-charged plate. Strategically, too, the artificers of the Star-gazer are perfect. The body hidden in the sand, the upward-glancing eyes, the wriggling form-like lure, the wide-open mouth, and the shock-inflicting battery are all in train," concluded Evans, "for a devastating attack on any unwary fish that comes within range of the electric circuit."

However, the electric eel, found in the Orinoco and Amazon rivers in South America is probably the most heavily electrically-charged creature among water life. "The shocking force of the electric eel," says Archer Russell, "is powerful enough to knock down a man."

Nor is Russell's estimation of its powers in any way excessive. Writing in the "Sydney Morning Herald" recently, T. C. Roughley, the eminent Australian ichthyologist, had this to say:

"The current generated by the electric eel has been estimated at about 300 volts and it is capable of stunning a horse. . . . This fish, shaped like an eel but more closely related to the carps and catfishes, grows as long as six or eight feet and as thick as a man's thigh. . . . The electric eel swims forwards or backwards with equal ease by means of a prominent anal fin, which can be instantly put in reverse. . . . Animal life that may come within (the shocking sphere of the fish) is liable to be electrocuted without touching the fish."

"At the 50th. annual meeting of the New York Zoological Society, held in the grand ballroom of the Waldorf-Astoria on January 8, 1946, which I attended," Mr. Roughley writes, "the stage was lit, when the main business of the meeting had ended, by the current generated by an electric eel." Which prompted him, jokingly, to ask, at the end of his article, "Why not import a few millions of these eels to solve our Blackout troubles?"

However, if the electrocutors among these two fish-types are by no means deficient in quantity, the poisoners are much more plentiful, in individual numbers, at any rate; and of these the Portuguese Man-o'-War or Bluebottle, a jelly fish, is probably the best known and most universally feared. In Northern Australian waters, "where it is much more malignant," as Archer Russell reminds us, "than on the Tasman coast, this medusa-like creature of the seas has killed many a native



The Acting High Commissioner for Canada farewell the cruiser H.M.C.S. "Ontario" as she left Sydney Harbour recently.

trochus-gatherer or trepang-hunter." The purple tentacles of the Bluebottle, the body of which is most brilliantly coloured, luring many a rash human being to handle it, are coated with innumerable tiny and highly poisonous barbs, and these instantly cause excruciating pain and shock to any living thing they touch. Hundreds of surfers are stung every year on the New South Wales beaches. Luckily, as has already been indicated, the Bluebottle is not so venomous there as in the northern waters.

In northern waters, too, there are several species of the dreaded Scorpion fishes, such as the Stone-fish, the Coral-fish, and the Fire-fish. The Cat-fish, the Stingrays, and the Port Jackson Shark or Bullhead are also well-known Aus-

tralian members of the world's group of venomous fishes.

Some of the Stingrays, Muir Evans warns us, are often aggressively inclined and their venom more dangerous than most of us imagine. All the evidence goes to show that the Stingray's sting is more an offensive weapon, a part of its hunting equipment, than a weapon of defence. The venom, "which apparently is used to kill or paralyse its prey," says Archer Russell, "is stored at the tip of the caudal spine, and two lateral flaps completely enclose the gland."

As for the Scorpion fishes, these, without exception, are masterpieces of aquatic camouflage, which makes them so much less easy to detect and so much more to be feared. The "Ikan Satan" or Devil-fish of Java is said to be

very rarely seen by its prey, for the colour, pattern and symmetry of its form is so concealing that it becomes, in effect, a part of its surroundings.

And what the Devil-fish is to the Javanese waters, so the malignant, repulsive, mimetic Stone-fish is to northern Australia. "One old North Queensland native told me once," Archer Russell writes, "that he feared the Stone-fish more than any other living thing." When trodden on or touched, the Stone-fish suddenly erects a row of sharp, stout spines along the back, each spine furnished with a poison cell and duct, and the spines are strong enough to pierce the sole of a rubber shoe. The Stone-fish is regarded by many Cape Yorkers to be as venomous as any Australian land or sea snake."

## FAMOUS CLIPPER SHIP "CUTTY SARK"

The National Maritime Museum, Greenwich, Acquires A Scale Model Of This Ocean "Greyhound" Of The Days Of Sail. Of These Informative And Historic Museum Pieces We Cannot Have Too Many.

A SCALE model of the "Cutty Sark," probably the most famous of all the clipper ships that sailed the Australia-England run, has been presented to the National Maritime Museum, Greenwich, and is now on exhibition in the Museum's Neptune's Hall. It follows the recent acquisition by the Trustees of a model of the "Thermopylae," the story of which was told in the January issue of this journal.

The "Cutty Sark" model was originally offered to the Duke of Edinburgh by Mr. James Culhane, Vice-President of the Buckingham Corporation of New York. The offer was made through Messrs. Berry Bros. & Rudd Ltd., of St. James's Street, S.W.1., London. The Duke of Edinburgh suggested that the model might be a suitable exhibit for the National Maritime

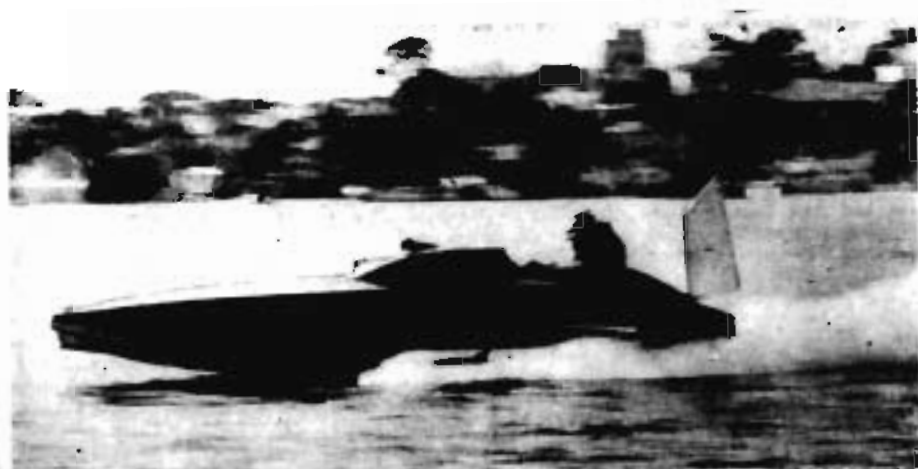
Museum, of which he is a Trustee. Mr. Culhane agreed and presented the model to the Museum.

The "Cutty Sark" herself is now lying in the Thames off Greenwich, and her preservation for the nation is being considered. She was completed by Denny's, of Dumbarton, in 1870, to the order of Captain John Willis, of London, with the idea of beating the fast runs of the "Thermopylae," wool-laden, on the Australia-England route. She proved to be the "Thermopylae's" greatest rival but it was never established which ship was the faster. Visitors to the Museum will now be able to see models of both ships.

The model of the "Cutty Sark" was built by a Mr. Thomas Rosenkvist, a Scandinavian, who served as a sailor in the ship. His love for the old clipper prompted

him to secure a scale plan of her, and when he left the sea he made the model from the drawings. The model shows her under all plain sail, fully rigged to the skysail yard. It is a good specimen of "a sailor's model," on a scale of about six feet to the inch.

The "Cutty Sark" is now the only survivor of the famous Clipper ships built for the tea trade with the East. But it was as a wool ship that she came mostly under the notice of Australians. After her service as a Tea Clipper, and later in the wool trade, she was sold in 1895 to a Lisbon firm and re-named the "Ferreira." In 1916 she was partially dismantled and re-rigged as a barquette. Five years later she was purchased from the Portuguese by the late Captain Dowman, who brought her from Lisbon to Falmouth, and at his own expense re-rigged her as she was originally and re-named her the "Cutty Sark." She was used as a Training Ship for some years and was presented to the Thames Nautical Training College in 1938, when she was towed to Greenwich, where she has been lying since that date.



Ernie Nunn speeding past the finishing post on Kogarah Bay recently when he broke the Australian record at 24.706 miles per hour. The record was for the Australian 250cc Unrestricted Championship Class.

The Navy

## ATLANTIC PACT CO-OPERATION

Netherlands Aircraft Operate In Britain To Receive Instruction In British Naval Air Technique.

TWO squadrons of naval air aircraft from the Dutch aircraft carrier "Karel Doorman" (formerly H.M.S. "Venerable") have arrived in the United Kingdom and will remain in the country at least until the English autumn. During this time the Netherlands airmen will study British naval air technique, receive instruction with R.N. pilots and operate with British squadrons. After a period of disembarked training it is intended that the squadrons shall go afloat during the summer cruise of the Home Fleet, operating from a British aircraft carrier.

It is the first occasion in time of peace for Netherlands aviators to receive training on British soil, and it extends in practical fashion the co-operation which has taken place between the Royal Navy and the Royal Netherlands Navy under Western Union and Atlantic Pact auspices during the past two years. Nothing could better promote the spirit of co-operation and the bond of camaraderie so essential for strength in time of war among allied forces.

The two squadrons consist of British aircraft. They are No. 860 Squadron with Sea Fury fighters and No. 4 Squadron with Fireflies. No. 860 is an R.N. Squadron number; the number has been retained by the Dutch since they operated with British Naval Air Squadrons during World War II. This squadron is now at St. Merryn, Cornwall, and No. 4 Squadron is based at Eglinton, Northern Ireland. Ground personnel, numbering more than 150 officers and men, with equipment and stores, arrived in Britain before the aircraft flew in.

Netherlands squadrons took part

April, 1951

in Atlantic Pact Exercises in European waters earlier this year, and during the 1949 Western Union Exercises in the Bay of Biscay a Dutch Squadron was embarked in H.M.S. "Theseus." The "Karel Doorman," with the two squadrons embarked, recently passed through the English Channel, returning from a visit to Malta.

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## H.M.A.S. "ANZAC"

R.A.N.'s New Battle Class Destroyer Can Perform Many Useful Tasks, Is A Powerful Fighting Unit.

By a Special Naval Correspondent.

The commissioning of the new Battle class destroyer H.M.A.S. "Anzac" at Williamstown Naval Dockyard on March 14 was an event of considerable importance to the growing Royal Australian Navy because it provided it with an additional fast, modern operational unit capable of performing a large variety of useful tasks.

Sister-ship to H.M.A.S. "Tobruk," which, having been built at Cockatoo Dockyard, Sydney, was commissioned in May last year, "Anzac" is a modified version of the Battle class destroyers designed by the Admiralty. The name Battle class was applied to them because they commemorated famous battles or other operations in which British naval or land forces had taken part.

Among present Battle class destroyers in the Royal Navy, for instance, are "Agin-court," "Alamein," "Barfleur," "Camperdown," "Cadiz," "Hogue," "Jutland," "Trafalgar" and so on. The reason why the Royal Australian Navy has named its Battle class destroyers "Anzac" and "Tobruk" is too obvious to be stressed.

"Anzac" is a fleet destroyer. This designation indicates that, generally speaking, she will operate with the Fleet, and, in the event of war, would probably be used as part of the screen protecting heavy ships of a task force against enemy submarines and aircraft. The up-to-date and efficient anti-submarine equipment with which she is fitted, and her high speed, make her well suited for this work. Her powerful guns, too, would enable her to augment substantially the protection offered by other ships in the screen against attack from the air. The main armament of de-

stroyers such as "Anzac" are dual purpose 4.5 inch weapons which can be used not only against aircraft but also against surface targets and for the bombardment of shore targets.

One great advantage which the Battle class enjoy over earlier classes of destroyers is that their guns are enclosed in turrets and can therefore be operated even when heavy seas are sweeping over the deck. The guns in less modern destroyers are not completely covered and there is a consequent lack of protection for their crews.

Another task which "Anzac" might be given is that of attending an aircraft carrier during operational flying. At such times a destroyer is usually stationed astern so that it is in a convenient position to pick up airmen should they come down in the sea near the carrier. Many pilots and observers owe their survival to speedy action on the part of the "attendant" destroyer on such occasions. In war, the destroyer's position astern enables her to afford protection to the carrier against enemy aircraft attacking from that vulnerable direction.

Apart from the tasks already mentioned, "Anzac" could undertake any of the other duties performed by destroyers. One of these might be carrying mails and stores from one ship to another. Because of the multiplicity of their duties, destroyers are sometimes affectionately referred to as the "handmaidens of the Fleet."

On occasions destroyers are employed on duty of a more unusual nature, such as that carried out by the Australian destroyers "Stuart," "Vendetta," "Vampire," "Voyager" and "Water-

hen", later joined by "Nizam" and "Napier", during the siege of Tobruk, when the gallantry of their crews in keeping the Tobruk "ferry" running won them tremendous admiration.

"Anzac" and "Tobruk" are bigger ships than the R.A.N. Tribal class destroyers, "Arunta," "Batan," and "Warramunga", each of which has a displacement of 1,927 tons. The displacement of the Battle class vessels is 2,325 tons. Their guns, although of slightly smaller calibre, are the quickest-firing guns of their size in any Navy in the world. Each Battle class destroyer has 10 torpedo tubes, compared with four in the Tribal class ships, and is equipped with anti-submarine armament of the latest kind.

It should be a source of pride to the people of Australia that such splendid fighting ships as "Anzac" and "Tobruk" have been built in Australian dockyards by Australian workmen, largely of Australian material and under the supervision of engineer officers of the R.A.N.

Some time after the keels of "Anzac" and "Tobruk" were laid down the Royal Australian Navy began the construction of four Daring class destroyers—two at Cockatoo Dockyard and two at Williamstown.

The Daring class ships, also designed by the Admiralty, will be even bigger than those of the Battle class and will have a displacement of 2,610 tons. They will be of all-welded construction and nearly as big as light cruisers.

After they have been completed and the current conversion of five Q destroyers to fast anti-submarine frigates has been finished, the R.A.N. will possess a worthy force of smaller vessels to support its larger ships. This force will be increased when the six new fast anti-submarine frigates, whose proposed construction was announced last year, are ready to join the Fleet.

The Navy



Forty passengers were taken off the Lady Denman after being stranded for an hour when she went aground on 21st April.

## "CORIO" WRECKED ON ADMELLA ROCKS

Showing How A Recent Wreck Vividly Recalls An Earlier Maritime Disaster, And An Historic Ride, Versified, Rather Famously, By The Australian Poet, Adam Lindsay Gordon.

THE 3,300-ton collier "Corio," which went aground on February 26 near Cape Banks on the south-east coasts of South Australia, piled herself, strangely enough, on the identical reef on which the s.s. "Admella" foundered, with the loss of 83 lives, ninety years ago.

The wreck of the "Admella" was one of the worst maritime tragedies the rocky, storm-swept coasts of South Australia and Victoria have ever known; and Adam Lindsay Gordon, who was at the time stockriding on Living-

stone Station in the adjacent Cape Banks-Port Macdonnell country, is said to have been one of the party which rode hard and long to the "Admella's" assistance. From the experiences he gained on his ride to the doomed vessel, Gordon wrote his swinging verses "From the Wreck." The "Corio" was lucky to have struck the reef on a day of calm and fog, and not, as befel the more ill-fated "Admella," in one of the howling gales which suddenly all too often sweep these coasts.

Fortunately, unlike the storm-

battered "Admella," the "Corio" suffered no casualties. The s.s. "Iron Yampi" in a few hours was standing by, and eventually every member of the "Corio's" crew of 41 was taken off. But the old collier herself is apparently doomed. To-day she—or what is left of her—is hard afast on the rocks, with little prospect of her ever being salvaged. As a further coincidence, the grounding of the "Corio" occurred within fifteen miles of the position where the Panamanian freighter "San Leonardo" lost her propeller nine days before.

These are just some of the many events which have made the history of these coasts as wild and as stormy as the seas which roll and break eternally upon their rocks and sands.

April, 1961.



# EARLY SEA-FARERS AND THEIR BOATS

THE AUTHOR OF THIS ARTICLE SURVEYS AUTHORITATIVELY AND FASCINATINGLY THE EARLY PROTOTYPES OF THE MODERN SEA-GOING CRAFT.

By "Nauticus"

WHO were the first sea-faring folk, and how and of what materials were their deep-sea boats constructed?

We usually regard the dug-out canoe, if we except rafts of lashed trees and reeds, as the first of all sea-going craft, but this is not so. Earlier than the builders of dug-outs, the Egyptians were fashioning broad, light river and sea-worthy skiffs of the reeds of the papyrus. The skins of animals drawn taut upon a bound-together framework were also used. It would therefore appear that, before dug-outs were made, the problems of sea-boat construction were solved by those who invented papyrus and skin boats. In marine phraseology, we still refer to the "seams" and the "skins" of boats.

However, from all available evidence on the subject, there seems little doubt that the dug-out canoe is one, if not indeed the chief, of the early prototypes of the modern sea-going ship. Just when and with whom the dug-out first originated cannot with any certainty be said. Its inventors may have been Mediterranean people, or Semites of the Middle East, or perhaps Papuans, or even the negroid folk of the great lakes of Central Africa. But certain it is that before 3,000 B.C. the Semites of North Africa and the Middle East were building boats of this nature that were fitted with masts and sails. The Semitic people were active mariners and traders in the Mediterranean and other waters before the Bronze Age. By that time, too, the dug-out had reached Britain.

At that remote period the art of navigation was already well advanced, and the fact that great race migrations were in progress probably accounts for the early appearance of dug-outs in ancient

Britain and northern Europe. A dug-out canoe unearthed from the silt of the River Clyde twenty-five feet above the present sea-level was found to have a plug of cork, which, of course, could only have come from the botanical area where cork trees grow — Spain, southern France, or Italy.

The boatbuilder's craft and the science of navigation must have advanced considerably before large migrations among the ancient peoples could have taken place. That they did take place is proved by the spread of divers early cultures prehistorically throughout large parts of the world, notably northern Europe, Asia, and Polynesia. A ship with a square sail set before the wind is depicted on an ancient Egyptian jar in the British Museum. That jar is of pre-dynastic age and probably dates from a period 4,000 or 3,000 B.C. Yes, indeed, the "sea sense" and the art of boat-building had progressed far even before written history had begun.

The fashioning of a deep-sea boat must have been in those ancient days as difficult a task as was the fashioning of the first aircraft in these modern times.

Many problems had to be solved, many experiments had to be made, and, we may be sure, many tragedies took place before the first really successful deep-sea craft navigated the oceans. In building his dug-out from a fallen forest tree, not only did the ancient boat-builder hollow out a massive log by the sweat of the brow with fire and chisel of stone: he had also to dress the tree trunk so that his craft would balance on the water.

The ancient boatbuilder had to learn — and he learnt extremely well — the values of length and beam, of draught and line, and an even keel. It may be that he was

assisted in this by a study of the shapes and lines of fishes and birds, and especially by watching the aquatic birds that rode the waves with such ease and grace. Whatever it was, he made his craft into a serviceable migration and trading instrumentality and, of its kind, brought it almost to perfection.

Those ancient sea-farers whose rude vessels first made landfalls in, to them, unknown "ports" and havens were the forerunners of the Celtic sea-traders, of the far-roving Vikings, of the hardy mediaeval mariners of Hakluyt; the forerunners of Drake and Columbus, Anson and Magellan, Dampier and Tasman, Torres, Flinders and Cook.

## MR. FRANCIS EXPRESSES HIS REGRET.

The Minister for the Navy (the Hon. Jos. Francis) recently expressed his deep regret when he learned hope had been abandoned of rescuing any of the 75 officers and men from the British submarine "Affray."

He stated that a message had been sent from the Commonwealth Government to the United Kingdom Government expressing deepest sympathy at the loss of so many fine officers and men.

The Minister added that he trusted that the families of those lost would find some consolation in the fact that they had died in the service of their country while learning to defend it, and, as so many other men in the Navy had done through succeeding generations, had sacrificed their lives in the cause of duty. They were deserving of the highest tribute, for they had given all they had, just as men had who had died in war.



## LINER FOR AUSTRALASIAN ROYAL TOUR.

The British Admiralty announced on March 14 that either the liners "Ceramic" or "Gothic" would carry the King and Queen and Princess Margaret to Australia and New Zealand on their tour next year. The ship selected would be converted in the forthcoming August, the announcement added.

## GERMANS RE-ENTER ATLANTIC TRADE.

The Berlin correspondent of the London "Daily Mail" says that Germany will re-enter the Atlantic service on June 15 with four ships chartered from a Panamanian company. Allied regulations prevent Germany building vessels exceeding 7,000 tons, so the ships will fly the Panama flag, but carry German crews and be under German control. The ships' main role will be that of taking German migrants to America.

## U.S.A. SHIP AGROUND.

A message from Honolulu reports the grounding of the American cargo ship "Andrea P. Lautenbach" (8,000 tons) on a reef off Kauai Island, 100 miles north-west of Honolulu, on March 12. The passengers and crew, 42 in all, were taken off by a coast-guard boat as the ship threatened to founder. The "Andrea P. Lautenbach" was bound for Japan.

# MARITIME NEWS OF THE

# WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

## ANTARCTIC RESEARCH SHIP IN SYDNEY.

The British Antarctic research ship "Discovery II" arrived in Sydney on the night of March 9, after a two-months trip south from Fremantle to the northern edge of the Antarctic polar ice-pack. She berthed at Garden Island for refitting. In its hydrographic surveys, the scientific staff aboard discovered a new sea-mount — a sea-bed mountain that rose to within 2,000 feet of the surface. Pack ice prevented the ship from reaching the Antarctic Continent. After refitting, the "Discovery II" is due to sail from Sydney at the end of April. She will go to the Falkland Islands via the Pacific ice edge, thence to South Georgia and Capetown, and then, also via the ice edge, will return to Fremantle.

## GALE BUFFETS DISABLED "PALANA" AND TUGS.

The tug H.M.A.S. "Reserve," which, as stated in our last issue, was made available by the Royal Australian Navy to help tow the disabled P. & O. freighter "Palana" from Mackay, Queensland, to Sydney, fell on no easy task in the course of its assignment. The "Palana" had to be hove-to all one night in a 30 m.p.h. gale off Brisbane, and her three tow boats, the "Reserve" among them, had to move her into shelter next morning. At the height of the storm the "Palana's" anchor chain, which

forms the beginning of the 200-fathom-long tow ropes, was lowered deep into the water to prevent excessive strain snapping them. The average speed maintained during the five-day 500-mile tow to Brisbane was five knots. The 918-mile tow from Mackay to Sydney, though far from long, is not by any means the shortest on record.

## U.K. MERCHANT MARINE NOW WORLD'S LARGEST.

Britain's Merchant Marine now leads numerically the merchant fleet of any other nation. It now has more ships on the seas than in 1939. Nor seldom, if ever, have British shipyards been so busy. The total number of ships ordered since January had risen by mid-March to 120, the aggregate tonnage ordered this year being 1,500,000, at a cost of nearly £40,000,000. During the last five years British shipyards have built 1,800 merchant vessels worth about £45,000,000. The finishing touches are now being put to new liners scheduled for maiden voyages in April and May this year. Orders for 4,000,000 tons of shipping are in hand on British shipyard books.

## SALVAGE OF SUNKEN SHIPS.

Prem reports state that the U.S.A. Navy has called tenders for the salvage of ships sunk or beached in Pacific areas in World War II. The Navy says more



H.M.S. "Reclaim", which took part in rescue operations for H.M.S. "Albatross". "Reclaim" is the first ship built for the Admiralty specially for submarine rescue work.

than 400,000 tons of scrap metal may be recovered from vessels abandoned above and below water at Palau, Saipan, and Truk.

#### CYCLONE LASHES 200 MILES OF Q'LD-N.S.W. COAST.

A cyclone centred about 65 miles north of Brisbane lashed 200 miles of coastline from Wide Bay to the Clarence during the three days beginning on March 17. Gale force winds, driving rain and mountainous seas buffeted shipping, and air services were interrupted. The centre of the cyclone was about 50 miles off-shore.

#### PERSIAN SHIP VISITS MELBOURNE.

Melbourne for the first time in her maritime history was visited on March 13 by a Persian ship — the 10,000-ton "Iran." A unique ship, the "Iran." Although she is registered in Persia and flies the Persian flag, she has never made a landfall in Persia. Her officers, too, are not Persian. The captain, first, second and third officers are Norwegian and another officer is a Roumanian. As for her crew, some are Germans, her cooks and firemen are Chinese, and the steward is a Dane. It is said that she carried one stowaway — an Irishman. In all other respects, the "Iran" is transcendently Persian.

#### SEA-MONSTER.

The report of a sea-monster having been sighted off the Tasmanian coast by a Launceston trawler adds yet another story to the age-old lore of the sea. The skipper of the trawler, Captain M. A. McKay, describes the creature as "a horrible thing — just like a nightmare. It was about 16 feet long, had broad flappers, and a large circular mouth, but appeared to have no teeth. Its head was above water, and I could see two staring eyes, and long whiskers about its mouth gave it a cat-like appearance." The monster, it seems, was visible for about fifteen minutes, and when shot at it "sent up an awful smell." One would need to call in the aid of Neptune himself to identify this particular apparition.

#### 100 M.P.H. GALE LASHES ENGLISH AND CONTINENTAL COASTS.

The 100 miles per hour gale which lashed the Continental seaboard and south coasts of England on March 14 claimed at least two vessels and ten lives before it blew itself out. The two ships which sank were the Norwegian freighter "Marga" and the Spanish fishing boat "Adebarran." The storm prevented the liner "Queen Elizabeth" docking at Cherbourg.

The Australia-England bound "Orca" was caught by the gale in the Bay of Biscay and had to battle all the way from Gibraltar to Tilbury. Twenty of the crew of the liner "Vulcania" were injured in the Mediterranean, and considerable damage was done to coastal installations in the English Channel and throughout all the storm area.

#### TELEVISION OPENS UP THE SEA DEPTHS.

The latest on television is that science is utilizing it for the study and portrayal of life in the vast depths of the sea, thus opening up to human sight and knowledge a part of the cosmos hitherto practically impermeable and unknown.

#### INSANE PASSENGER GOES BERSERK ON LINER.

An insane passenger on the liner "Wanganella" tried to jump overboard on the voyage from Auckland to Sydney recently. The unfortunate man was a 6 feet 1 inch, 32-years-old Englishman, travelling alone. When grappled with he put up a furious fight with several men, and in the ship's hospital he went berserk, smashed a porthole and some wooden paneling and mirrors. He was taken to the Reception House when the ship berthed in Sydney.

#### A RARE HONOURS APPOINTMENT.

An unusual appointment appeared in the New Year's Honours for this year. The last included the name of Sir Arthur Jarratt promoted to Honorary Captain, R.N.V.R. The Honorary rank of Captain, R.N.V.R., is extremely rarely given and is one of the most prized recognitions in the hands of the Board of Admiralty.

There are only two other holders of this rank to-day: His Royal Highness the Duke of Gloucester and Sir Basil Brooke, Prime Minister of Northern Ireland.

This promotion has been made in the case of Sir Arthur Jarratt not only as a personal recognition of his great service to the Royal Navy as a whole, but also as a tribute to the great industry which he so ably represents within the Navy.

Sir Arthur served in the Royal Navy in the First World War. Later, he served as the Admiralty Film Industry Liaison Officer and as Deputy Chairman of the Royal Naval Film Corporation since its inception in 1937, when he was given the honorary rank of Lieut. Commander, R.N.V.R. In 1940, he was promoted to Honorary Commander, R.N.V.R.

The announcement of the promotion will be deeply appreciated by Sir Arthur's conferees in the film world, both within and outside the Service.

#### SYDNEY FERRIES TO TERMINATE SERVICES AT END OF JUNE.

Sydney Ferries Ltd., at an extraordinary general meeting of shareholders on March 9, unanimously decided, on the advice of the directors, to cease running its service at the end of June.

The chairman of directors, Colonel Spain, said that it had been the intention of the company to "do so on March 30 or April 30, but in response to a request

for more time from the Director of Transport and Highways (Mr. Winsor), we are willing to extend the date till June 30."

Colonel Spain added that "the directors believed that in the interests of all concerned the State Government should take over the ferry undertaking and run it as an integral part of the public service."

"Weekly passenger traffic on the ferry services exceeded 10,000," he said.

"We do not believe that any improvised fleet or combination of an improvised fleet with extra trams and buses, could carry this traffic," Colonel Spain concluded, "without imposing the greatest confusion and inconvenience on the travelling public."

#### NAVY HELICOPTER TRIALS

The practicability of operating helicopters from merchant ships is being investigated by the Royal Navy in a series of trials in the English Channel. The trials are designed to determine the extent it may be possible to use this type of aircraft when operated from a small platform in both fair and foul weather. The Royal Fleet Auxiliary "Port Duquesne" and Dragon Fly helicopters operating from Gourock and the Royal Naval Station at Chatham, Cornwall, are being employed with the destroyer "Sever" in attendance. Fine weather trials have been successfully completed off Portland and rough weather trials off Plymouth were continued until February 3rd.

#### Tattersall's New Year Announcement



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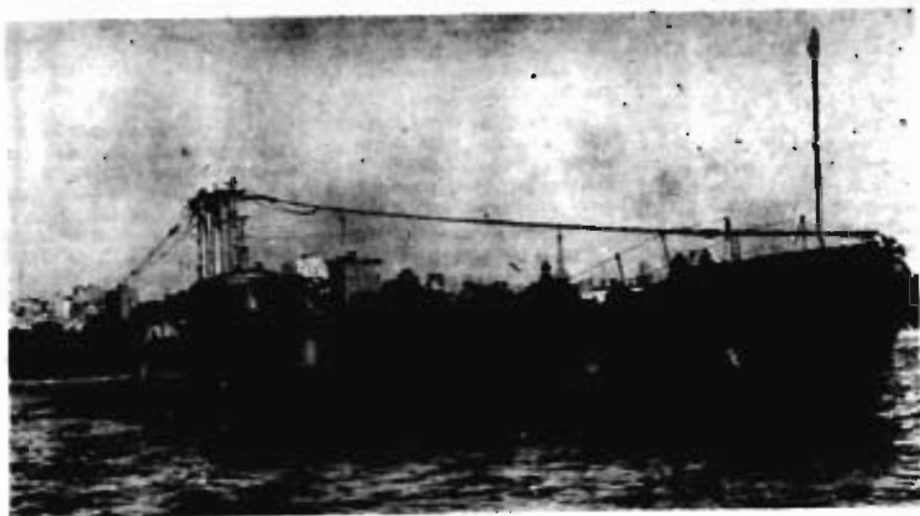
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H.M.S. "Affray" in Sydney Harbour in 1948 while on a two-year cruise in which she visited Australia and South Africa.

## Submarine Gear Inquiry—Loss of "Affray"

The Admiralty has begun a detailed investigation of all types of submarine escape equipment following the loss of the submarine "Affray." The investigation also covers the efficiency of the latest Asdic sound locations. Naval experts are concerned at the failure of Asdic to locate the "Affray," which disappeared after diving in the English Channel.

Many of the details of the new Asdic are still secret, but a R.N. officer stated that it "has not fully realised expectations."

In the House of Commons, the Parliamentary Secretary of the Admiralty, Mr. L. J. Callaghan, said the newest Asdic in service had a range of several miles, and could be operated at high speeds in disturbed water. Vessels working together with the device could pinpoint submerged objects.

A naval source said the most likely theory to explain the failure of any of the "Affray's" crew to escape was that the submarine bottomed on her conning tower.

That was the only way in which the men who remained

alive could have been prevented from sending up a marker buoy or leaving by one of the four escape hatches located on the top of the craft.

It could also explain why, an hour after they made supersonic signals, the trapped men gave no response to a depth charge signal from one of the rescue ships to indicate that vessels were standing by to pick up survivors.

It is considered impossible that search aircraft missed any men who left the "Affray."

The vessel carried the latest self-inflating escape units, which are coloured orange, and have a shoulder light.

## U.K.-N.Z. FREIGHT RATES INCREASED.

The New Zealand Conference Lines announced on March 8 that, because of rising costs, freight rates from Great Britain and the European Continent would go up by about 10 per cent from May 1 next. The Australian Outward Conference Lines recently raised by 15 per cent the freight rates to Australia, beginning on April 9, because of increased operating costs.

## SYDNEY FERRIES IN COLLISION.

Two Sydney ferries, the "Lady Denman" and "Karingal," collided side on in Sydney Harbour, off Kirribilli Point, about 9 a.m. on March 19. The ships fared worse than the passengers. Iron stanchions were snapped like matchsticks and seats were splintered as though split with an axe. The ferries were crowded with city workers, but there were no casualties, although several passengers had narrow escapes. Nor was there any panic. The ferries moved to their respective landing and everyone was safely disembarked.

# News of the World's Navies

## R.N. RECOMMISSIONS RESERVE SHIPS.

Sixty ships from Britain's reserve fleet are to be brought into active service this year, the Parliamentary Secretary to the Admiralty (Mr. L. J. Callaghan) announced in the House of Commons on March 7. The recommissioned ships are to include two destroyers and two frigates. Mr. Callaghan said that adequate stocks of dual-purpose guns for merchantmen had already been distributed in Britain and the British Commonwealth. Whether they are to be mounted at once, he did not say.

## R.N. STEAMS 3,000,000 MILES.

His Majesty's ships steamed more than 3,000,000 miles during the year 1950. This fact was revealed in a review of the activities of the Royal Navy issued by the British Admiralty. The Fleet units embraced within this estimate include aircraft carriers, cruisers, destroyers and frigates. In addition, there is the cruising of many ships engaged on special and training duties, of submarines, of the little ships of Coastal Forces and the Fleet Auxiliaries. The task which has confronted the Navy in the Far East alone may be illustrated by the fact that one cruiser was at sea for 35 days out of 38. During this period she steamed 12,000 miles. "Three million miles." The words slip easily from the tongue but it is equivalent to circumnavigating the globe 120 times.

## H.M.A.S. "MELBOURNE"

It is expected that H.M.A.S. "Melbourne," the second aircraft carrier for the Royal Australian Navy which is now being completed in the United Kingdom, will reach Australia in 1952.

## DANISH HOSPITAL SHIP FOR KOREA.

The 3,000-ton Hospital Ship "Jutlandia," which has been placed at the disposal of the United Nations by the Danish Government, called at Spithead late in January on her way from Copenhagen to Korea. Formerly a passenger and cargo liner of the East Asiatic Company, she has been converted to meet the latest requirements of a hospital ship. She is manned by a civilian crew and has a fully trained Medical Unit, including some of Denmark's foremost surgeons, aboard. The entire party is under the direction of Commodore K. Hammerich, Royal Danish Navy, Retired, a former President of the Danish Red Cross Society. There are berths for some 200 nursing cases.

## ROYAL CEYLON NAVY.

The Royal Ceylon Navy came into being on December 9th, 1950, the date on which the Navy Act was proclaimed in the Ceylon Government Gazette Extraordinary. Captain W. E. Banks, C.B.E., D.S.C., R.N., formerly Naval Adviser to the Ceylon Government, has been appointed to command the Royal Ceylon Navy with the title of Captain of the Navy.

## FIREFLY V. ON SHOW.

As part of a Royal Australian Navy's exhibit at the Royal Easter Show in Sydney in March, a Firefly V. aircraft was shown. This type of aircraft, which operates from the aircraft carrier H.M.A.S. "Sydney," is armed with 16 three-inch rockets and four 20mm. cannon. The aircraft was flown from Nowra to Kingsford Smith Airport just prior to the opening of the Show and then towed to the

Showground. The R.A.N. display was part of an Australian defence exhibit by the three Services — Navy, Army and Air Force.

## U.S.A. AND U.K. BUILDING ATOMIC SUBMARINES.

According to an International News Service report published in the "Daily Mirror," Sydney, on February 13rd, America definitely will have atomic-powered submarines within eight or nine months. The source of information is the chairman of the U.S.A. Senate Merchant Marine Subcommittee, Senator Warren Magnuson. At the same time the U.S.A. Air Force spokesman announced that his Service was starting to build atomic engines which will enable aircraft to stay aloft for months. As for Britain, it will be remembered that the First Lord of the Admiralty (Viscount Hall) recently disclosed that British scientists were already working on the development of atomic-propelled submarines, and that two experimental atomic submarine chasers would soon be ready.

## PEARL HARBOUR TALKS.

Important talks between Australian, New Zealand and U.S.A. Naval chiefs were held recently at Pearl Harbour. Vice-Admiral Sir John Collins, First Naval Member, represented Australia, and Naval Chief Commodore Ballance, New Zealand. The Commander-in-Chief of the U.S.A. Pacific Fleet, Admiral Radford, called the Conference. No statement was made about the reasons for the talks, but it is understood that they covered Pacific Naval affairs. Whilst at Pearl Harbour, Admiral Collins formally returned the visit Admiral Radford made to Australia last May.



The Governor of N.S.W., Lieut.-General Sir John Northcott, looking through the periscope of the submarine, H.M.S. "Tactician," which is here on loan to the R.A.N.

#### U.S.A. AIRCRAFT CARRIER "SHANGRI-LA" RECOMMISSIONED.

A message from San Francisco on March 9 said that the U.S.A. Navy had announced it would take the aircraft carrier "Shangri-La" (27,000 tons) out of reserve and recommission it. It will go to the Atlantic Coast reserve fleet ready to engage in combat service at a few hours' notice. The "Shangri-La" saw considerable active service in the last war, and she will now, it may safely be assumed, be fitted and equipped with all the latest devices and aircraft.

#### R.A.N. DESTROYER IN PACK ICE.

The R.A.N. destroyer "Bataan" and the R.N. cruiser "Belfast" steamed through miles of pack ice during recent operations off the west coast of Korea. Some blocks of ice were twenty or more feet

wide and several feet thick—miniature icebergs, in fact. The ships encountered the ice during a bombardment of enemy positions south-west of Chinnampo. All weathers, conditions and tasks come normally to the men in these fantastic battle areas and are accepted as the everyday pattern.

#### FLYING SAUCERS— BALLOONS OR MISSILES?

The U.S.A. Navy's claim that "flying saucers" were only Naval balloons used for studying cosmic rays was challenged recently by the U.S.A. Air Force. Far from that being the accepted idea, a U.S.A. Air Force spokesman said that "We are still studying reports of flying saucers." The spokesman was commenting on a recent statement made by a retired U.S.A. Air Force scientist, Dr. Anthony Mirarchi, who denied that flying saucers were balloons. It appears that Dr. Mirarchi had

advocated "full investigations into what may be experiments of a potential enemy of the United States." He was of the opinion, he said, that "the objects seen were either guided or man-driven missiles." If his theory was correct, he concluded, the missiles could lead to a worse Pearl Harbour than America had ever encountered.

#### H.M.A.S. "ANZAC" COMMISSIONED.

H.M.A.S. "Anzac," Australia's newest destroyer and sister-ship of H.M.A.S. "Tobruk," was commissioned on March 14, and made her final gunnery and engine trials in Port Phillip Bay the week after, before sailing for Sydney. "Anzac" is the second—"Tobruk" was the first—of the 3,100-ton battle-class destroyers to be built in Australia. The 250 men who form her complement were drafted from ships and depots all over Australia. Commander J. Plunkett-Cole, R.A.N., praised the work of the men of the dockyard when he took over his new command. He was a sub-lieutenant in the original "Anzac" and has served 31 years in the Navy.

#### U.S.A.'s NEW ANTI-SUB. SUBMARINE.

The U.S.A. Navy launched its first new submarine for use against enemy submarines, the "K-1," early in March. The "K-1" is the first new-type American submarine to be built since the end of World War II and is fitted with the latest developments in sonar and electronic equipment.

#### SPANISH NAVY USED

A Spanish cruiser and three destroyers sailed into Barcelona Harbour on March 14 to help quell the worst outbreak of riots in Franco's Spain since the end of the Civil War in 1936-39. Workers in Barcelona went on strike and staged demonstrations in the streets against the high cost of living in Spain. The Government announced shortly after the ships' arrival that three people had been killed and 100 arrests made during the demonstrations.

#### PRINCESS ELIZABETH VISITS HAL FAR.

THE 11th. January of this year was a very notable day at the Royal Naval Air Station at Hal Far. On that date, Her Royal Highness the Princess Elizabeth, accompanied by Admiral Sir John Edleston, Commander-in-Chief, graciously paid an informal visit to the station.

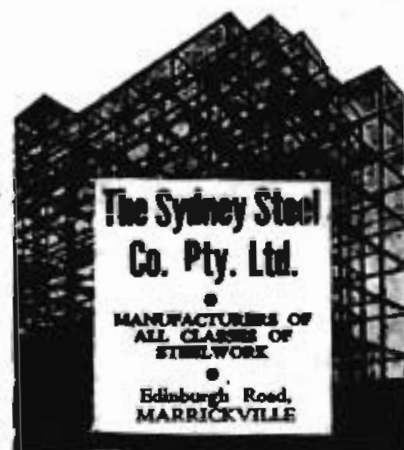
Arriving at Kalafrana, Her Royal Highness was met by Commander G. G. Cowburn, D.S.C., R.N., representing Captain J. I. Robertson, C.B.E., who was at sea witnessing the Winter cruise exercises.

Her Royal Highness visited some of the workshops and saw aircraft in various stages of repair, engines being serviced and spare aircraft in their storage "cocoons." After walking past the Officers and men who work in the Repair sections, she drove on to the Nursery School at Kalafrana, which is for the children of Naval families living in the area.

The Princess then drove to Hal Far, stopping at Lower Camp to inspect a number of Officers and ratings and civilian employees, before driving on to the Airfield. Aircraft roared overhead as she drove round the perimeter track to the 14th. Carrier Air Group dispersal point, and the while she visited the Control Tower, the Operations Room and was presented to Officers, pilots and ground crews.

Princess Elizabeth has also visited H.M.S. St. Angelo. Chevalier Hannibal Scicluna told her the history of this ancient bastion of the Knights of Malta and guided her around its principal places of interest, including the ruins of the Norman chapel built in 1090; culliette where condemned knights were confined; the chapel of St. Anne, in which the first four Grand Masters of the Order were originally buried; and the old slave quarters. Her Royal Highness inspected artisans, cooks, stewards, seamen, stokers, and W.R.N.S. ratings.

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## AUSTRALIAN JOCKEY CLUB WINTER MEETING RANDWICK RACECOURSE

SATURDAY JUNE 9th.

MONDAY, JUNE 11th.

Secretary, W. N. PARRY-OKEDEN.

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A cloudless sky . . . a sunlit sea . . . a long cool swim when you wish! And, of course, at the end of it . . . a delicious refreshing Peters Ice Cream. Peters, quite apart from its health-giving vitamins, is an excellent energy food.

'THE HEALTH FOOD OF A NATION'

### CRUISER'S MERCY WORK.

It is not all war in Korea. There is a heaven of charity, too, and kindness.

The little island of Chaya ku Ko lies off Inchon on the west coast of Korea. When the British cruiser "Ceylon" (Captain C. F. J. Lloyd Davies, D.S.C., R.N.) saw it recently during an operational patrol it appeared to be uninhabited, but a landing party found on the far side of the bare island a hut with twenty orphaned children being looked after by one woman. The temperature was below freezing point and there was no fire. The children were almost naked, too, and two were very sick.

A message was sent back to the cruiser and the chaplain, the Rev. H. S. Fry, M.A., R.N., of Oxford, broadcast an appeal to the ship's company for gifts of surplus clothing. Within an hour his bunk was piled with offerings of shirts, coats, and woollens. There were eager volunteers to man the next boat for the island, and it was noticed that men who went with it were bulging with parcels.

Actually, two "mercy" boats were landed with food and clothing, a medical officer, Surgeon-Lieutenant H. E. G. Dyer, of London, and the chaplain.

A working party landed with axes and saws and felled timber, out of which they cut enough fuel to last the orphanage the rest of the winter. Others lit and stoked a fire until the chaplain protested that with the Korean flue system, which goes out underneath the floor, the hut was in danger of going up in flames. Meanwhile, stores of food were unloaded and clothing unwrapped for the goggle-eyed children.

Sailors stripped the rags from the children and re-dressed them in the new thick clothing. Said the chaplain: "They were like children themselves dressing dolls. It was at once humorous and pathetic, and when they had finished, in spite of the care taken to ensure

that all Naval insignia was removed, one Korean urchin strutted about in the blouse of a three-badge Able-Seaman. To any who asked his name he stuttered 'S-S-Stripey'."

The sailors then produced their parcels and handed out not only chocolates and sweets, but clockwork toys which they had bought in Japan for their own families in Britain. They knelt on the floor to wind up jumping begging dogs and the shambling bears, and the place resounded with the delighted laughter of British sailors and Korean children.

There is no doubt about what composes the heart of the British bluejacket. His courage in battle is proverbial and has never been surpassed; his "kindness in another's trouble" is equally proverbial and unexcelled.

### DID YOU KNOW THAT?

At atomic explosion is similar to any other kind, except in size. Chances for survival increase rapidly beyond one-half mile from the explosion, and even close to an explosion are about 1 out of 10.

In an atomic explosion blast and heat are the most dangerous. Lying in a shielded spot will protect one from an atomic blast.

Flash burns are most of the most serious causes of injury. Even a little solid material gives protection from flash burns.

Dressing in white or light colored clothing will avoid many flash burns.

Radioactivity is the principal way atomic bombs differ from ordinary ones.

Even if you should get severe radiation sickness, you will have a better than even chance of recovery.

There is little one can do to protect a home from blast.

Basements give shelter against blast, heat, and radioactivity.

Air burst will leave little lingering radioactivity.

—U.S. Navy Department Safety Review.

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## FIFTY YEARS OF MARINE WIRELESS

TELLING OF THE GREAT BENEFICIAL EFFECT ON LIFE AT SEA, AND ON THE NAVIGATION AND MANAGEMENT OF SHIPS, OF WIRELESS TELEGRAPHY—PROBABLY THE MOST IMPORTANT INVENTION IN MARITIME HISTORY SINCE THE ADVENT OF THE STEAM ENGINE.

Wireless is today so universally regarded as a necessity of life at sea, that it comes rather as a surprise to realise that it is only fifty years since it was introduced to ships and the seafarer. The first British ocean-going vessel to carry it was the Beaver liner "Lake Champlain," plying between Liverpool and Canadian ports. This was on the 21st May, 1901.

The value of the innovation was at once realised. Within a month of its adoption by the owners of the Beaver Line, the new invention was installed by the Cunard Company on their big Trans-Atlantic liners "Lucania" and "Campania"; and by 1906, six years from the time Marconi had made his sensational discovery, the Allan Line, Atlantic Transport, Canadian Pacific, Anchor, Dominion and White Star Lines, were similarly equipped.

Wireless put an end to the ages-old isolation of ocean-going ships and the sea. From the time of the earliest voyager, on his raft or in his dug-out, down to the dawn of the present century, communication between ship and shore, or between ship and ship, had been possible only of earshot only by visual signals. Now ships were never out of touch, either with the shore, or one with another—a source of information by air which, on countless occasions, has enabled masters to keep their ships clear of danger, stave off disaster, and render aid to those in peril. What a measure of safety it has brought. The "Merchant Navy Journal" related recently the story, one of many such stories, of the "Republic" and the "Florida":

"The value of wireless in saving life at sea was demonstrated on a large scale with the disaster

to the White Star liner "Republic" in January, 1909, when she sank following a collision with the Italian emigrant steamer, the "Florida." The "Republic" was cut down to the water line, and the Radio Officer, Jack Binns, sent out a distress message and was answered by the wireless station at Siasconnet, on the American coast. That station thereupon sent out news of the disaster to such vessels as were within reach, including the White Star liner "Baltic," 64 miles away from the "Republic," giving the latter's position, and in a short time the whole world was aware of what had happened.

"The 'Florida' was not fitted with wireless—it was not then compulsory equipment—but as it was learned that her engines were undamaged, that she was manoeuvrable and would in all likelihood remain afloat, the 'Republic's' passengers were transferred without mishap to the 'Florida.' Then dense fog fell over the scene. The 'Baltic's' dash to the rescue, with direction-finding as yet undiscovered, became a desperate game of blind-man's bluff. Instead of steaming 64 miles, she covered over 200 in the next twelve hours, groping blindly for the sinking 'Republic'.

In the meantime the 'Republic' lost sight of the 'Florida' in the fog. One can imagine the thoughts of the latter's passengers at this time, with between four and five hundred from the 'Republic' added to their number, limited cuisine and other facilities, and with 30 feet of their ship's bow smashed back. All told, there were nearly 2,000 passengers and crew aboard the badly crowded and possibly sinking Italian liner.

There was no power from the Republic's generators and the ship had no lights, while her wireless was being worked from storage batteries. The game of hide and seek went on, and at last, thanks to the skill of the officers of the 'Baltic' and the 'Republic,' the ships made contact. The 'Republic's' crew were taken aboard the 'Baltic,' and when the fog lifted the 'Florida' was also contacted, and the 1,650 persons on board were also transferred to the 'Baltic.' In short, but not without a demonstration of unsurpassed seamanship and devotion, nearly 2,000 lives were snatched from the direst peril and from a situation where, but for the use of wireless, most if not all would possibly have perished."

Although many other factors have also contributed to increased safety at sea, it must be agreed that, in the main, the increase is due to wireless telegraphy, and the navigational aids and safety devices that have evolved from it. To quote the "Merchant Navy Journal" again:

"Today, with the aid of the direction-finder, echometer, and radar, the navigating officer can ascertain his ship's position with accuracy, even under the most adverse weather conditions, measure

instantaneously the depth of water under her keel; and, in the thickest fog or darkest night, he can see' by means of radar the exact location of all above-water objects for miles around him."

Wireless, too, enables comprehensive weather reports to be compiled and transmitted at any time and at ocean-wide distance. Icebergs, escaped mines and derelict wrecks can be plotted, gales and fogs reported, medical advice promptly obtained, lights, buoys and other matters affecting navigation quickly brought to notice.

However, if all these wireless appliances have brought increased safety and aids to the seafarer, they have also brought added responsibility. "Shipmasters and navigating officers of today must not only be as well versed in the principles of navigation and seamanship as were those of the sailing ship and pre-wireless era, but they must have expert knowledge in the use and functions of equipment of far greater complexity than their predecessors ever dreamed of. It has been emphasised over and over again that all these devices must be considered as no more than aids to navigation. No substitute can be found for the skill and experience of the ship's navigator, which in the long run enable him to make the decisions vital to the safety of the ship in his charge." Nor does the information obtained by the radio aids, nor the installation of wireless on his ship, absolve the shipmaster or the officers responsible for the navigation of a ship from the necessity of taking seamanship precautions and adhering to the regulations laid down by international agreement. The supreme necessity of bringing his ship safely into port is still the shipmaster's supreme requirement.

The human element, therefore, is still all-important, both to the shipmaster himself, or to any Marine Court of Enquiry before which he may find himself arraigned.



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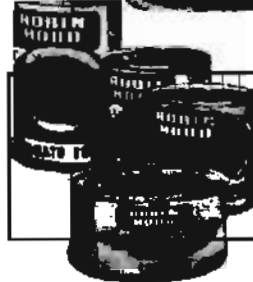
(LATE CUTTY SARK)

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# H.M. AUSTRALIAN FLEET PROGRAMME

(Reprint of A.F.T.M. No. 15—Serial No. 13—For Posting on Notice Boards.)

H.M.A. Fleet Programme—April/August, 1951—Serial No. 13.

## (A) SYDNEY (Wearing my Flag).

(i)	Arrive	Place	Depart
Thurs., 19th April	—	Sydney	Thursday, 19th April
Friday, 4th May	—	Jervis Bay Area	Thursday, 3rd May
Monday, 14th May	—	Sydney	Tuesday, 8th May
Friday, 18th May	—	King George Sound	Thursday, 17th May
Saturday, 9th June	—	Fremantle	Monday, 4th June
Friday, 15th June	—	Yampi Sound	Monday, 11th June
Then visit New Guinea and Solomons Area	—	Darwin	Monday, 18th June
Friday, 3rd August	—	Brisbane	Thursday, 9th August
Sat., 11th August	—	Jervis Bay	Sunday, 12th August
Mon., 13th August	—	Sydney	—

(u) SYDNEY will be available for leave and urgent defects from Tuesday, 14th August, 1951.

## (B) AUSTRALIA.

(i)	Arrive	Place	Depart
Wed., 18th April	—	Sydney	Monday, 16th April
Sunday, 22nd April	—	Hobart	Friday, 20th April
Monday, 30th April	—	Jervis Bay	Saturday, 28th April
Monday, 7th May	—	Melbourne	Monday, 7th May
Friday, 11th May	—	Westernport	Wednesday, 9th May
Monday, 14th May	—	Sydney	Sunday, 13th May
Friday, 18th May	—	Lord Howe Island	Thursday, 17th May
Friday, 25th May	—	Sydney	Monday, 21st May
Friday, 3th June	—	Hervey Bay and Barrier Reef Area	Monday, 4th June
	—	Sydney	—

(ii) AUSTRALIA will be available for leave and refit from Wednesday, 15th June, 1951.

## (D) TOBRUK.

(i)	Arrive	Place	Depart
Monday, 9th April	—	Sydney	Monday, 9th April
Saturday, 14th April	—	Jervis Bay Area	Friday, 13th April
Monday, 16th April	—	Newcastle	Monday, 16th April
Friday, 4th May	—	Jervis Bay Area	Thursday, 3rd May
	—	Sydney	—

(ii) TOBRUK will be available for leave and refit from Monday, 7th May, 1951.

## (E) BATAAN.

(i) BATAAN will return to Australia on being relieved by MURCHISON and is then available for refit from about Friday, 22nd June, 1951.

H.M.A. Fleet Programme—April/August, 1951—Serial No. 13—(continued)

## (F) ANZAC.

- (i) F.O.C.A.F. assumes operational control of ANZAC on Monday, 7th May, 1951.
- (ii) Programme then as for Sydney.
- (iii) ANZAC will be available for leave and urgent defects from Tuesday, 14th August, 1951.

## (C) SHOALHAVEN (Senior Officer 1st Frigate Flotilla)

(i)	Arrive	Place	Depart
Saturday, 21st April	—	Sydney	Tuesday, 17th April
Tuesday, 24th April	—	Mackay	Monday, 23rd April
Friday, 27th April	—	Bowen	Thursday, 26th April
Tuesday, 1st May	—	Townsville	Monday, 30th April
Tuesday, 8th May	—	Cairns	Saturday, 5th May
Saturday, 12th May	—	Thursday Island	Thursday, 10th May
Tuesday, 15th May	—	Port Moresby	Tuesday, 15th May
Friday, 8th June	—	New Guinea Area	Saturday, 2nd June
	—	Sydney	—

(iii) SHOALHAVEN will be available for leave and urgent defects from Wednesday, 13th June, 1951.

## (H) CULGOA.

(i) Under the operational control of the Flag Officer-in-Charge, New South Wales, as from Saturday, 7th April, 1951, for T.A.S. School Training in the Sydney Area.

(u)	Arrive	Place	Depart
Monday, 23rd April	—	Sydney Area	Monday, 23rd April
Thursday, 26th April	—	Newcastle	Thursday, 26th April
Saturday, 28th April	—	Sydney Area	Saturday, 28th April
Monday, 30th April	—	Kurnell	Saturday, 28th April
Wednesday, 9th May	—	Brisbane	Monday, 7th May
	—	Sydney Area	—

(ii) CULGOA will be available for leave and refit from Wednesday, 6th June, 1951.

## (I) CONDRAMINE.

Under the operational control of the Flag Officer-in-Charge, New South Wales, as from Saturday, 7th April, 1951, for T.A.S. School Training in the Sydney Area.

## (J) MURCHISON.

To sail for Korean/Japanese Waters on Wednesday, 9th May, 1951, to relieve BATAAN.

## (K) LABUAN.

Under the operational control of the Naval Board.

## (L) WARREGO.

- (i) Will be brought up to provisional scheme of peace complement as a surveying ship after 31st May and is to be operational by the completion of mid winter leave on 20th July.
- (ii) Details of intended surveying programme will be promulgated.

Office of the  
Flag Officer Commanding,  
H.M. Australian Fleet.

J. A. S. HODGKIN  
Rear-Admiral  
16th April, 1951.

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Captain Taylor and his fiancée photographed on their arrival at  
Rose Bay.

## CAPTAIN P. G. TAYLOR BLAZED A TRAIL

When Frigate Bird II, alighted  
at Rose Bay, Captain P. G. Taylor  
had completed nearly 20,000  
miles of survey flying in the  
South Pacific for the Common-  
wealth Government.

Easter Island looks like a gigantic  
inclined saucer resting on  
the sea. Its surface is dotted with  
15 extinct volcanoes, and huge  
stone figures, each weighing up  
to 100 tons. Fences on the sheep  
station, which runs about 3,500  
sheep are made of stones collected  
from the defunct volcanoes.  
Between the craters of the vol-  
canoes there are wide plains of  
flat land on which aerodromes of  
almost unlimited length could be  
built at low cost.

Generally the flight pin-pointed  
the following facts:

- A commercial air route be-  
tween Australia and South  
America is feasible.

- There is an obvious need for  
a regular South Pacific air ser-  
vice. Islands with large European,  
and wealthy native populations  
are at present isolated.

- Until Captain Taylor made  
this survey flight there was no  
adequate information concerning

atolls on which strips could be  
built, or about such lagoons as  
could be used as regular or emer-  
gency bases for flying boats.

- Beyond Papeete there is no  
adequate aviation meteorological  
co-operation between Australia,  
United Kingdom colonies and de-  
pendencies, New Zealand, France,  
the United States and South  
America.

- That at Aitutaki the New  
Zealand Civil Aviation Authority  
has maintained strips built by the  
United States during the war.  
Not only have these been main-  
tained, but a number of improve-  
ments have been made.

- Finally there is much which  
South American countries can  
give Australia, and much which  
Australia can give South Amer-  
ica.

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

## SEAS, SHIPS AND SAILORS

**VOYAGERS UNAFRAID!**  
BUILT AT HAWAII ON LINES  
OF THE NATIVE CRAFT OF A  
THOUSAND YEARS AGO, THIS  
DOUBLE-HULLED VESSEL WAS  
SAILED BY CAPTAIN DE BISSCHOP  
AND J. TATISBOULT ACROSS 3  
OCEANS - PACIFIC, INDIAN, AND  
ATLANTIC - FROM HONOLULU  
TO THE MEDITERRANEAN  
PORT OF GENOA, 5 FRANCES,  
VIA THE CAPE OF GOOD  
HOPE... 1937-38 //

**THEY DISAPPEARED** NO 2 HOBENHAVEN  
ON Dec. 14, 1928, the 5-masted  
DANISH BARQUE "HOBENHAVEN" SAILED  
FROM BUENOS AIRES FOR AUSTRALIA IN  
BALLAST TO LOAD WHEAT. SHE HAD A FULL  
CREW, BESIDES TO CADETS TRAINING FOR  
THE DANISH MERCANTILE MARINE.  
SHE WAS "SPOKEN" BY A STEAMER  
ON THE 22ND, 500 MILES WEST OF TONGA  
DACLUNA - BUT EXCEPT FOR AN UNCON-  
FIRMED REPORT THAT SHE PASSED THAT  
ISLAND ON JAN. 21 - NO HUMAN EYE HAS  
SEEN THIS FINE VESSEL SINCE //

**SEAGUING GOAT!**  
IN 1772 A GOAT  
ARRIVED IN LAGLAND  
AFTER HAVING TRAVELED  
CIRCUMNAVIGATED THE GLOBE -  
FIRST, IN THE DISCOVERY SHIP  
'DOLPHIN'; NEXT, IN CAPTAIN  
COOK'S 'ENDEAVOR'.  
THE LORDS OF THE  
ADMIRALTY HAD JUST SIGNED  
AN AUTHORITY WARRANT  
ADMITTING THE GOAT TO THE  
GREENWICH NAVAL HOSPITAL  
AS A PENSIONER WHEN  
IT DIED OF OLD AGE //

**TRAGEDY ISLAND!!**  
THE LONG ISLAND, IN THE  
BASS STRAIT, HAS, SINCE  
1835, BEEN THE SCENE OF 36  
SHIPWRECKS - DISASTROUS  
MANY OTHERS. ON MANY PARTS OF  
THIS BARREN COAST WRECKS ARE  
PILED ONE OVER ANOTHER.  
ONE OF THE SADIEST WAS  
THE EMIGRANT SHIP 'CATERACT',  
LONDON & MELBOURNE VESSEL.  
STRUCK KING ISLAND AT NIGHT IN A  
GALE, AUG. 4, 1864. BY DAYBREAK,  
414 OF 579 423 ONBOARD HAD PERISHED //

**THE SUBMARINE**  
KING JAMES I. OF ENGLAND WAS  
THE FIRST ROYAL SUBMARINE  
IN 1620 HE TOOK A TRIP UNDER THE  
THAMES IN A LEATHER-COVERED  
CONTRAPTION INVENTED BY A DUTCH  
PHYSICIAN, ADRIANUS DREBEL.  
IT WAS PROPELLED BY 12 ROVERS,  
AND COULD REMAIN SUBMERGED AT  
15 FT FOR LONG PERIODS //

# EX-NAVAL MEN'S Association of Australia

Petrol-is-Cheer



His Majesty The King

## Federal Council

THE Immediate Past President of the Western Australian State Council (Mr. Norman B. Bicker), has been requested by the Federal Council to represent the Association at the 1951 Zeebrugge Commemoration Service, being held at Dover during this month. Mr. Bicker will place a floral tribute on the Memorial as a token of esteem from the members of the Ex-Naval Men's Association and other Zeebrugge survivors of the Raid who are now residing in Australia.

At a combined meeting held last month, members of the Federal and New South Wales Executives and representatives of the N.A.P. Association of N.S.W., met to discuss tentative proposals relative to affiliation. The Federal Council has now submitted its decision and will extend a welcome to the N.A.P. Association of N.S.W. to become a separate Sub-Section of the Ex-Naval Men's Association. The State Council will promulgate the terms, Capitation fees, etc., to the body seeking affiliation and will report back to the Federal Executive the results of the negotiations.

In view of the recent press criticism on Immigration policy, the Federal Council has deemed it necessary to voice its opinion thereon, and last month instructed the Federal Secretary to advise the Minister concerned that the Council has full confidence in the Commonwealth Government's Immigration plans.

The Committee of the Queensland Section has advised Federal Council that the May General

Meeting, to be held at Brisbane, will be changed from the first Monday to the second Monday in the month. A good night's entertainment will be provided for Association members attending this meeting, which will be held in the Alice Street Naval Depot, on 14th May. The Committee is inviting the families and friends of members to the regular family gathering for the quarter: this will be held at the same place (Naval Depot) at 8 p.m. on Monday, 4th June.

Mr. Cyril L. Tucker, a Past President of South Australia, has been recommended by the State Council for the award of the Diploma of Merit, for services rendered to the Association and to ex-Naval personnel in general. The Fourth Annual State Conference of South Australia will be held in the Naval Memorial House, 23 Peel Street, Adelaide, on Wednesday, 25th July.

Western Australian State Council has advised its Sub-Sections to submit their items for the Agenda for State Conference, to be held during September; a definite date has not yet been chosen to bring the State Delegates together.

Preparation of agenda items for Federal Conference will be dealt with by the N.S.W. Annual State Conference which will meet in Sydney towards the close of August.

In response to enquiries from members and prospective members of the Association it is anticipated that early action will be taken to form additional Sub-Sections; at the moment a Sub-Section is being organised for the Glenelg district of South Australia

and one is contemplated for the Lithgow district of New South Wales.

With the support of the Sub-Sections of South Australia, the State Council is launching out in a drive for funds to help provide comforts for the troops serving in Korea.

G.W.S.

## "STUART" VETERANS RE-UNION.

Former personnel of the old destroyer leader, H.M.A.S. "Stuart," celebrated the tenth anniversary of the Battle of Matapan on Wednesday, 28th March, when they held a dinner and re-union at the Hotel London, Melbourne.

The "Stuart" Veterans are probably the only Ex-Service-men's organisation to have a woman as their president. Members unanimously elected Mrs. H. M. L. Waller to that office for the second successive year. Mrs. Waller is the widow of "Stuart's" former captain, Capt. H. M. L. Waller, who was lost with H.M.A.S. "Perth" on 28th February, 1942.

Other office-bearers of the "Stuart" Veterans are — Vice-Presidents: Messrs. H. C. Evers and L. E. Clifford; Secretary: Mr. W. J. Bradley.

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

# AUSTRALIAN SEA CADET CORPS

(VICTORIAN DIVISION).

THE Summer Camp of the Sea Cadet Corps (Victorian Division) was held for one week, from the 23rd. to 30th. January, at Geelong Grammar School on Corio Bay, Geelong.

The site was ideal for the cadets, as they had all "modern cons." — dormitories, dining hall, bathrooms, recreation rooms, and on the outdoor side they had swimming-pool, playing fields, tennis courts and one or two skiffs ready and waiting at the landing.

All Victorian Companies were represented, the numbers being as follows: Port Melbourne, 24; Geelong, 8; Footscray Technical School, 18; Black Rock, 8; Portland, 4; and Geelong Grammar School 1, making a total of 63 Cadets, who were in the charge of the following Officers and Instructors: Lieutenants A. R. Peely, R.A.N.R.; J. Grainger, R.A.N.V.R.; (SP) A. J. Tarte, R.A.N.V.R.; R. Collins, R.A.N. (Ret.); C.P.O. G. O'Brien, ex-R.A.N.; Messrs. J. Brazier, M. McGilvray, D. J. Corp, K. Harrison.

The cadets proceeded to the School by train on the morning of the 23rd. January, 1951, and after a short period for settling down, technical training and sporting fixtures were soon under way.

Training consisted of field training, seamanship instruction, sailing, knots and splices, and one or two visits to the Reserve Fleet of Frigates and Corvettes secured in Corio Bay.

On Thursday, 25th. January, 1951, the following Officers visited the camp in the evening: Lt. Commander Batterham, R.A.N.R.; Lt. Commander L. Burns, R.N.; Lt. A. H. Burrows, R.A.N.R., and Lt. (S.) F. C. Evans.

Lt. Commander Batterham delivered a very instructive and interesting lecture on Underwater Operations by Frogmen during the recent war and then showed a film

on "Sleeping Beauty," an underwater vessel—one-man operated—for attaching mines to ships and investigating underwater hazards in harbours.

During the period of the camp many inter-Company competitions were carried out in both technical subjects appertaining to normal training and sport.

Saturday, 27th. January, 1951.

In the evening a concert was held by the cadets, and many items of varying types were offered.

This was a particularly entertaining night and was thoroughly enjoyed by Officers, Instructors and the Cadets themselves.

Sunday, 28th. January, 1951.

After normal Divisions the Cadets proceeded to the School Chapel for the Church Service conducted by a visiting Chaplain.

In the afternoon the following Officers visited the camp: Commander R. A. Nettlefold, D.S.C., V.R.D., R.A.N.R.; Commander (S.) J. D. Bates, V.R.D., R.A.N.R.; Lieutenant A. H. Burrows, R.A.N.R.; Lieutenant (S.) P. G. Evans, R.A.N.V.R., and Mr. J. A. Wallace.

These Officers inspected the Parade and the following two awards were presented by Commander Bates:—

(1) A silver cup to Port Melbourne Company for the highest aggregate marks obtained in all inter-company competitions.

(2) A volume on Knots and Splices to Port Melbourne Company. This was won for them by Cadet Powell, who obtained the highest marks in the Seamanship Examination.

The silver cup was donated by the Navy League of Australia, Victorian Division, and the book by the Little Ships Club.

Tuesday, 30th. January, 1951.

This was the final day of the camp and after a general clean-up the Cadets embarked on the cor-

vette H.M.A.S. "Gladstone" for passage to Melbourne.

This camp was of inestimable value in Sea Cadet Training as it gave the Cadets seven days' unbroken time and instruction which is far more successful under those conditions. It also taught them team spirit, which is not possible to any great degree in the limited time available throughout the year in drill nights or afternoons. It also provided the opportunity for them to meet other Cadets from other units and enable them to compare notes.

The thanks of the Australian Sea Cadet Corps are offered to the Principal and the Council of Geelong Grammar School in making available unconditionally their fine quarters and grounds, and to Mr. John Brazier, C.O. of Geelong Grammar School Company, who made every effort to see that the Officers, Instructors and Cadets were comfortable and had all they wanted in his School.

## H.M.A.S. "AUSTRALIA" TO VISIT LORD HOWE ISLAND

Naval Public Relations section has announced that the cruiser H.M.A.S. "Australia" would visit Melbourne for the Coral Sea celebrations. She would arrive on Monday, April 30, and remain until Monday, May 7.

On Sunday, May 13, with the Governor of New South Wales (Lieutenant-General Sir John Northcott) embarked, she would leave Sydney on a three-day visit to Lord Howe Island. She would depart from Lord Howe Island on Thursday, May 17, and on Friday, May 18, would arrive at Sydney.

Following her visit to Lord Howe Island, she would be in the Hervey Bay and Great Barrier Reef area from May 29 until June 4.

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## REST PERIOD FOR "WARRAMUNGA"

A message from Hong Kong on March 17 gave the welcome news that the Australian destroyer "Warramunga" had arrived there that day from Korean waters for a well-earned rest period. One of the highlights of the Korean campaign has been the way this ship has hit the headlines in the day-to-day communications from the battle areas.

## NATIONAL SERVICE TRAINING.

Press reports indicate that National Service Training is expected to begin in Australia in July for the Navy and Air Force and in August for the Army. Actual dates will be decided soon.

## SEA-GOING JEEP'S PROGRESS.

An Australian Engineer, Mr. Ben Carlin, and his wife, recently arrived at Gibraltar after having crossed the Atlantic in a Jeep. They plan to return to the United States via the Middle East and the Pacific. Jeeps-creepers, what next?

## BRITAIN TO HAVE ATOMIC ELECTRICITY.

Atomic research and development is no longer confined to the production of weapons of war.

Britain has taken the lead in planning to construct, this year, the world's first power house producing electricity from atomic energy.

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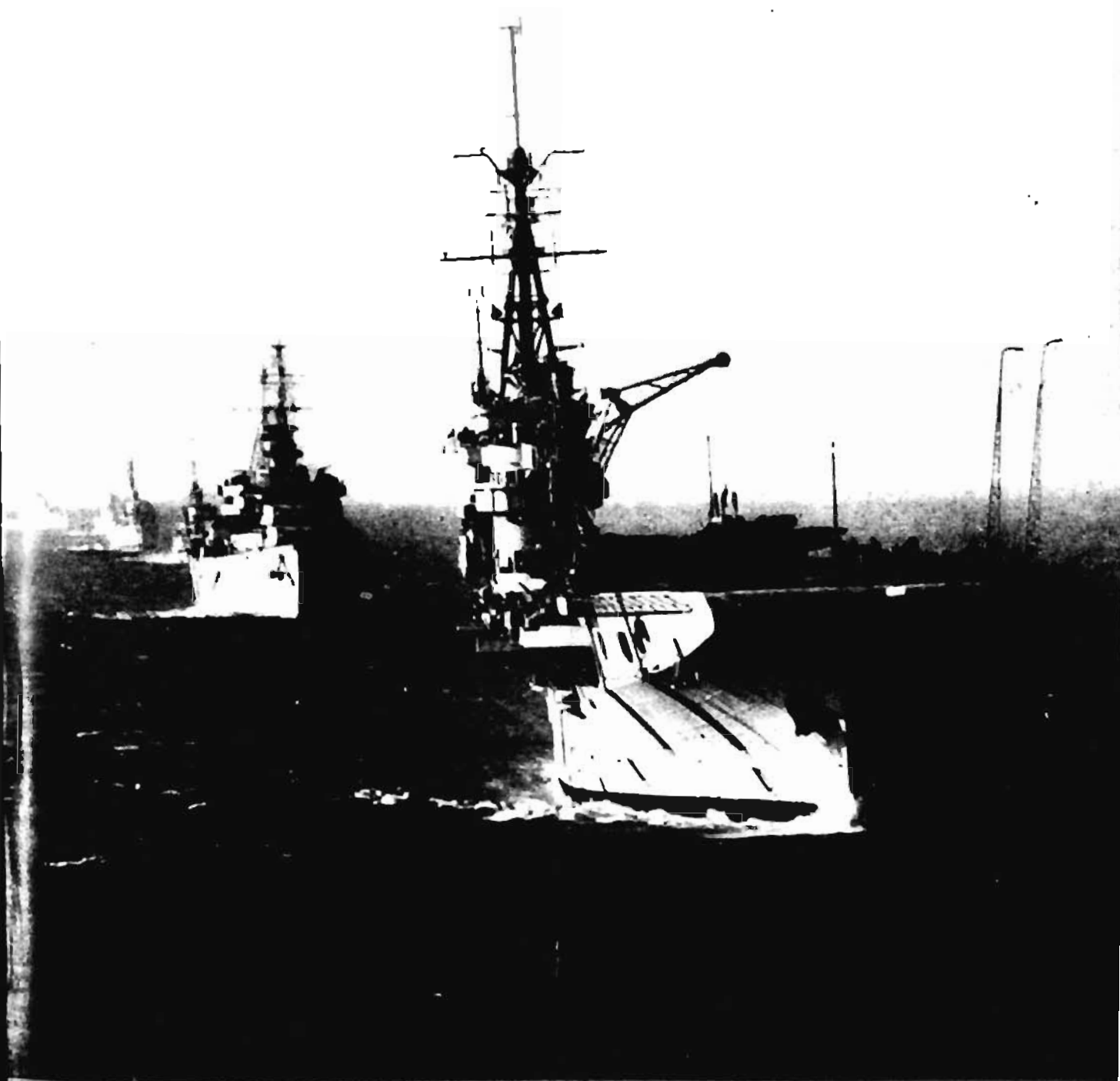
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Vol. 15. MAY, 1951. No. 4.

### THE MERCHANT NAVY: ITS STRENGTH AND WEAKNESS

In reviewing the magnificent economic recovery made by Britain since the war, and the substantial contribution such recovery has made to the national and individual security of the British people, it is at once realised that the Merchant Navy deserves its share of credit, having played no small part in the long struggle towards attainment of that objective.

Such facts are very gratifying, not only to the shipping industry but to the British Commonwealth as a whole. That they were able to achieve so much must be gratifying, also, to the members of the Merchant Navy individually; because the tradition they maintained during two world wars justified the faith and work of the great seafaring masters—Drake and the grand old men of Hakluyt—who established it.

Yet the British Mercantile Marine and the shipping industry in general are still not without certain decided defects and weaknesses.

Probably the most pressing problem before the shipping industry is the shortage of officers in both departments, navigational and engineering.

At sea about the beginning of 1950 in the Merchant Navy there were approximately 7,200 certificated engineer officers and a little over 9,000 certificated navigating officers, excluding masters. When considered in relation to the number of ships in the British register, these figures clearly indicate the serious position into which the industry has been allowed to drift. It almost seems as if a form of anaemia has set in on the Service; certainly if the position is not corrected the efficiency and successful operation of British shipping will be very adversely affected. Tanker companies, in particular, are finding difficulty in maintaining a proper manning of their vessels.

Nor can this be wondered at. The potential hazards of tanker service are undoubtedly greater than in any other section of the industry. This factor alone points to an urgent need for special Agreements for the world's tanker fleets, the unnatural conditions pertaining to this trade having apparently combined to overlook human considerations. A new deal for tanker personnel, a universal effort by tanker companies to improve the conditions of their masters, officers and seamen, is long overdue and must be remedied without delay.

Long overdue, too, is the abolition of the practice adopted by some shipowners of registering their ships in Panama. In any case, the conditions of service in ships sailing under the Panamanian flag should be as good as those in British vessels.



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An industry so wide in its ramifications as the shipping industry should have instantaneous flexibility and international uniformity.

Offsetting these obvious defects and weaknesses there have come, of course, many welding processes to strengthen and improve the Service and the life of the seafarer. No one has presented these more succinctly than Lord Winster, P.C., K.C.M.G. Speaking from the chair at the last Annual General Meeting of the Navigators' and Engineer Officers' Union, his Lordship, in drawing attention to the three great transformations he had witnessed since he had gone to sea as a boy, said:

"The first [of these transformations] was the present excellence of relations between the Royal Navy and the Merchant Navy compared with those existing in that earlier period. Secondly, there was the transformation in the relations between the deck and engine-room departments, and the dying away of old jealousies and animosities. Lastly, there was the transformation in pay and conditions of service of Merchant Navy officers and, above all, the change which had come about in their status." Amenities and the pay of seamen, too, have immeasurably improved, while safety precautions are in course of being greatly tightened.

Nevertheless, despite wise and enlightened improvements, both in ship construction and seafaring conditions, weaknesses and defects in the Service, as has already been indicated, still persist.

In the interests of the shipping industry generally and in the interests of seafarers individually, the future policy for the Merchant Navy, as outlined recently by the Navigators' and Engineer Officers' Union, should broadly be along the following lines:

Consideration should be given to: (1), salary increases; (2), wider provision to enable officers' wives to be on board with their husbands; (3), proper selection of entry into the Service and greater facilities for training, including the drawing up of a new code governing apprentices' and cadets' conditions of employment, together with revision of the standard forms of indentures which it is considered are wholly out of step with modern practice, procedures, and thought; (4) adjustments in respect of weekly hours of work and—particularly in regard to coastwise vessels—nights on board and week-ends at sea; (5), that every ship be provided with a Writer, thus relieving the shipmaster of the paper and book work—the portage bills and manifests—with which he is at present compelled to cope. (As the Merchant Navy Journal said recently, "These portage bills would have scared Drake and Hawkins off the oceans for good"); and (6), making the Service generally more attractive, so that those who follow

the sea will be contented and efficient to the end that they will make their maximum contribution to maintaining Britain as the pre-eminent maritime nation.

In these circumstances it is pleasant and illuminating to recall a statement made recently by a high official of the British Chamber of Shipping. He said: "It is perhaps only when a ship-owner has learned that the efficiency of his fleet springs more from the men and their lives than from ships and their gear that his prolonged continuance in this internationally competitive trade can be looked for with some confidence."

The successful operation of shipping needs teamwork just as much as other industries and although it is not suggested that joint consultations, such as prevail in factories, are desirable, even if they were possible, it is clearly imperative that shipowners seek to improve the relationships which exist between them and those who navigate and man their ships. The two worlds have proved what could be done when morale was high. Let us maintain that same morale in peace. Only in this way can that extra effort in production and service be secured which the British Commonwealth now requires from every citizen, on land or sea.

### FESTIVAL OF BRITAIN EXHIBITION.

At the Festival of Britain Exhibition, recently opened by H.M. the King, the marine exhibits have, as was expected, met great public interest and have been viewed by many thousands of visitors. One pavilion, "Seas and Ships," displays many aspects of British marine supremacy from shipyards to fisheries. The exhibits cover wide fields of industry and service, and range from marine engines and a ship-testing tank to sails and ropes and small tackle. Indeed, the whole sea story has been collected and collated. Ship operating and handling are in another section, which is concerned with British transport in all its spheres, air, road, rail and sea. The fullest use is being made of working exhibits, including models of docks, slips, and airports. Prominent displays are given to British advances in tele-communications, particularly in radio, radar, etc. The exhibition offers not only unlimited enlightenment to the general public, but also unlimited opportunities for study to every man of the seas, novice to salted veteran.



## NAVAL RESEARCH AND DEVELOPMENT

IN VIEW OF THE CONTINUED TENSION IN THE SPHERE OF WORLD POLITICS, BRITISH SEAFARERS OF BOTH THE FIGHTING AND MERCANTILE NAVIES ARE VITALLY CONCERNED WITH WHAT IS TAKING PLACE SCIENTIFICALLY IN THE DEVELOPMENT OF HIGHER EFFICIENCY. THE FOLLOWING BRIEF SURVEY, BASED ON REPORTS PUBLISHED IN THE ADMIRALTY NEWS SUMMARY, WILL GIVE ALL OF US CONNECTED WITH THE NAVIES MUCH TO APPRECIATE AND THINK ABOUT.

SCIENCE, as a matter of fact, is taking a big part in the development of navies to-day, both in our own Services and the fleets of other nations. It is part of the general build-up of an increased operational efficiency in the event of a state of emergency.

In Britain, the scientific effort continues, for the greater part, to be directed to counter-measures against the various forms of high speed attack which may be expected in the future. In this regard, all possible steps are being taken to improve the capabilities of existing weapons and, in many cases, to develop new ones. To meet the mounting air threat, radar equipment is being developed, among other things, to give increased range and speed of warning, as well as predictors of higher performance and improved A.A. guns of higher rate of fire using proximity fused ammunition. In addition, new fighter and anti-submarine aircraft of high performance are being developed for the Navy.

To counter underwater attack, weapons with greater range and striking power than have been available in the past are being developed, together with improved detection and location equipment to enable these weapons to be used effectively.

The Admiralty's efforts to produce propulsive and auxiliary machinery of greater efficiency and smaller weight and volume are being continued and have met with a large measure of success. Considerable effort is being devoted to propulsive equipment for the fast submarine. A programme

of investigation into the development of nuclear propulsion is in hand.

The questions of safety and habitability in an overall sense are also being given continued attention. It is understood, however, that submarine escape and rescue, survival conditions at sea in low temperatures, and protection from harmful radiation released by atomic weapons are among the more important problems of this kind receiving priority.

Naturally, the tendency for research and development expenditure to increase, as was foreseen last year, is now being reflected in an enlarged estimate, the overall amount of which is approximately 30 per cent. above that included in the estimates for 1950-51. This increase, it can readily be understood, is due not only to the fact that many projects are coming to fruition in the form of expensive prototypes, but also to the accelerated rearmament programme, and to rising industrial costs.

A gratifying feature is seen in the high sense of co-operation that prevails. In all research and development activities close touch with the Commonwealth countries and with our Allies is being maintained. Every effort is being made to ensure that our combined resources are used with maximum efficiency and economy.

Nor in the general field of development towards greater efficiency is the medical aspect being neglected. It is generally recognised, indeed emphasised, that the fighting efficiency of the Fleet can reach its peak only if equipment is designed with the

physiological and psychological limits clearly in mind.

The prospects of shipwrecked men have been much improved by recent researches into survival equipment and rations. At the Royal Navy Physiological Laboratory new knowledge is being gained in the domain of submarine and diving medicine and very valuable work has been done on the effects of underwater explosions.

Investigations into other aspects, climatological and in the matter of equipment, are also bearing valuable fruit. At the Tropical Research Unit Station at Singapore, studies are being made of the tropical climate and its effects on living conditions and working efficiency. Under the guidance of the Medical Research Council work on equipment design and the psychology of equipment operation is being pursued in the Universities of Oxford and Cambridge.

In all these projects Naval Medical Officers are playing an active part. The experience which these officers are gaining of research methods will ultimately be of considerable value to the Service. The Medical Department also keeps in close touch with research which will help to protect the Fleet against atomic, chemical, and biological warfare.

Other developments are taking place. Helicopters will be brought into service in the Fleet for search and rescue duties. It is intended to commence construction of a new hospital ship of about 10,000 tons. Stocks of degaussing and other equipment for the protection of the Merchant Fleet in war are also being built up.

The Navy



At Garden Island ratings loaded stores in the frigate H.M.A.S. Murchison, prior to sailing for Korean waters. The frigate will relieve H.M.A.S. Bataan, which has been in service there since last July.

## H.M.A.S. BATAAN TO RETURN HOME FROM KOREA

The Minister for the Navy (the Hon. Jos. Francis) announced on 21st March that the Australian destroyer "Bataan" would return to Sydney at the end of June from Korean waters, in which she has been serving with United Nations forces for the last nine months. She would be relieved by the Australian frigate "Murchison."

Mr. Francis recalled that "Bataan", commanded by Commander W. D. M. Marks, R.A.N., and the Australian frigate "Shoalhaven", commanded by Commander I. H. McDonald, R.A.N., were on occupational duty in Japan when North Korean Com-

munist raided the territory of the Korean Republic in South Korea on June 26, 1950. The Australian Prime Minister (the Rt. Hon. R. G. Menzies) immediately placed the two ships at the disposal of the United Nations in support of the Republic.

During their service in the Korean area the Australian ships and their officers and men had done excellent work and had been complimented several times by senior Allied naval officers.

Shortly before Admiral Sir Patrick Brind vacated the post of Commander-in-Chief of the Far Eastern Station in October, 1950,

he made a signal to the Naval Board saying that he had visited the Australian ships and had found their companies in fine fettle and, as expected, always ready for anything.

Mr. Francis said that he knew that the people of Australia were proud of the reputation their ships had won.

He also knew that the officers and men of "Bataan" would, on their arrival home, receive a similarly warm welcome to that accorded the officers and men of "Shoalhaven" who were greeted by large crowds when they marched through Sydney.

May, 1951.

# STABILISING SHIPS AT SEA

CAN A VERY MATERIAL REDUCTION IN THE ROLLING MOVEMENT OF A SHIP IN CONFUSED SEAS BE MADE? A FIRM OF BRITISH MANUFACTURERS AND DESIGNERS SAY IT CAN, AND, WHAT IS MORE, THAT A DEVICE INVENTED FOR THAT PURPOSE IS NOW IN COURSE OF ADOPTION.

The stabilising—the prevention or reduction of rolling—of ships at sea has, one can well imagine, exercised the mind of the boat designer and the mariner ever since the art of seafaring first began. In an attempt to overcome this perfectly natural but wholly undesirable behaviour of seacraft, various devices have been invented and tried. The experience of the centuries has shown that, until lately, there has been little ground for believing that adequate means of stabilisation ever would be found.

The fixed bilge keel with which practically every ship afloat is equipped today provides a case in point. The degree of success obtained by the fixed bilge keel has never been more than moderate.

The same may be observed with regard to the gyro stabiliser and the anti-rolling tank. Not only do these installations, unquestionably, add great weight to the ship, occupy large space, and incur high costs, but their efficacy is said to be little more than negligible.

However, successful stabilisation has, in at least a large degree, at last been accomplished by the Electro-Hydraulic Denny-Brown stabiliser.

It can now be disclosed that during the late war the British Admiralty equipped a large number of H.M.'s vessels with Denny-Brown stabilisers, in order to reduce rolling movement to a minimal proportion and to assist gunnery. The gain to the accuracy of the gun crews and the general comfort of the ship's complement is said to be considerable. The invention reduces the discomfort of sea travel immeasurably and will no doubt prove a great aid to the shipping companies in

their competition with air transport services. Writing of the device, the "Merchant Navy Journal" says:

"The Denny-Brown stabiliser is comparatively cheap, and it is relatively small and light, perhaps one-quarter of the weight of a stabiliser using gyros... It is also simple, the operation being easily understood. The power absorbed by the stabilising apparatus is small, and hence it is unnecessary to equip the ship with large additional electric generating power.

"The stabilising system consists primarily of fins (hydrofoils) which project from the side of the ship. The best position is about the turn of the bilge and not too far forward or aft, so that the maximum distance conveniently possible may be obtained between fins, thereby producing the maximum righting moment with a given area of fin. Even when stationary, the fins act as efficient damping devices; they are, in fact, additional bilge keels. When stationary, they lie fore and aft as nearly as possible in the normal streamline flow past the ship's hull. If fitted near midships—the best and often the most convenient position—they may be arranged to lie horizontally. The fins when not in use are housed in boxes within the ship's hull, the housing and extending of the fins being controlled by the operation of an electric switch on the bridge."

It may be argued that a stabilised ship will be subjected to greater stresses than one that is not stabilised. The argument is said to be invalid, for actually the reverse is the case for two reasons. "In the first place racking stresses, which arise from angular accelera-

tion of the vessel in rolling, are often unpleasantly evident—especially in passenger vessels with tiers of erections—by reason of creaking noises, which are unavoidable even with the best of joiner work. These, obviously, will not be in evidence in a stabilised ship. In the second place, it is well known that in certain sea conditions the ship may roll against the sea, and it is in these conditions that the waves are noted as striking the ship. In this respect also, the stabilised ship will be at an advantage. Reports are on record of stabilised ships being comparatively dry and able to maintain speed when other unstabilised vessels proceeding with them have had to reduce speed considerably. It is also on record that the use of the stabiliser reduces yawing and helps to retain control, especially in following-sea conditions."

Let it be explained here that the stabiliser does not eliminate the rolling of the ship utterly. It does, however, reduce the rolling to the major extent that the small movement remaining is not objectionable.

"When the ship is under way and it is desired to stabilise, the fins are rotated through a moderate angle synchronously and in opposite senses. If the starboard fin is angled so that the leading edge is upwards, while the ship is moving ahead, the action of the water on the fin produces two forces, one tending to impede the motion of the ship, and the other exerting an upward force on the fin. A force tending to raise the starboard side of the vessel is therefore obtained. If the port fin is simultaneously angled so that the leading edge is downwards, then the same causes pro-

duce a downward force on that fin, tending to depress the port side. A righting moment is thus obtained varying with the total area of the fins, the angle through which they are rotated, and the speed of the vessel. To obtain the desired effect, i.e., the damping down of the ship's roll, it becomes only necessary to oscillate these fins in such a way that their effort is continually exerted to produce the correct righting moment on the ship at the correct time." The stabiliser is, of course, controlled from the bridge.

The performances of the stabiliser at sea must, clearly, be the final evidence on which it should be judged. The stabiliser, as has already been indicated, is now being freely adopted by the British Admiralty, and the manufacturers of the device expressly acknowledge the encouragement and help they have received from naval quarters. Very satisfactory reports, we believe, have been received from many ships, and it is fair to state that, where the stabiliser has had an opportunity on all counts—installation, sea conditions and personnel—to prove what it is claimed to be, it has amply substantiated that claim. The Denny-Brown stabiliser will certainly be adopted by many shipowners.



Here is a dock within a dock. To allow the naval tug *Sprightly* and a floating dock to be repaired simultaneously, the tug was placed inside the floating dock and the floating dock inside the Captain Cook graving dock.

## HEAVING LINES

Apart from certain dockgate men, the art of throwing a heaving line is not over-well learned by seamen. Yet possibly nothing can be more frustrating than to see the line bounce off the edge of the quay and slip into the water when many masters feel that the most important thing in the world is to get their bowrope on to a shore bollard.

Where boats are available for running mooring lines, the problem of getting the first line ashore is not so difficult. But there are ships which are called upon to berth alongside each other in open roadsteads and where it is essential that the ship must be laid close enough to throw a heaving line across. In

such circumstances accidents do happen and damage is incurred.

A member (of The Mercantile Marine Service Association) suggests that an air rifle could be designed for line throwing, say with a hundred yards range. For ships that have to berth upon one another the suggestion is worth taking up and perhaps the makers of the Costin gun or rifle used during the war will consider the idea. There are, of course, other line throwing apparatuses available, but these depend on an explosive charge which prohibits their use in some ships.

—Mr. Alfred Wilson in "The Merchant Navy Journal."

Keep a Good  
Lookout

FOR THE NEXT ISSUE OF

The Navy



Sailors from the submarine base at Balmoral waved farewell to the British submarine H.M.S. Tactician when she sailed to join the British Far Eastern Fleet, based on Hong Kong, for exercises.

## ANNIVERSARY OF THE CORAL SEA BATTLE

On 4th May, 1942, opened a five-day battle that was destined to be probably the most decisive naval and air engagement of the whole Pacific War—the Battle of the Coral Sea, in which American and Australian forces joined in battle to throw the Japanese Fleet back from its, until then, victorious southward drive.

To mark this great Allied victory, the Australian-American Association held, early in May, its Annual Coral Sea Week.

The commemorative ceremonies included a march by the Services in Melbourne, various luncheons and balls and other public gatherings in Sydney, and talks

in schools, by visiting speakers, on the importance of the Coral Sea Battle in our national history.

Guest of honour on this commemorative occasion, by invitation of the Australian-American Association and the Commonwealth Government, was Admiral Thomas C. Kinkaid, who, as commander of the United States Task Force in the battle, later received the American Distinguished Service Medal for his "aggressive leadership and determined action."

Admiral Kinkaid, as commander of the United States Seventh Fleet, heavily defeated, in 1944, the Japanese in the Battle of the

Philippines, when his forces covered the landing of General MacArthur's army on Leyte.

This distinguished battle winner proved not only a worthy envoy of America, but also a delightful and reassuring visitor. Speaking at a Civic Reception in his honour by the Lord Mayor of Sydney (Ald. O'Dea) Admiral Kinkaid said that, in his opinion, "war was far removed." He added:

"We have got to understand what is going on, plan our peace and think clearly and get rid of this fear idea . . . There is no doubt what will happen in the future if trouble does come."

## TRAINING SHIP "CONWAY"

AN APPRECIATION OF A GRAND OLD SHIP IN WHOSE QUARTERS AND UNDER WHOSE NAUTICAL CURRICULA SOME OF THE FINEST SEAFARERS OF BRITAIN HAVE BEEN TEMPERED AND TRAINED. IN THE GREAT TASK OF NATIONAL RECOVERY, NO SERVICE HAS DONE MORE TO FURTHER IT THAN THE BRITISH MERCANTILE MARINE.

Few ships of the nautical training service are better known to seafarers of the British Mercantile Marine than H.M. School Ship Conway. We have at last had the supreme satisfaction of seeing the United Kingdom's Merchant Navy grow again into the world's largest, for indeed it now leads, numerically at any rate, the fleet of any other nation. Men of great character have built up this maritime supremacy in the world, and it is from the training influence of such ships as the Conway that have come down to us those traditional qualities that have helped us to win and maintain it.

At the Ninety-third Annual Meeting of the Mercantile Marine Service Association, held in Liverpool last year, Sir John Nicholson, a member of the committee of management of H.M. School Ship Conway, was asked to say a few words concerning the history and influence of this training school for boys qualifying for officers of Britain's Mercantile Marine.

After pointing out that the Conway had been on the move again, this time travelling a matter of 4½ miles from Bangor to Port Dinorwic, Sir John said that just before she was moved her late Captain—Superintendent, Captain Goddard, "had spent many months surveying the ground where she was to lay and planned with enormous care her new moorings, for it was a prodigious thing to moor a ship of that size in a tidal waterway. When the plan was at last made, Capt. Goddard, with great courage, took command of the ship for what may prove to have been her last voyage. With the aid of two steady Liverpool tugs, and a mooring craft belonging to the Salvage Association, he brought

her safely through that very dramatic passage, the Swellies, where there was plenty of water underneath, but little on either side, having to choose a high spring tide, with a brief period of slack water to successfully accomplish the journey."

Sir John went on to say that "it was indeed a most fitting climax to Capt. and Mrs. Goddard's 15 years of splendid service to the ship." When Capt. Goddard retired in October last, his place was taken by Capt. Hewitt, an ex-Conway and Royal Mail officer. Capt. and Mrs. Hewitt, he knew, could be depended upon to maintain the very best traditions of their predecessors, in company with their principal colleague, Mr. Brown, the headmaster.

The ship having been moved to her new moorings, it had then been possible to set up a shore base, the committee having rented on a long-term basis a considerable section of Lord Anglesey's lovely house at Plas Newydd, "which had now been fitted out to accommodate something like 100 of the cadets during the first term or two."

"It was very gratifying," Sir John Nicholson concluded, "to record that they would start the next autumn with," he thought, "as many as 300 cadets compared with something under 200 in 1939. It was a very tremendous achievement, and it was their earnest hope that the ship would continue to produce that kind of manhood . . . which Britain must have if she was to continue on the traditional pattern. Undoubtedly the Conway had done that hitherto, and he firmly believed they had equipped her to do it in the future, and they had adapted her as best

they could to the rather peculiar circumstances of the troublous times in which we lived."

At the same meeting, Lord Winster referred to the younger generation "who were sometimes said to be soft, weak and feeble." Nothing gave him "greater pleasure than to point out that it was the generation so labelled which fought the Battle of Britain."

"I do not despair in the least," said Lord Winster, "of the young of our Nation, but you cannot build up a great nation by spoon-feeding. . . . Great exertions are required of us in the future, but our success or our failure will, in the long run, depend upon the maintenance of that national character which has made us the nation we are to-day."

### ATLANTIC SOCCER CUP.

For the first time since 1930-31 a British ship last year won the Atlantic Soccer Cup, the successful team being from the Cunard liner Britannic. A team from the Furness Withy liner Queen of Bermuda were the runners-up. Twenty-six teams entered for the competition, representing seafarers of all mercantile nations.

### SAFETY CONVENTION.

The coming into operation of the International Convention for the Safety of Life at Sea, which was held in London in 1948, has been in course of postponement from 1st January, 1951 (the date scheduled) as the necessary number of Governments have not yet formally ratified the Agreement, drawn up at the initial Conference. The delay is not expected to be of lengthy duration, but should be by now almost at an end, when the terms of the agreement will at once come into force.



# ALIENS IN BRITISH SHIPS

IN THIS ARTICLE THE GENERAL SECRETARY OF THE NAVIGATORS' AND ENGINEER OFFICERS' UNION, PROMPTED BY THE PRESENT INTERNATIONAL TENSION, PRESENTS US WITH A PROBLEM OF GREAT PERSONAL CONCERN TO BRITISH NAVIGATING AND ENGINEER OFFICERS—A SITUATION THAT COULD BECOME, MOREOVER, A GRAVE DANGER TO THE BRITISH COMMONWEALTH IN A STATE OF EMERGENCY.

IN the Summer number of the Merchant Navy Journal, 1950, the General Secretary of the N.E.O.U., Mr. Douglas S. Tennant, illuminately focuses attention upon the tendency of some British shipping companies to employ ex-enemy aliens as officers in their ships.

The broad tenor of Mr. Tennant's authoritative comment calls for serious thought and is as follows:

"It is apparent that, only some four years after the end of the Second World War, the problem of German and Japanese shipping competition is beginning to take shape again. It is, of course, impossible that the Allies should continue their occupation of the two defeated enemy countries indefinitely, and, consequently, steps have been taken to provide—under adequate safeguards—the means whereby they can begin to become reasonably self-supporting. But another aspect of this international competition has recently come to light, and one which is of perhaps even more closely a matter of personal concern to British navigating and engineer officers. It is the tendency to employ ex-enemy aliens as officers in British registered ships and to use as an excuse for this practice the present acute shortage of junior officers, particularly of junior engineer officers.

"Personal objections to this practice are self-evident. But personal aspects apart, the employment of aliens in British ships, even at a time of temporary shortage, is wrong in principle and exposes not only such aliens to the risk of exploitation, but also presents the very grave danger that,

in more normal times, British officers might find difficulty in securing berths in ships registered in their own country. The idea of our own officers having to face unemployment while aliens serve in executive capacities in British ships is certainly one which cannot be faced with equanimity.

"Unfortunately, the steps which can be taken to check the abuse are very limited. Under the provisions of the British Merchant Shipping Act, 1894, provided a British master, chief officer and chief engineer are carried in a ship registered in the United Kingdom not habitually engaged in voyages between ports outside the United Kingdom, any other officers can be aliens. The only check in the case of foreign-going ships is, of course, that British certificates of competency will have to be held by the second officer and second engineer officer if the vessel was foreign-going.

"In the case of British ships engaged on voyages between ports outside the United Kingdom, however, there is no jurisdiction at all over the manning of British ships, and, as many officers will recall, it has been a not unknown thing in the past to find vessels abroad flying the Red Ensign in which it was impossible to find a single member of the crew who could even understand the English language. Legally, this may at present be permissible. Morally, it is surely completely wrong, and members may rest assured that, in its action to secure revision of the Acts concerned with seafarers serving in the British Merchant Navy, the N.E.O.U. is bearing this position very much in mind.

"In one of the cases brought to our notice this year, three German assistant engineers were employed in a British vessel. Twice within a generation Britain has been engaged in a bitter conflict with Germany. No one can even imagine a third such war without deep feeling of horror, but in the light of twentieth-century history it cannot ever be ruled out.

"Is there then not a grave danger that ex-enemy aliens being carried in British ships, the majority of whose crews are British seafarers, may pick up items of information about tactics employed in the last war and may even gain valuable experience which could be turned against the Merchant Navy with damaging effect? No one can possibly imagine that the feelings of all Germans towards this country are warmly grateful. Surely, then, it is the height of folly, so soon after the end of the war, to employ in such responsible positions any who might be disposed in the future to turn against us the knowledge and experience so acquired."

## R.N. CRUISER FORCE.

The plan for the re-equipment of the R.N. cruiser force is well under way and H.M. ships "Birmingham," "Newcastle," and "Newfoundland" are now in hand at the Royal Yards. The first phase of the conversion of the trials cruiser "Cumberland" is almost complete. The trials of advanced models of new equipment which are to be carried out in this ship form a vital part of the programme for the re-equipment of the Fleet.



## DEFENCE OF OUR MERCHANT NAVY.

That the Board of Admiralty is well aware of the need for adequate defence of our Merchant Shipping against any potential enemy is vouched for by Captain W. H. Coombes, C.B.E., President of the Officers' (M.N.) Federation. "It obviously cannot be expected," he writes in the Merchant Navy Journal, "to divulge what steps have been and are being taken satisfactorily to cope with any foreseeable menace to the shipping of the free nations, particularly as we are no longer the only great power charged with the responsibility. The Navy League... can be relied upon for keen vigilance and public instruction on the need for adequate naval strength, and the Officers' Federation and its constituent Organisations can equally be relied upon to keep in touch with the Admiralty and Ministry of Transport on related matters in which the Officers of the Merchant Navy are very particularly concerned."

## WHALING FACTORY SHIPS.

Norway now has the largest number of pelagic whaling factory ships among the nations. With ten she leads Britain and Japan with five each, Russia with two, and Holland, Argentina and Chile with one apiece.

## FREIGHT RATES CONTINUE TO RISE.

Shipping freight rates have risen almost world-wide in recent weeks. Freight rate increases between U.K. and Australia, U.K. and New Zealand, Australia and Far Eastern ports—each, in turn, has been announced with almost monotonous regularity. And now a 10 per cent. increase has been made in rates from United States to Australia. The cable from America announcing the increase said it was due to mounting costs and to delays in the turn round of ships. The chairman of the importers' section of the Melbourne Chamber of Commerce stressed that cost was not so important these days as to divert shipping from America to Australia. Ships from America's west coast, he said, were particularly scarce; an increase in freight rates might induce shipowners to send more ships here. Meantime, American products such as Oregon timber, bulldozers, and other earth-moving equipment, and machine tools would, in Australia, almost certainly go up in price.

## OCEAN-GOING JEEP VOYAGERS AT "THE ROCK"

Lloyds reported on April 22nd that the amphibious jeep "Half Safe," in which the Australian engineer, Mr. Ben Carlin, and his American wife, Elinor, recently crossed the Atlantic from America, had arrived at Gibraltar. The

# MARITIME NEWS OF THE WORLD

From our Correspondents in LONDON and NEW YORK

By AIR MAIL

last report of their whereabouts had come from Casablanca in Morocco on March 16th. They announced then that they intended to return to the United States by way of England, the Middle East, and the Pacific. Good voyaging to them, anyhow.

## CONVERSION OF "AQUITANIA" TOO COSTLY.

The suggestion made in the House of Lords last year, that the veteran Cunard liner "Aquitania" should have been used as an emigrant ship instead of being sent to the shipbreakers, elicited the reply that the question had been carefully considered but it had been found that the cost and time involved in converting her made the idea prohibitive.

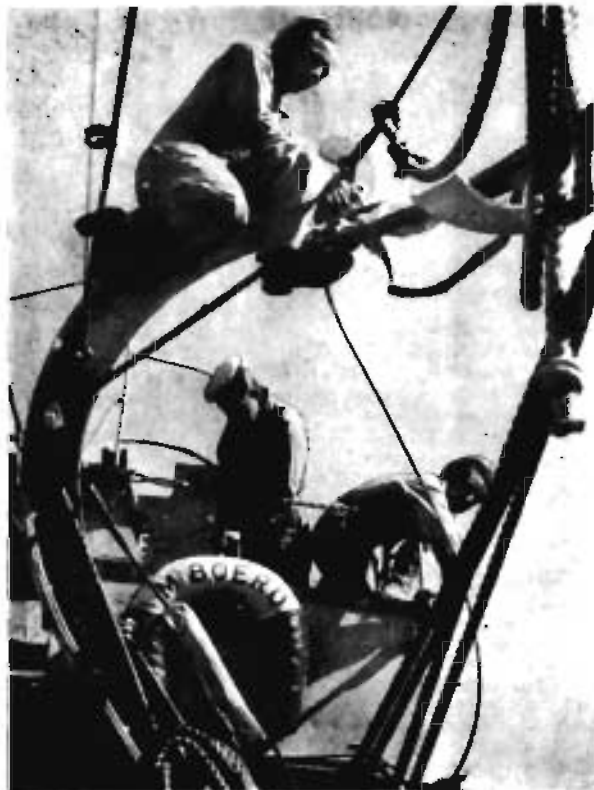
## FIRE PRECAUTIONS REMOVE SHIPS.

Following the "Noronic" disaster the Canadian Ministry of Transport has greatly tightened up the precautions against fire, and several passenger vessels have been taken off service in consequence, and possibly may not be reinstated.

## LINER'S MAIDEN VOYAGE.

A message from Rome says that the Lloyd Triestino Line's new 13,000-ton motor ship "Australia," left Genoa, Italy, on April 19 on her maiden voyage to Sydney. The "Australia" is the company's first post-war-built ship.





Dutch sailors putting the finishing touches to their corvette, Boersee, which has been undergoing repair in Sydney. The ship was formerly the Australian corvette, H.M.A.S. Toowoomba.

#### MASTERS BLAMED FOR DISASTER.

The U.S. Coastguard Administration on 2nd April laid responsibility for the sinking of the U.S. naval hospital ship "Benevolence" on August 26, 1950, with the loss of 23 lives, on the master of the "Benevolence" and the master of the "Mary Luckenbach."

The report on the finding cited the excessive speed of both vessels as the basic cause of the disaster, which occurred just outside the Golden Gate, San Francisco, and recommended that the master of the "Mary Luckenbach"

be charged with allowing his ship to proceed at an unlawful speed. No recommendation was made by the Coastguard regarding the captain of the "Benevolence" as he is under naval jurisdiction.

#### REVIVAL IN JAPANESE SHIPBUILDING.

In a survey of shipbuilding in Japan since the war, issued in March, the Tokyo Newsagency says that Japanese shipyards have built or are building 43 ships for foreign countries. Japan's annual shipbuilding capacity at present is estimated at 450,000 tons. Post-war income in Japan from

shipbuilding amounted to 35 million U.S. dollars.

#### BIG SHIPBUILDING ORDER.

The Royal Dutch Shell oil group is reported to have ordered 31 oil tankers from British shipyards. This is one of the biggest orders ever given to the British shipbuilding industry. Fifteen somewhat similar tankers are also to be built in Holland for the group. The whole programme totals 900,000 tons.

#### NEW ORIENT LINER.

The Orient Line announced recently that it will build a new 28,500-ton liner for the England-Australia run. It expects to despatch the liner on its maiden voyage some time in 1953.

#### LONG TOW ENDS.

The P. and O. freighter "Palana," holed by rocks off Mackay, on the Queensland coast in February last, reached Sydney on March 24 to undergo repairs. The 918-mile-long tow proved a slow and adventurous one. On one occasion the "Palana" and her tugs, among them the H.M.A. tug "Reserve," encountered a 50 m.p.h. gale during which the 200-fathom-long tow chains were in imminent danger of snapping.

#### JAPANESE SHIPPING REORGANISED

Latest reports indicate that Japanese shipping is being reorganised at a fast rate in a number of big groups. Nearly a dozen have been established up to now, of which the group headed by the Osaka Shosen Kaisha is by far the biggest. The group gathered round the former powerful combination, the Nippon Yusen Kaisha, is now only third in size and importance.

#### DEEP-WATER WHARF FOR DAR-ES-SALAAM.

The Belgian authorities are co-operating with the British in the development of that fine East African harbour, Dar-es-Salaam, building a third deep-water wharf solely for the rapidly expanding trade of the Belgian Congo.



The new 28,000-ton Orient liner, Oronsay, leaving the yards of her builders at Barrow-in-Furness for her trials. She is the sister ship to the Orcaades.

## LINER "ORONSAY" SAVED FROM FIRE

Following an 18-hours strenuous battle, works and public firemen, late last year, quelled a serious fire in the 43,000,000 Orient liner "Oronsay", 28,000 tons, in Vickers-Armstrong's fitting-out yard.

According to the Barrow-in-Furness correspondent of "Fire", the official journal of the British Fire Service, success was achieved by (1) despite dangerous hazards, the great devotion to duty and almost superhuman efforts displayed by officers and men of the Vickers-Armstrong Fire Brigade, the Barrow-in-Furness Fire Brigade, and detachments of the Lancashire Fire Brigade from Dalton and Ulverston; and (2) the mutual assistance arrangements form-

ulated by No. 1, North-West branch of the Chief Fire Officers' Association whereby Liverpool, Manchester and Preston are mobilising centres. Eventually ten fire pumps and a fireboat attended.

The fumes and heat from burning bitumen and cork were intense and firemen had to be frequently relieved. Men in breathing apparatus often could not work for more than five minutes at a time. Moreover, the ship began to list to port, heavy benches, timber and iron doors slid across the decks with considerable velocity and an increasing element of danger arose. When listing was stopped by contact with a 150-ton crane it had reached 22½

degrees to port. The ship was relieved of free water by the cutting of a number of holes in her sides.

Knowledge of the ship's structure possessed by the 42 works firemen was of considerable advantage, frequent reliefs were organised and eventually the fire was extinguished. But not until there were 16 casualties among the firefighters, two of whom spent several days in hospital.

Launched on June 30, 1950, "Oronsay" is a sister-ship of the "Orcaades," also built at Barrow-in-Furness, and commissioned in December, 1948. The "Oronsay" is 708 feet long, of 22½ knots, and will be engaged in the Orient Line's Australian service.

#### AIR PILOTS WANTED BY R.N.

The Admiralty wish it to be known that their recent announcement offering four-year engagements to former Naval pilots is still open and has not been cancelled by the Government's decision to re-enter a number of Naval Officers (including Pilots)

for eighteen months.

There has already been a good response to the invitation covering half of the existing vacancies, and some 90 other enquiries have also been received.

The commissions will normally be for four years, but may extend for six years in some cases. They carry the new improved rates of

pay and flying pay and a gratuity will be granted at the end of the commission, e.g., £700 for four years. The maximum age of entry is 33 years.

Pilots still wishing to apply for entry under this scheme should make application to the Secretary of the Admiralty (C.W.522), London, S.W.1.



## 13 HOURS ON ICE-FLOE AFTER TRAGEDY

This picture, which reached Sydney recently, shows the Anglo-Scandinavian Antarctic Expedition's ship "Norsel," blocked by ice at the expedition's winter quarters at Maudheim.

It was taken shortly before disaster struck the expedition.

The man on the left, John Jelbart, an Australian doctor, the man in the centre, Bertil Ekstrom, a Swedish mechanic, and a third man, a R.A.P. corporal, were drowned.

The man on the right, Stig Hallgren, a Swedish photographer, was the only survivor of the accident. He tells his story in a dispatch which reached Sydney with the picture.

He said that a snow tractor dropped into the sea over a 12-foot ice barrier with himself and the other three men aboard.

The icy current pulled the other three men under.

"I found the snow edge of the barrier too porous," he said, "and

I swam for about 220 yards to a small pack of ice and climbed on with the aid of my sheath knife.

"After shouting for one and a half hours for help, I heard an answering call from the barrier.

"All the time the floe was drifting to and fro in the bay.

"A couple of seals kept me com-

pany and helped me kill time."

As the floe began to move towards the sea, the expedition's motor boat located the floe and took him off.

He had been 13 hours on the floe, running round it to keep his circulation moving, in a temperature of 12 degrees below zero.

### NEW METHODS OF FIGHTING OIL FIRES.

Water fog and chemical foam each were put under an oral microscope at the (U.S.A.) National Safety Congress and each came off a winner. Harvey B. Williams, safety director of the Pan-American Refining Co., rated the two fire-fighting methods during a talk before the petroleum section—rated them superior to any other method in their respective fields as fire fighters.

Mr. Williams explained that water fog is better suited to deliver a knockout punch to the average petroleum product fire,

but because of the lack of equipment at present available, it should not be used in fighting large fires such as a storage tank blaze. In heavyweight fires chemical foam should be used, Mr. Williams said.

"Foam is most effective," he continued, "when applied to burning oil that remains in confined areas such as tanks, tank firewalls, and trenches. It can be applied to vertical and uneven surfaces where it readily adheres to form the required insulating and smothering blanket.

## NEWS OF THE WORLD'S NAVIES

### ITALIAN ADMIRAL COMMANDS JOINT ANGLO-ITALIAN FLEET.

Admiral Pecori Giraldi, one of Italy's wartime senior naval officers, commanded British warships during a recent mock battle in the Mediterranean. The Royal Navy's 5th Frigate Flotilla, based on Malta, took part, together with six Italian corvettes, in the manoeuvres which were aimed at preventing British submarines from breaking through defences guarding the naval base of Taranto and to escort a convoy across the Mediterranean Narrows. As flag officer commanding Italy's 9th Naval Division, aboard the "Vittorio Veneto," the pride of Mussolini's navy, these were Admiral Giraldi's objectives in real warfare during the late conflict.

### ARCTIC CONVOYS.

A supplement to the London Gazette issued in the latter part of last year, gave details of some of the work involved in shipping war materials to Russia by the Arctic sea route during the Second World War. For almost the whole of the 2,000-mile journey the supply convoys were exposed to attack by U-boat, surface vessels and aircraft, and hampered by the severest weather conditions in winter, and almost continuous daylight in summer. Despite it all, 40 outward and 35 homeward convoys made passage during the period 1941-45, and materials worth £428 million were freighted. Out of 4 million tons of supplies despatched, only 300,000 tons were lost. In carrying out their escort duties, the Royal Navy lost two cruisers, six destroyers, three sloops, two frigates, three corvettes, and three minesweepers, with 1,840 officers and men. Ninety merchant vessels were sunk and 829 mercantile officers and men lost.

### BRITISH WARSHIPS SAIL PERSIAN GULF.

H.M. frigates "Flamingo" and "Wildgoose" paid, what the Admiralty called "a routine visit" to Abadan in the Persian Gulf during the strike on the South Persian oilfields during March and April last. Reporting that British families were in course of being evacuated from Abadan, Baghdad newsagencies stated that the British warships were sent there "to safeguard British industries."

### U.S. MOTOR TORPEDO BOATS FOR BURMA.

Four of ten motor torpedo boats presented by the U.S.A. to the Burmese Government arrived in Rangoon recently to join the Burma Navy. They will be used in anti-rebel operations along shallow creeks in the rice-growing Irrawaddy River delta. The grey 185ft. boats, mounted fore and aft with 50mm. guns, will replace British gunboats hitherto devoted to this service. The U.S. boats are manned by Burmese crews trained in America.

### R.N. RESERVE FLEET LARGELY REFITTED.

According to the Admiralty News Summary, energetic measures have been taken to ensure that the ships of the Royal Navy Reserve Fleet are at their proper notice for emergency, and since the war some 450 refits of these ships have been carried out, leaving a comparatively small number to be dealt with.

### A WOMEN'S R.N.V.R.

A Women's Royal Naval Volunteer Reserve, organised on the lines of the Royal Naval Volunteer Reserve, will be instituted by the Admiralty in Britain during 1951-52.

### DESTROYERS CONVERTED INTO A/S FRIGATES.

The conversion of R.N. fleet destroyers into fast anti-submarine frigates is being pressed forward with all speed. The first two—"Rocket" and "Relentless"—were in February nearing completion, another four had been started, and the programme will expand progressively as time goes on. These vessels will be capable of dealing with any submarines which a potential enemy is likely to be able to put to sea for many years, and they represent the quickest and most effective means by which Britain's ocean-going anti-submarine forces can be built up. Supplementary to this work, a simpler form of conversion which—without the refinements—will give us ships with good anti-submarine qualities more rapidly than would a full programme of the "Rocket"/"Relentless" type, is also well in hand. Improvements, too, will be made to the anti-submarine equipment of existing destroyers and frigates. Additionally, work is in hand to improve the performance of Britain's existing Submarine Fleet and in certain underwater craft a marked increase in submerged speed will be obtained.

### NEW NAVAL APPOINTMENTS.

The Minister for the Navy (the Hon. Jos. Francis) announced on April 19 that Captain G. C. Oldham, D.S.C., A.D.C., R.A.N., the then commanding officer of H.M.A.S. "Australia," had been appointed Captain Superintendent, Garden Island, Sydney. Mr. Francis added that Captain Oldham would be succeeded in the command of H.M.A.S. "Australia" by Captain J. C. Morrow, D.S.O., D.S.C., R.A.N., recently Australian Naval Attaché in Washington, U.S.A.

#### R.N. SHIPS IN KOREA.

In an explanatory statement issued in conjunction with the British Estimates the First Lord of the Admiralty, Viscount Hall, says that since hostilities began in Korea the following ships of the Royal Navy had taken part in United Nations operations: 4 cruisers, 2 aircraft carriers, 7 destroyers, 7 frigates, 1 aircraft maintenance carrier, 2 headquarters ships and a number of supporting ships, including the hospital ship "Maine."

#### SUBMARINE JUBILEES.

The British Broadcasting Home Service presented a one-hour feature entitled "Submarine Jubilee" on February 2nd in honour of the first 50 years of the British Submarine Service. The programme was written by Malcolm Baker-Smith with the co-operation of Flag Officer Submarines (Rear-Admiral S. M. Row, C.B.E.) and many submariners. Mr. Baker-Smith, who also produced the feature, is an ex-R.N.V.R. Officer. It was on November 2nd, 1901, that the first British submarine was launched. It was known as Holland No. 1.

#### ADMIRALTY AWARDED SALVAGE EXPENSES.

The Maltese Court awarded the Board of Admiralty £36,000 salvage and £8,240 for expenses and damage sustained in saving the Ben Line steamer "Benledi" when she caught fire at Malta in February last.

#### RIVER THAMES EMERGENCY SERVICE.

The Board of Admiralty has revived the River Thames Emergency Service, established during World War 2, as part of the Civil Defence plans.

#### A NAVAL OCCASION.

An example of fine initiative was given by the R.N. to accommodate visitors to the launch last year at Merseyside of the new carrier "Ark Royal." This was the employment of another large aircraft carrier, H.M.S. "Illus-

trious," as a "floating grandstand." Among the many guests invited by the Admiralty to make use of this novel platform were all the masters of British ships then in port. Later, at the suggestion of the local representative of the N.E.O.U., himself a holder of a First Class Board of Trade certificate, twenty invitations for M.N. chief engineer officers were issued. As time was short, the arrangements for the selection of suitable recipients had to be improvised, but all twenty invitations were taken up. There is no doubt at all that this official recognition of the engine room department has been received with gratification and as a well-merited tribute to the professional standing of engineer officers in the British Mercantile Marine. By the same token, the recognition should also serve actively to maintain the dignity and prestige of engineer officers in regard to all such functions, and those of a like nature, in the future.

#### ROYAL NAVAL SPECIAL RESERVE.

It is announced in the Admiralty News Summary that the Royal Naval Special Reserve, in which Britain's National Service men who do not join the voluntary reserve are entered for their part-time service, will commence their training in January, 1952. It is expected this reserve will reach a bearing of approximately 8,000 during 1951-52.

#### YOUTHS CAN BEGIN TRAINING WHEN 17.

The Minister for the Army and Navy (the Hon. Jos. Francis) announced on 29th March that youths who would become liable to train in the armed services under the National Service Act could, on reaching the age of 17, apply to the National Service Registrar to be registered for training then instead of waiting until they were aged 18 years. If the Registrar was satisfied that there was sufficient cause for any application he could register the

applicant. It was expected, however, that any such applicant would be about 17½ before he was called up. Mr. Francis also corrected an unofficial statement made in Sydney recently that students and apprentices would be exempt from national service training. He said that the only persons exempt were those who were mentally or physically unfit and those who were theological students, ministers of religion or members of religious orders. Conscientious objectors were exempt from combatant service but might be required to train in non-combatant units. Students and apprentices, as well as youths who could state compassionate grounds, seasonal occupations and similar reasons, could apply for deferment of their training; but they would not be exempted. All cases of deferment would be reviewed annually.

#### INDIAN NAVAL EXERCISES.

Lancaster aircraft of the R.A.F. Coastal Command, operating from Ceylon, and the cruiser "Mauritius," of the British East Indies Squadron, took part in the Indian Naval Squadron's annual exercises off the Indian west coast. The Indian Squadron returned to Bombay in the first week of March.

#### ROYAL NAVY SEA-AIR EXERCISES.

Routine sea and air exercises were held by the R.N. in the North-Western Approaches between North-West Ireland and the West of Scotland in mid-February. The exercises were conducted from the Joint Anti-Submarine School, Londonderry, and forces taking part were the destroyers "Crispin" and "Creole," the frigates "Loch Vayatic," "Loch Tralag," and "Loch Fada," the depot ship of the third submarine flotilla H.M.S. "Montclare," and three submarines, together with aircraft from the R.N. Air Stations at Eglinton and Ballykelly, Northern Ireland.

#### CAPTAIN OR MISTER.

In his "Command Notes," a regular feature of the "Merchant Naval Journal," Mr. Alfred Wilson, the General Secretary of the Mercantile Marine Service Association, has something to say on the necessity to preserve the entitlement of "Captain" customarily applied to shipmasters in the Merchant Navy. Mr. Wilson writes:

"An unfortunate tendency has recently been noted in some sections of the Press to refer to shipmasters individually as 'Mr.' so-and-so. Whether this is due to a meticulous urge for accuracy or simply a mistake is not quite clear, but it is one which masters will regret.

"Actually, the prefix of 'Captain' is a courtesy title applied, as far as the Merchant Navy is concerned, to those who are in command of a ship. There is no entitlement to it save that of established practice and custom. At varying intervals in the past the masters' and officers' representatives have endeavoured to get the title authorised as, it is understood, the Elder Brethren have done by an order of His Majesty in Council, but the strenuous efforts made have not borne fruit.

"Nevertheless, the title of 'Captain' is universally applied by seafarers to all shipmasters when designating them by name. Whilst landmen may think the title, under these conditions, of little substantive value, the fact remains that it does play an important part in preserving discipline through the prestige it gives the bearer.

"Maintaining discipline at sea must always be a precarious job, depending above all upon the master's own personality, and any practice or custom that helps to make the job easier must be defended. To call the master of a ship 'Mr.' so-and-so implies no rank distinction and whilst there may be a good deal to be said for a classless society, this is quite a different thing from rank distinction on board ship.

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## PHYSICAL AND BIOLOGICAL OCEANOGRAPHY.

The National Oceanographic Council, recently granted a Royal Charter of Incorporation by His Majesty the King, met at the Institution of Civil Engineers, London, under the chairmanship of the Civil Lord of the Admiralty, Mr. Walter J. Edwards, D.L., M.P., early in February.

The Council consists of thirty members representative of Government departments, the learned societies, the Universities of the United Kingdom, and other organisations interested in physical and biological oceanography and in the science or branches of knowledge connected therewith. Among these members are representatives of the Governments of Australia, New Zealand, and Ceylon, which are giving generous financial support.

The purpose of the Council is the advancement of the science of oceanography in all its aspects. It is the governing body of the National Institute of Oceanography which was founded in 1949 to take over the work of the oceanographical group at the Admiralty Research Laboratory, Teddington, and the work of the "Discovery" and "William Scoresby". The "Discovery Investigations" before the war achieved an international reputation from their work on oceanography in the Antarctic, and particularly in connection with the study of whales.

"The Council confirmed the appointments of Dr. G. E. R. Deacon, D.Sc., F.R.S., and Captain (S) R. H. G. Franklin, R.N., as Director and Secretary, respectively, of the National Institute of Oceanography. Captain Franklin was also appointed Secretary of the Council and Mr. R. C. Dinnie, of the Admiralty, Assistant Secretary of the Council. An Executive Committee, consisting of twelve members under the chairmanship of Mr. W. J. R. Cook, C.B., M.Sc., Chief of the Royal Naval Scientific Service,

was appointed to carry out the administration and management of the affairs of the Council generally.

The Annual Report of the National Institute of Oceanography, published by the Cambridge University Press, was received by Council.



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Concrete and water were thrown into the air when U.S. Navy Shyrdair bombers from the aircraft-carrier Princeton hit the Hwachon reservoir, Korea, with torpedoes.

## BOOK REVIEWS

"The Kon-Tiki Expedition," By Thor Heyerdahl. — Allan and Unwin, London.

Few ocean-going ventures of recent times have aroused greater public interest than the Kon-Tiki scientific expedition in the Pacific. Challenged to prove his theory that the South Sea islands were first settled in primitive times by people from the west coasts of South America, the author and his five colleagues set sail from Callao, Peru, on a bals-wood raft they had built themselves. The voyage was to last three months, ending when they stranded on

the Raroia Reef after having covered 4,300 miles with the aid of currents and a single square-sail.

It was a fascinating journey, filled with unusual interests and of particular value to those interested in ethnology and biology. The book drifts along eventfully like the raft, and in the following quotation we find the key to the particular interests which the average seafarer will have in Heyerdahl's pages.

"The sea contains many surprises for him who has his floor on a level with the surface, and drifts along slowly and noiselessly. A sportsman who breaks his way through the woods may come back and say that no wild life

is to be seen. Another may sit down on a stump and wait, and often rustlings and cracklings will begin, and curious eyes peer out. So it is on the sea too."

"Rope Splicing," by P. W. Blandford.—Brown, Son and Ferguson, London.

A collection, eminently successful, of all the different kinds of known rope splices. The illustrations of the separate formation stages of each splice are unusually clear, and the accompanying text has that clarity which leads to an easy understanding not only of the making of each particular splice, but also of the particular uses to which each may be put.

## JOINT COASTAL EXERCISES UNDER NORTH ATLANTIC TREATY.

The Royal Navy and Danish Naval Forces co-operated in tactical exercises for fast patrol boats operating from a coastal forces mobile unit base set up on the East Coast of Britain in February. The exercise, under the auspices of the North Atlantic Organisation, was witnessed by observers of the Netherlands and Norwegian Navies. A similar exercise took place in June, 1950, from the Netherlands Naval Base at Den Helder. The forces taking part included six British Fast Patrol Boats, the R.N. destroyer "Bleasdale," of the Nore Flotilla, the Royal Fleet Auxiliary fuel ship "Airsprite," units of Coastal Command, Royal Air Force, and two Danish motor torpedo boats. The mobile base was set up at the Royal Air Force Station at Felixstowe under the command of Lieutenant-Commander R. A. W. Pool, D.S.C., R.N., with the assistance of the Army, who provide transport and drivers from H.Q. Southern Command. Officers and men of the mobile unit were under canvas.

## RELIEF SHIP FOR ANTARCTIC EXPEDITION.

The 5,000-ton Australian-built ship "River Fitzroy" left early in May for Macquarie Island, with supplies and a relief party for the Antarctic Expedition in quarters there. The "River Fitzroy" was selected by the Naval Board to replace the L.S.T. H.M.A.S. "Labuan" as no other vessel was available. The "Labuan," it will be recalled, broke down when returning from the Antarctic in January, and was towed into Gage Roads, Fremantle. A cargo of iron ore, loaded at Whyalla for the Newcastle steelworks, is being carried by the "River Fitzroy" as ballast.

May, 1951.

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## BRITAIN'S ROYAL FLEET RESERVE

THIS STATEMENT, ISSUED BY THE "ADMIRALTY NEWS SUMMARY", CONVEYS THE SEA LORDS' MESSAGE TO MEN RECALLED FOR SERVICE IN THE ROYAL FLEET RESERVE.

Royal Fleet Reserve ratings who wish to put their names down for early call-up should notify the Commodores of their depots, the Admiralty stated on February 15th. The response was immediate. In a short time a number of British ratings had already written to the Commodores at Portsmouth, Plymouth, Chatham, and Lee-on-Solent expressing their willingness to undertake further service if required.

Towards the end of February notices of recall were issued by the Board of Admiralty to men in the Royal Fleet Reserve and with each went a letter from their Lordships in the following terms:

"The Royal Navy, as every man who has served in it is proud to remember, has never failed to meet the tasks required of it by His Majesty's Government.

"Since the end of the last war the size of the Navy has been progressively reduced, and the manning standards of the Fleet were reduced to the barest minimum. This was acceptable only so long as the international situation remained stable, and the safety of our own country and our friends were reasonably assured.

"More ships and aircraft must be commissioned, the state of readiness of ships in the Reserve Fleet must be advanced, and other items, such as seaward defences, stores and equipment, must be overhauled to a higher degree of efficiency.

"This means a sudden expansion of our manpower requirements and the requirements are for trained and experienced personnel. This training and experience is only to be found in the Fleet and the Reserves, and the total numbers of additional men required must be met from these two sources.

"The result is that 6,000 men are being called up from the R.F.R., and active service men are being retained after the expiry of their engagement.

"The selection of the 6,000 reservists is being made only after a careful survey of the skills and experience required, the deficiencies of the various branches and the qualifications of those who are prepared to be called up early. To select 6,000 men for actual service on any other basis would

not solve the urgent manning problems of the Navy, but would only create new ones.

"As a Reservist you are being called up because the Service needs to make immediate use of your training and experience. The Admiralty is confident that you can be relied upon to accept the inconveniences involved, and to play your part in assisting the Navy to reach that state of preparedness which is called for in these difficult times."

### THIS IS NO TRICK PICTURE!



The tanker *Atlantic Duchess* was cut in half by engineers after it had been damaged by an explosion. The halves were floated side by side in Swansea Docks while they were made watertight.

## MORE NEW CADETS FOR NAVAL COLLEGE

A FURTHER BATCH OF BOYS FROM ALL THE MAINLAND STATES OF THE COMMONWEALTH HAVE BEEN SELECTED FOR TRAINING AT THE ROYAL AUSTRALIAN NAVAL COLLEGE.

ON the 20th March a further selection of boys joined the R.A.N.C., Flinders Naval Depot (Victoria), to undergo a two years' course at the College as a first step in their careers as permanent officers of the Royal Australian Navy. They would supplement the normal thirteen years old entry under which boys stayed at the College for four years.

In announcing this on the 8th March the then Minister for the Navy (Hon. Jos. Francis) said that there had been a good response to this new entry into the Royal Australian Navy and he was certain that when this opportunity for a career as a naval officer became more widely known it would attract many more boys.

Mr. Francis explained that the intermediate entry was open to boys aged between 15 and 16 years, with an educational qualification equivalent to the possession of the Victorian Intermediate standard.

After completing the two year course at the Royal Naval College they will go to the United Kingdom as cadet-midshipmen for training in a Royal Navy cruiser and at naval establishments in Britain. On completion of three and a half years training abroad they will return to Australia as sub-lieutenants.

Four of the boys had been awarded special cadetships. The 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.

### SPECIAL CADETSHIPS.

CRAIG, George Richard, West Brunswick, Vic.; University High School, Vic.; FALLOON, John Ruthven, Williamstown, Victoria, Christian Brothers' College, East Melbourne, Vic.; MCKENZIE, James Alexander, Haberfield, New South Wales, Homebush Boys' High School, N.S.W.; TILLY, Graeme John, Cottesloe, W.A., Perth Modern School, W.A.

### ORDINARY CADETSHIPS.

#### Queensland.

BAMBRICK, Barnabas Raymond, Nambour, Qld., Nambour State High School, Queensland; SEABORN, Rodney Hugh, Coorparoo, Qld., Brisbane Church of England Grammar School, Qld.

#### New South Wales.

BARRELL, Robert Stanley, Scone, N.S.W., Maitland Boys' High School, N.S.W.; BETTS, Lynn Frederick, Mascot, N.S.W., Homebush Boys' High School, N.S.W.; DRINKWATER, John Clifford, Waratah, N.S.W., Newcastle Boys' High School, N.S.W.; LOUER, Neil Kent, Lindfield, N.S.W., North Sydney Boys' High School, N.S.W.; MOORE, Graham Linsley, Gifford, Eastwood, N.S.W., Sydney Technical High School, New South Wales; SWANSON, Robert John Millar, Rozelle, N.S.W.; Fort Street, Boys' High School, N.S.W.

#### Victoria.

BASSETT, William Garry, Brighton, Vic., Caulfield Technical School, Vic.; CAMPBELL, Peter Douglas, Melbourne, Vic., University High School, Vic.; COURTIER, Sidney Brian Ernest, Highett, Vic., Brighton Grammar School, Vic.; GOODWIN, John

Arthur, South Caulfield, Vic., Caulfield Grammar School, Vic.; HORWOOD, John Selwyn, Gardenvale, Vic., Brighton Grammar School, Vic.; MILLETT, John Matthew Edward, Bairnsdale, Vic., Albury Grammar School, N.S.W.; McALISTER, John Browne, Essendon, Vic., Scotch College, Vic.; NICHOLLS, Ian George, Balwyn, Vic., Wesley College, Vic.; TORRENS-WITHEROW, Ronald William, Castlemaine, Victoria, Castlemaine Technical School, Vic.

#### South Australia.

HUGHES, Owen John, North Plympton, S.A., Adelaide High School, S.A.; PATTEN, Colin Richard Lloyd, Medindie, S.A., Prince Alfred College, S.A.

#### Western Australia.

BLACKMAN, Peter Volney, West Perth, W.A., Hale School, W.A.; WINTER, William Ernest, West Perth, W.A., Perth Boys' High School, W.A.



### HAMBURG HARBOUR NEARLY CLEAR OF WRECKS.

By the end of 1950 only three wrecks were left in Hamburg Harbour out of nearly 3,000 at the end of the war, and the fairway is now entirely clear.

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## THE "TREVASSA" TROPHY

Few stories of the sea has elicited so much interest, both at the time of its occurrence and since, than the classic boat voyages of the "Trevassa."

In June, 1923, the Trevassa, when bound from Australia to the United Kingdom, foundered about 1,200 miles to the west of Fremantle. Two of her boats got away, one under the command of the captain, the other with the chief officer in charge.

The captain made for Rodriguez Island, 1,536 miles distant, which was covered in 23 days from the time of abandoning ship. The chief officer, in turn, headed for Mauritius, where he landed after sailing 1,747 miles in 25 days.

These two boat journeys were, at the time, believed to be the longest made since Captain Bligh of the Bounty performed his famous voyage of three and a half thousand miles from the Tongataboo islands to Timor in 47 days.

The seamanship displayed by the Trevassa's master, officers and crew so caught the imagination of Mr. E. Cock, Chief Manager of the Hong Kong and Whampoa Dock Company, and then Com-

modore of the Royal Hong Kong Yacht Club, that he presented to the Club a silver model of the captain's lifeboat, complete with sails, rigging and oars, as a memorial of the achievement and as a trophy to be raced for each year by the merchant ships in Hong Kong. Standard lifeboats only, as fitted in merchant ships, were allowed to enter, and in the course of the race both sails and oars could be used to propel them along the 3½ mile long contest from Channel Rocks, round the Kowloon Rock, and across the harbour to the Club's finishing line.

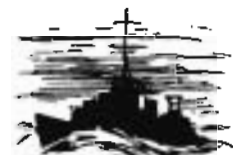
Every year, and sometimes twice a year since then (except, of course, during the war) the Trevassa Trophy Race has taken place, under the auspices of the Royal Hong Kong Yacht Club. It is hoped that each year will see an increasing interest in the race and that boat crews from ships of all flags will take part. The organisers have also recently introduced the presentation of a suitably inscribed shield to each winning crew as the trophy itself has to remain with the ship's agents.

### SOVIET WARSHIPS REPORTED AT SHANGHAI.

Press reports from the Nationalist Government Newsagency at Taipei, Formosa, indicate that nine Soviet gunboats and three landing ships reached Shanghai on or about the 10th of May. It was stated that the vessels had come from Port Arthur and Dairen, the Soviet ports on the Pacific coast.

### A NEW ROAD BY LONDON RIVER.

The London County Council has approved of a plan to drive a broad road between the Tower Bridge and the Surrey Commercial Docks, although it will mean the demolition of a large number of small houses.



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THE LINER 'CITY OF BOSTON', 2278 TONS, 332 FT. OVERALL, SHIP RIGGED, AND FITTED WITH ALL THE LATEST DEVICES FOR SEA-WORTHINESS, SAILED FROM HALIFAX N.S. ON JAN. 28, 1870. ... PASSENGERS AND CREW TOTALLED 159. ... NO EXCEPTIONAL WEATHER WAS REPORTED, NEITHER WAS ICE SEEN BY SHIPS IN THOSE WATERS. ... BESIDES A CARGO OF FOOD, SHIP WAS PROVISIONED FOR 55 DAYS. A TWO-BLADED, INSTEAD OF HER USUAL THREE-BLADED, PROPELLOR, SEEMED HER ONLY WEAKNESS. ... SHE WAS NEVER SEEN AGAIN. HER LOSS HAD AN UNUSUAL OBSCURE. THE INMAN COMPANY SUED A GOSSIP WHO SAID VESSEL WAS OVERLOADED, AND GOT £50 AS DAMAGES //

### THE WHALE WAS ANNOYED!

ON AUG. 20, 1858, BOATS FROM THE WHALER 'ASH' ALEXANDER HARBORNOED A WHALE, WHICH SMASHED THE FIRST BOAT, THEN THE SECOND. REMAINING BOAT, WITH THREE CREWS, - 18 IN ALL - JUST REACHED THE SHIP, 7 MILES DISTANT. WHEN WHALE ATTACKED THE WHALER, WHICH SANK IN A FEW MINUTES. ... CREW WAS RESCUED TWO DAYS LATER //



### MASTER, CAPT. NOAH!

ON PRESENT-DAY COMPUTATIONS, THE ARK WAS 450 FT. LONG, WITH A BEAM OF 70 FT., AND WAS 45 FT. HIGH. DISPLACEMENT WAS 424 TONS. IT WAS OBLONG, WITH SLOPING ROOF, FLAT BOTTOM //

### "ROBOT" PASSAGE!

FULL-RIGGED SHIP 'ROCK TERRACE', 1769 TONS, WITH CASE OIL AND LIME FROM U.S.A. TO JAPAN, STRUCK A REEF, AND THE CREW, AFTER BATTLING WITH LEAKS FOR A MONTH, ABANDONED HER OFF GUAM ON MARCH 1, 1886.

CREW-LESS, BUT STILL UNDER SAIL, SHE CONTINUED TO TRAVEL. MANY SHIPS, INCLUDING THE GERMAN WARSHIP 'ZAR', PASSED WITHOUT SEEING ANYTHING WRONG. 'ROCK TERRACE' EVENTUALLY PILED UP AT TARAWA, GUAM, IS. HAVING SAILED BY HERSELF 1800 MILES THROUGH REEF-STUDDED SEAS IN FIVE MONTHS //



### THE REASON WHY!

"EAST INDIA-MEN OF THE 17th CENTURY WERE KEPT DOWN STRICTLY TO 450 TONS. REASON BEING THAT SHIPS OF 500 TONS WERE COMPELLED BY LAW TO CARRY A CHAPLAIN //



# EX-NAVAL MEN'S Association of Australia

Petres-In-Chief



His Majesty The King

## Federal Council

The Tasmanian Executive reported to the State's Annual General Meeting, which was held at Hobart during last February, that it would do all within its power to assist in the creation of a Navy League Sea Cadet Corps. State branches of the Association have indicated their willingness to help form the first unit and will endeavour to provide some of the necessary instructors.

The Hon. the Minister for Immigration has acknowledged receipt of Federal Council's letter offering support for the present policy of immigration. Mr. Holt thanked both this and other ex-

Service bodies for defining their attitude of the recent criticism regarding entry of Western Europeans as New Australians.

Federal Council is pleased to see so many of His Majesty's Dominion Naval Ships visiting Australian ports during the current Jubilee celebrations. It is to be hoped that reciprocal visits will be made to other parts of the Empire by representative ships of the Royal Australian Navy; if this can be achieved, it will assist to draw into the Service a much greater number of new recruits.

Deep concern is being expressed in the Association's meetings at the recent press reports regarding

the recommendation for an American Admiral to be chosen to lead the Royal Navy. What must our former Naval leaders think of this proposal?

Mr. J. H. Gillman, Hon. Secretary of Papua Section, arrived in Sydney on leave last month and called on the Federal Secretary to report the progress being made by the Association officers in Port Moresby.

The Trustees of the Services Canteens Trust Fund have sent copies of the 1949-1950 Balance Sheet and Annual Report to the Federal Council which will furnish a copy to each State Secretary.

G.W.S.

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# AUSTRALIAN SEA CADET CORPS

(N.S.W. DIVISION).

The main news of this quarter is centred around the visit of the Canadian Cruiser "Ontario", which was made in response to an invitation of the Commonwealth Government as part of the Jubilee Celebrations marking our fiftieth year of Federation. This visit was of special significance to the Australian Sea Cadets, as aboard the "Ontario" was a party of Senior Royal Canadian Sea Cadets who were fortunate enough to be selected to represent each province of Canada. The passage and victualling was supplied to the Cadets by the Royal Canadian Navy and the uniforms and pocket money by the Royal Canadian Sea Cadet Corps.

Cadets from all local Units formed a Guard of Honour for the Lieut. Governor at the unveiling of the memorial at Cabarita on 9th May. The Lt. Governor remarked on the fine appearance of the Cadets.

T.S. "Sydney".

Members of the "Sydney" Training Depot were particularly pleased to welcome the Royal Canadian Sea Cadets, with the happy memories of the wonderful welcome and good time they had during the visit of representatives to Canada for the Empire Camp held there in 1949 still fresh in their minds they went all out to make the stay of the Cadets a pleasant and instructive one.

The Divisional Senior Officer, S. C. Commander L. E. Forsythe, S.S.D., who was in charge of the party of Australian Sea Cadets who visited Canada, arranged a heavy programme of visits and entertainment for the Canadians. A visit to Sea Cadet Divisional Headquarters, Snapper Island, was an eye-opener for the Canadians. They said that with all their organisation they have nothing like Snapper Island in Canada.

They sailed from Australia with very happy memories and full of praise for the Sea Cadet Corps in Australia.

"Sydney" Training Depot is still "showing" the way in the sailing races. The continual "winning" of these races, will create keen rivalry with all entrants thinking out ideas of how to run the "fox" to earth, so we can expect some ingenious inventions.

T.S. "Australia".

Repairs are being carried out by the personnel of this Unit. Camps are being held on board and proving successful. By holding these camps on board Units find they are able to cope with the instructional programme, and at the same time maintenance of the premises is practicable without interfering with the syllabus.

T.S. "Warrego".

"Warrego" is still enjoying the services of Mr. Tetley, who has made a great difference to the premises and is fast becoming "Nautical".

T.S. "Sirius".

The Divisional Executive Officer visited "Sirius" on Saturday, 21st April and lectured the Cadets on general subjects. Acting Leading Seaman Moon was confirmed in rating after examination at Divisional Headquarters. "Sirius" Local Committee is on the job looking after the welfare of the Unit.

T.S. "Beatty".

"Beatty" still continues to increase its membership. Now the Unit has collected its quota of training equipment, the Cadets should become very efficient. "Beatty" is fortunate in having the services of very keen and efficient instructors to help them along.

T.S. "Beatty"—On Sunday, 6th May, 1951, 3 Officers, 2 C.P.O.'s, 42 Sea Cadets and 12 Junior Navy League Cadets led the procession (which was the prelude to the re-enactment ceremony) from the Princes Highway to Corral Beach.

Before the "Oration" the Cadets formed a Guard of Honour and were inspected by the Deputy Mayor and his wife (Ald. and Mrs. Brandon).

T.S. "Perth".

"Perth" is progressing in strength and quality of Cadets. The Unit has a very good publicity set up in the form of Miss Cousins, a member of the Unit's Local Committee, who has been with the Unit for many years. On Saturday, 27th April the Quarterdeck of T.S. "Perth" was the scene of a very fine memorial service for the "ANZACS" whose deeds and sacrifices are so well known throughout the world. The Commanding Officer, Officers, and Sea Cadets also paid tribute to the memory of gallant Commander Blackburn, D.S.O., and the Ship's Company of the ill-fated H.M. Submarine "Affray" of the Royal Navy. In the absence of "Perth's" Hon. Chaplain, the Rev. A. E. Begbie, the service was conducted by the Rev. D. W. Robinson, B.A., who gave a very impressive address on the glorious deeds of the Navy, Army and Air Force, particularly those who gave their lives in the 1914-1918 and 1939-1945 wars. As we stood attentively listening to the address we could hear the gentle murmur of the sea as the tide came in and covered the rocks near T.S. "Perth" it seemed to carry a message to the youthful Sea Cadets, a message which seemed to say "Lest We Forget" those brave men. Remember boys, the tradition of "ANZACS" and our glorious dead is your proud heritage.



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## MINE SINKINGS.

During the four-year period from the beginning of 1946 to the end of 1949, 93 vessels were sunk by mines, and another 31 damaged, according to statistics compiled by the American Merchant Marine Institute. The Institute's statistics show the casualties in three areas—European waters, the Mediterranean and the Far East. It details 78 vessels as sunk or damaged in European waters during the four-year period, the worst year being 1947 when 27 ships in those waters were mined. In the Mediterranean, there were 13 casualties in 1946, 8 in 1947, 7 in 1948, and one in the first ten months of the year 1949. The Far Eastern waters were the least affected, with only 14 vessels sunk or damaged over the entire period. In 1946, 6 ships went down after striking mines, and one vessel was damaged.

## MAORIS CELEBRATE ARRIVAL IN N.Z.

The Maoris recently held great celebrations in New Zealand to mark the sixth centenary of their ancestors arrival in that country in nine large canoes. The Maoris, of course, are Polynesians, and they have a tradition that their ancestors migrated from the island of Hawaii, which has been identified with Hawaii. With a language that is rich and sonorous, well adapted for poetical expression, and being passionately attached to music and song, the Maoris' make their celebrations memorable events.

## RETURN TO TALLER FUNNELS ADVOCATED.

Sir Murray Stephen, the Lint-house shipbuilder, has advocated a return to the old-fashioned taller funnel in merchant ship designing. He contends that the taller funnel will overcome many difficulties now experienced with funnel gases and half-consumed fuel blowing down on the boat deck.

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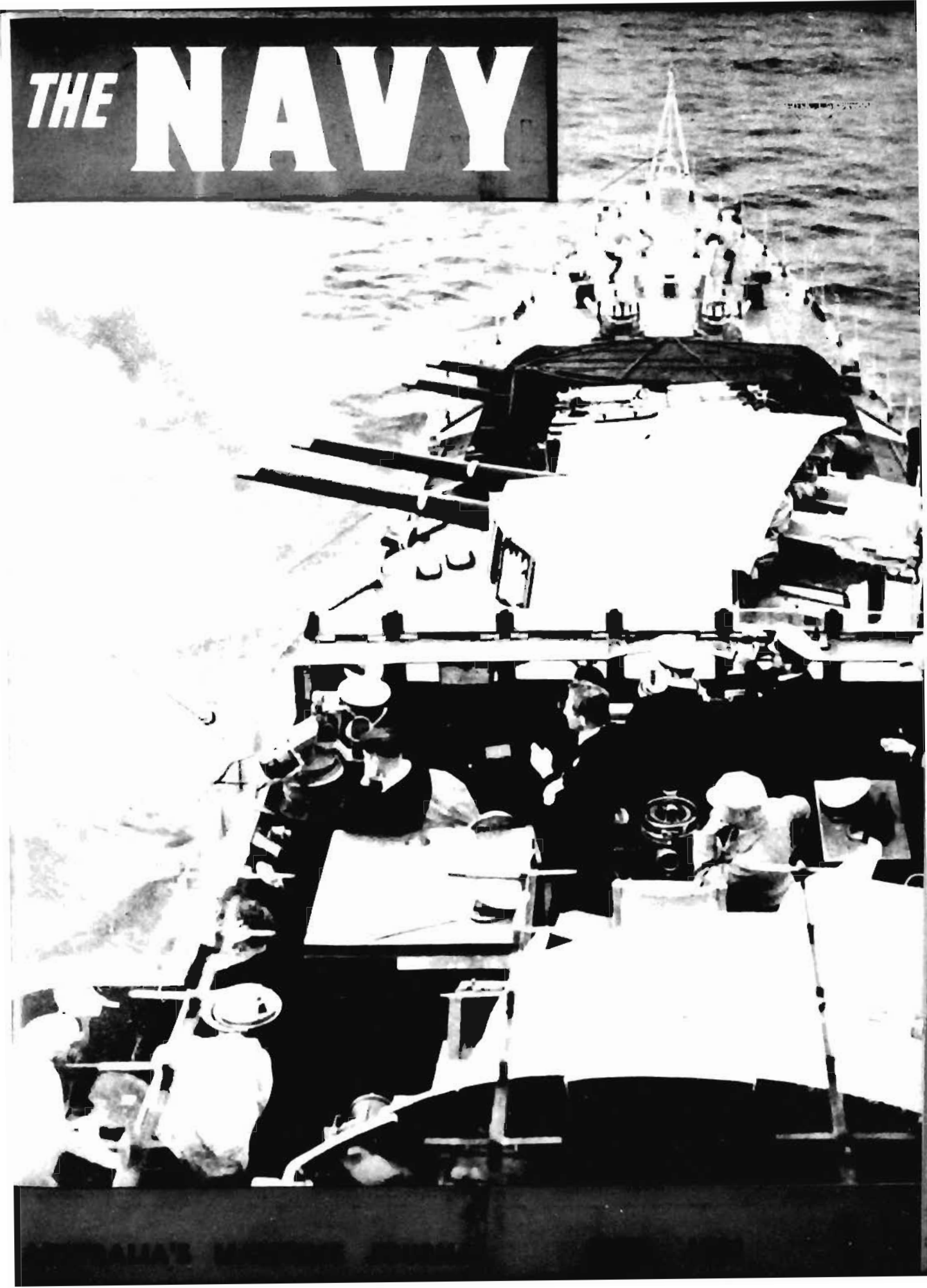
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# RADAR SHOULD BE AN AID, NOT A DANGER.

In Britain, as also in America, concern continues to be expressed that radar-equipped ships at sea do not always comply with the good practice known as the "Rule of the Road."

The fact is, the introduction of radar, though unquestionably a great boon to the navigator as an aid to navigation, has inevitably created navigational problems that necessitate urgent attention and the earliest possible solution in which the remedy rests obviously on the basis of the proper observance of goodwill and good practice.

Writing in the January, 1950, issue of the Journal of the British Institute of Navigation, Captain F. J. Wylie, of the Radio Advisory Service, a service financed, by the way, jointly by the British Chamber of Shipping and the Liverpool Shipowners' Association—expresses the opinion that it should be possible to establish principles which would enable the great potential value and legitimate application of radar to be established without waiting for casualties. Nothing could be more succinctly stated, and it cannot be doubted

that such an opinion will have the concurrence of every right-thinking seafarer.

However, probably the clearest expression so far given regarding this matter, pointing as it does directly to the avoidance of radar collisions in fog, is that by Captain W. H. Coombs, C.B.E., President of the Officers' (M.N.) Federation. In the Winter, 1950, issue of the Merchant Navy Journal, he says:

"The introduction of radar has inevitably created new navigational problems, particularly with reference to the application of the Rule of the Road at Sea. It follows that many thoughtful navigators have expressed their views on practices calculated to enable radar-fitted ships safely to navigate at greater speeds in fog than the existing law permits. At least one 'expert' writing with considerable authority has suggested techniques which, for example, hint that in certain 'collision situations' a slight alteration in helm would be good practice". Having regard to the fact that the Admiralty Court has time and time again stressed the advisability of the give-way ship altering her course 'handsomely', the Council of the Officers' Federation feel under a duty to federated Shipmasters and Navigating Officers to warn them, that the introduction of radar has in no way lessened their obligation to all concerned to adhere to the regulations for the prevention of collisions at sea. It will be recorded that the International Safety, at

Sea Conference, 1948, stressed this point in a recommendation to which attention has already been drawn in the columns of the 'Merchant Navy Journal'.

"Radar is unquestionably a great boon to the Navigator as an aid to navigation, but it cannot be stressed too often that its availability in no way relieves the Navigator of his duty to comply with the 'Rule of the Road'.

"It is a welcome sign that much is being written by practical men by way of examination of the new problems which the use of radar presents. As, however, there is a tendency, not confined to seafarers, to regard the printed word as 'gospel' I strongly recommend all those with certificates at stake, to avoid confusing well intended expressions of opinion, with authoritative advice or instruction.

"The only 'instruction' I know of is to be found in the 'Rule of the Road'—and legal decisions based thereon—and the only authoritative advice in relation to the use of radar, that of the 1948 Safety Conference, which in effect says, 'stick to the Rule of the Road' and this means Article 16 as well."

Meantime, the value of radar as a navigational aid, provided always it is used in the best interests of navigation, becomes almost daily the more unquestioned. For instance:

"During thick fog off the Tyne recently," states the 'Merchant Navy Journal,' "the radar station of the South Shields Marine School, which overlooks the harbour, and is used by trainees, assisted Tyne pilots by plotting the number of ships waiting off the river entrance in the fog. At one time 11 vessels were showing on the radar screen as lying within one mile of the entrance."

Another instance regarding the novel and valuable use to which a radar set may be put was illustrated not long ago in Sydney. Suspension of cargo working, as we all know, in rainy weather is often unavoidable, and there is often an indefinite period of uncertainty before and after a rain squall when it is difficult to decide whether to replace the hatches or to resume working the cargo. In this respect a report received by the Marconi International Marine Communication Company, Ltd., from the Radio Officer of the Shaw Savill Line motorship "Wairangi," is of particular interest.

It tells "how the time lost in suspension of work during rain was minimised by putting the ship's Marconi Marine 'Radiolocator' radar to a novel use. While the vessel was alongside in Sydney, Australia, it was found that approaching rain squalls showed up on the screen of the 'Radiolocator' at distances of over 25 miles from the ship's berth. By keeping watch on these radar indications of approaching rain, it was possible to continue working beyond what would otherwise have

been considered the safe time to cover the hatches. "Also, on several occasions when the rain had cleared but might have been expected to begin again at any moment, the absence of any indication of approaching squalls on the radar screen led to an earlier resumption of work than would otherwise have been the case." The report adds that "the foreman stevedore seemed much impressed."

In short, so much depends on the Navigator. Radar in its use definitely has both a negative and positive side; and it seems that the special attention of every officer, to whose care is entrusted the radar carried in a ship, should be drawn to the necessity to know enough about these instruments for him to use them intelligently and properly.



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# HARK, LISTEN TO THE BAND...

HARK, LISTEN TO THE BAND! . . . HERE IS A CHANCE TO BECOME A BANDSMAN AND JOIN THE NEWLY-ESTABLISHED R.A.N. SCHOOL OF MUSIC AT FLINDERS NAVAL DEPOT, MELBOURNE!  
By A Special Correspondent.

If you have ever seen a band of the Royal Australian Navy marching through a city street you will understand why the Navy holds its bands in such high regard and affection.

A naval band on the march presents a vivid picture of pomp and pomp, and, as you watch it, you will, unless you are a very dull fellow indeed, experience a sudden quickening of the pulse and a lightening of the step which you probably could not explain even if you wanted to.

There is something about a marching band that reaches right down into the heart, something primitive and perhaps almost barbaric, something that made our early ancestors fashion drums and tom-toms from the skins of animals they had slain so that they could express and listen to the rhythm and the feeling for rhythmic sound that was born in them. This feeling has persisted and grown in generation after generation of the human race and will doubtless persist until the end of time. It is one of the fundamentals of the human make-up.

A band of the Royal Australian Navy appeals to the senses both through the ear and the eye. First, perhaps a long way off, you hear the beating of drums and the higher pitch of the cornets and the woodwind against the deeper pitch of the bass instruments. Then, as the band comes into sight, you see the magnificent figure of the drum-major, striding with great show and dignity, twirling his heavily-jewelled, silver-topped mace, the symbol of his office, in his long, white gauntlet, kid-gloved hands. Then the lines of drummers, with their gaily-painted, corded drums, keeping time and step with wonderful union and precision.

And then the big-bass drummer, another magnificent figure, wearing over his uniform a huge full-length tiger-skin shot by an Indian Maharajah. When Earl Mountbatten was Viceroy of India, the Maharajahs presented him with 30 of the best tiger-skins they had obtained during the year and asked him to send them on their behalf to the bands of the Royal Navy, which are provided by the Royal Marines. The Royal Marines kept some of the skins themselves and gave others to naval bands in other parts of the British Commonwealth. The tiger-skin of the Flinders Naval Depot Band, which is one of its proudest possessions, was shot by the Maharajah of Bikaner.

Although there are no Royal Marines in the Royal Australian Navy, the uniform of R.A.N. bands is almost exactly similar to that worn by their bands. It consists of a resplendent blue and scarlet jacket and trousers, brass buttons, a beautifully shaped white helmet with brass fittings and white waist and shoulder belts.

When a naval band is marching and the sun is shining on its highly-polished instruments it makes a splendid sight.

Recognising the important role of bands in the Royal Australian Navy the Naval Board has recently approved comprehensive plans for their improvement and development. Last year it reorganised its teaching methods at Flinders Naval Depot and established a School of Music there.

This School, modelled on the Royal Marine School of Music at Deal, Kent, is at present directed by Commissioned Bandmaster C. G. McLean, D.S.M., L.R.A.M., of the Royal Marines, whose brother, Captain R. A. McLean,

L.R.A.M., R.M., is Director of the School in England.

Commissioned Bandmaster McLean joined the Royal Marines as a boy 25 years ago and qualified as a bandmaster in 1935. After he had been awarded the certificate of the Royal Academy of Music in the same year he won one of the four silver medals presented annually to the four best students of schools of music by the Worshipful Company of Musicians.

Members of a naval band must be able to play ceremonial, orchestral, dance and chamber music, and members of R.A.N. bands are now being trained in all those departments at the School of Music at Flinders Naval Depot.

The Depot band, itself, is kept very busy. It plays at four parades every day, and combinations from it play four evenings a week at the dance of the ship's company, at the cinema and at the Wednesday night ward room dinner. The band also plays for the church service on Sundays.

It also, from time to time, leads marches of servicemen through Melbourne, and plays at dinners and garden parties at Government House and other similar functions.

Besides the band at Flinders Naval Depot, there is a band in H.M.A.S. "Sydney," flagship of the Australian Fleet. The Naval Board has approved the purchase of complete new sets of instruments for each of them. Eventually it is hoped to provide bands not only for H.M.A.S. "Sydney," but also for H.M.A.S. "Melbourne," the aircraft carrier now being completed in the United Kingdom for the R.A.N., as well as for the cruiser H.M.A.S. "Australia" and the R.A.N. Air Station H.M.A.S. "Albatross".



But, even if this ambitious plan is delayed, the Royal Australian Navy still needs more handsomeness than it has at present. It is now recruiting musicians aged from 17 to 25 years who have a satisfactory knowledge of music, and, later in the year, will recruit boy musicians 15½ with an elementary knowledge. In addition to a musical training, boy musicians will also receive instruction in general subjects of education, the playing of games, swimming, etc., and will be able to take part in all the normal activities of boys of their age. All recruits, who, incidentally, are supplied with instruments on joining, will spend from one to two years at the School of Music before they are drafted to a band.

At the School they are taught not only the theory and practice of music but are encouraged to become skilled in a variety of instruments so that they can play in any combination if called upon to do so. Military band and orchestral music, string quartets, swing, jazz, and bebop should all be gist to their skill.

With the inception of the School of Music, broader schemes of promotion are being introduced which will make promotion in the band service comparable with every other branch in the R.A.N. Courses for band corporal and bandmaster will be held at the School, and selected candidates for commissioned rank will be sent to the Royal Marine School of Music in England where they will receive instruction and qualify at the Royal Academy of Music, London, in the same way as officers of the Royal Marine Band Service.

The School of Music at the Depot is very well equipped for its task and it will be equipped better still as time goes on. One of the things it shows visitors with great pride is a grand piano that was presented to the Depot by the late Dame Nellie Melba some years before her death and is now used at the School for teaching and rehearsals.

## SUNDAYS AT SEA

Dealing with some appropriate adjustments made to the National Maritime Board's Agreement in respect to Sundays leave and leave abroad for Navigators and Engineer Officers of the Merchant Navy.

It is not always easy for seafarers to keep themselves abreast of matters affecting them in their profession. This fact often works to their disadvantage; all too often, for instance, anomalies in working conditions arise, for it is only after agreements have been put into practical operation that any anomaly can be seen. A case in point was provided by the circumstances arising from the National Maritime Board's "Sundays at Sea Agreement." With special relation to this agreement Mr. Douglas S. Tennant, General Secretary of the Navigators' and Engineer Officers' Union, reported in a recent issue of the "Merchant Navy Journal" to the following effect:

"When this agreement — the 'Sundays at Sea Agreement' — was first put into effect," writes Mr. Tennant, "it established an important principle which previously had not been recognised. Nevertheless, there did arise circumstances in the operation of the agreement which showed that, to put it no higher than on the basis of equity, further adjustments should be made. The first adjustment provided for the minimum time to be 9 hours at sea on Sunday in order to qualify for the extra leave under the agreement instead of the full 24 hours of the Sunday in question. This was a decided advantage and was welcomed by all concerned. The second adjustment was in connection with the keeping of anchor watches on Sundays. There was much confusion in the minds of many people as to whether or not anchor watches kept on Sundays should qualify for the half-day's

extra leave. This matter the N.E.O.U. took to the National Maritime Board and eventually had the appropriate adjustments made to the agreement.

"After these two improvements had taken place there still remained, however, the provision which allowed leave earned under this agreement to be given arbitrarily in ports abroad. This aspect of the agreement had caused dissatisfaction on a very wide basis, and I am glad it is now possible for me to announce the appropriate alterations. From the 16th July, 1950, the wording of the agreement is altered to read as follows:

"The leave may only be taken when authorised by the Master or accredited representative of the Owner, and can be given in the U.K. to suit the convenience of the ship or abroad in accordance with the terms of Note (c) below.

"Note (c): The seafarer cannot be compelled to take extra leave due under this Agreement at a port abroad, but if in fact he accepts shore leave by mutual consent for the specified minimum period or longer, that time shall count against the extra leave under this Agreement."

"I would draw your attention to the contents of these two paragraphs as, shorn of their trimmings, they really mean that as from 16th July an officer cannot be compelled to take this leave in a port abroad, but he will be able, if his own circumstances require it, to arrange for the leave to be taken in a port abroad by mutual agreement with the master. I think this improvement will be appreciated."



H.M. Submarine Telemachus loading torpedoes at Neutral Bay, Sydney, before leaving for recent exercises off the coast. Courtesy Sydney Morning Herald.

## FIRE ABOARD SHIP

The greatest, most persistent and most ruthless enemy of a seagoing vessel and its crew is fire. It is true that a ship cannot run without some form of fire, but when a fire exists in an uncontrolled state due to some carelessness of a member of the crew it could well mean disaster to a fine ship. The fire-fighting equipment aboard USNA vessels is adequate to control almost any fire. Here are some helpful hints on fire prevention:

- (a) Know the location and use of all the fire-fighting equipment in and near the compartments of the ship you normally frequent.
- (b) Do not store or litter any compartment with rags, papers, or anything which is inflammable unless it is

- in an approved container.
- (c) Do not store anything, inflammable or otherwise, on resistor box vents.
- (d) Do not keep unauthorised containers of refuse in any working compartment.
- (e) Keep all spare gear clear of electrical equipment.
- (f) Know the fire regulations of the port and dock at which the ship is berthed and observe them.

- (g) Be sure the extinguisher you use is made for the fire you want to put out.
- (h) Any form of refuse, even in approved containers, is a potential fire hazard. Remove refuse from the ship as often as possible to prevent accumulation.

- (i) In the event that you discover a fire be sure to pass the word as quickly as possible to the Officer of the Deck so that he may send help in fighting the fire.
- (j) Always be on the lookout for little acts of carelessness which may cause a fire directly or indirectly. Constant vigilance is an absolute necessity in keeping a ship safe from the ravages of fire.
- (k) Require that keys to locked places are available to the Duty Officer in case of an emergency.

— From Afloat Bulletin, MSTs, North Pacific, and Safety Review, published by the U.S. Navy Department.

## MASTERS' AND MATES' EXAMINATIONS

THE PREVAILING EDUCATIONAL STANDARD OF CANDIDATES SITTING FOR MASTERS' AND MATES' CERTIFICATES OF COMPETENCY HAS BEEN A POTENTIALLY DAMAGING FEATURE IN RECENT YEARS IN THE GENERAL QUESTION OF BUILDING UP THE MERCHANT NAVY TO MAXIMUM EFFICIENCY. THE MATTER IS HERE REVIEWED IN SUMMARISED FORM.

Speaking at the Annual Conference of the Association of Navigation Schools held in London last year, Captain J. H. Quick, the Principal Examiner of Masters and Mates, presented some very interesting details about the standard of competency exhibited by the various candidates sitting for their Certificates at the Examinations during 1949. Although able to strike a more optimistic note than in 1948, he still stressed the fact that certain decided weaknesses had yet to be overcome.

Two decided weaknesses were an inability among many candidates to express themselves and to observe; their descriptive and observational powers were poor. Generally, however, there was, he said, an "all-round improvement." For instance:

"In 1948, 1,173 candidates were examined for second mate, of whom 775, or 66 per cent., were successful in gaining certificates. In 1949, 952 were examined, of whom 78 per cent. were successful. That rise of 12 per cent. was a substantial one. Again, whereas in 1948 69.7 of the successful candidates passed in the first two attempts, in 1949 that figure was raised to 74.3 per cent. There were also fewer marginal men just scraping through, and there was a more marked separation between the passes and the failures in the written part of the examination. Quite a substantial number of candidates, in fact, scored between 80 and 90 per cent., which was quite good going."

Captain Quick's general criticism of candidates' work was still, however, an "untidiness in presen-

tation. That applied particularly to navigation papers. They lost quite a number of marks, too, in cargo work and in the elementary ship construction paper," especially on those matters which "depended more on their powers of observation. That failing was apparent in all grades, and showed up in oral as well as written examination." In those matters which they should learn at sea, such as boat work and elementary seamanship, they were especially weak. There was also a general weakness in signals.

"As for the first mate's examination, there again was found improvement, but not so marked perhaps as at the second mate stage. Of 817 men examined in 1949, 613 (or 75 per cent.) passed. In 1948, of 653 examined, 481 (or 75 per cent.) passed. Their particular weakness was chart work. As many failed in chart work for first mate as for second mate, which was a strange comment to have to make. Quite a number, too, failed in navigation, which again was surprising, since one would have thought that day-by-day practice at sea, taking sights and working up the ship's position, would have made them expert in that part of their work." In their ship maintenance paper there also showed up a lack of interest in the ships in which they had served, coupled with an inability to express themselves in any adequate manner. Their ship construction paper, too, was weak, and in sketching they often resorted to reproducing a text-book sketch from memory, rather than attempting a delineation of whatever ideas they

possessed. Striking a happier note, however, he said of first mates that, on the whole, "their meteorology was good, rather better than that offered by the masters."

So far as candidates for masters' certificates were concerned, there was a decided rise in the passes obtained. "In 1948, of 521 examined, 351 (or 67.3 per cent.) passed. In 1949, 402 passed (or 73.2 per cent.) out of 549." Here again, many candidates lost a lot of marks in their ship construction and stability paper, and to some of them navigation, especially if, as occasionally happened, it embraced a chart question, was an unsurmountable hurdle. Compass work, however, showed an improvement, knowledge of ship-masters' business was, on the whole, quite good, and knowledge of engineering surprisingly good.

However, despite the upward trend in the standard of competency in general, the special attention of all authorities should be drawn to the advisability of stepping up the study facilities offered to intending candidates for Mercantile Marine certificates. In this respect, a resolution adopted by the Navigators' and Engineer Officers' Union at its Annual General Meeting in October last, is of particular interest. The resolution read:

"That better facilities should be granted for navigating officers and potential officers studying for certificates and research."

Moving the resolution, Mr. W. Irvine, reports the "Merchant Navy Journal," claimed that no

building had been especially erected for the training of officers for the past fifty years. There was but meagre provision of equipment such as vessels for practical sea training, and in the senior training establishments, with perhaps one exception, ill-equipped establishments in old, dirty buildings was the general rule. The schools were spread unevenly over the country, and the arrangements for the provision of such educational facilities as travelling expenses for seafarers undergoing courses of study varied in different districts. He urged the N.E.O.U. to re-double its efforts to secure the implementation of the Merchant Navy Officers' Training Board's outline plan.

Other speakers spoke in favour of the resolution, and for the platform, it was pointed out that there was already a minimum standard below which training establishments generally could not fall without having official recognition withdrawn, but that the difference in standard between the best and the worst was such that some levelling up would appear to be essential. On the understanding that the Council undertook to look into the matter on the lines indicated, the resolution was carried unanimously.

Surely the authorities must realise that such a resolution is well worthy of their attention. Every facility should be provided for the best possible study of all new navigational aids — radar, Decca, W/T D/F, echo-sounding machines and gyro compasses. In this way an increasing number of candidates will come forward, and an increasing number will succeed. That, coupled with a decreasing measure of wastage in personnel, means that we should soon be assured of the necessary quantity and quality of young officers so essential to the efficiency and well-being of the Merchant Navy, in particular, and of the shipping industry of the United Kingdom and the British Commonwealth, in general.



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## BRITISH ADMIRALTY ADVANCES ITS TECHNIQUE

IS THE BRITISH ADMIRALTY PLANNING BOLDLY ENOUGH TO ENSURE THAT ADEQUATE PREPAREDNESS WILL BE ASSURED IN THE EVENT OF A STATE OF EMERGENCY? FOR INSTANCE, IS THE U-BOAT PERIL BEING COUNTERED? READ THIS ARTICLE AND JUDGE FOR YOURSELF.

The political tension at present prevailing throughout the world has served to emphasise the need for increasing attention to armed security measures. A high degree of efficiency on the part of the Services afloat and ashore is essential to the end that we shall not again be caught napping. Advances in technique are necessary for this attainment, but such advances are imperative and must with all speed be made. Are they being made? Naval official sources say they are.

Developments are taking place in the production of secret weapons which indicate that the scientific branch of the British Admiralty is working at top speed — a continuing duty that must materially eventuate in the attainment of a high state of efficiency. The announcement recently of these advances in technique has already considerably offset the feeling of inferiority and insecurity created by the disclosures in Britain's Navy Estimates that the British Naval Service lags numerically behind the United States Navy by a ratio of one to six.

Chief among the new Admiralty inventions is the high-speed anti-submarine weapon Asdic — an instrument for locating submarines by sound waves. Acting in combination with the latest hunting methods, it is capable of trapping a submersible craft moving underwater at the same speed as the fastest surface craft. It is thought by naval experts that no nation has a submersible craft capable of underwater speeds greater than 25 knots: so this weapon will act as a considerable counter to any submarine menace with which Britain

is likely to be called upon to deal. During last war Asdics operated effectively only when the operating vessel was moving at comparatively low speeds. The sound waves were drowned by the swirls and eddies under a ship's bottom when such ship was travelling at over 20 knots. Not so, however, with the new Asdic: the range of this instrument in its advanced form is practically unlimited when used in co-operation with sono-buoys and carrier-based aircraft.

The sono-buoy, in turn, is essentially a radio transmitter which picks up the movement sounds of submarines above and below water. It records a signal varying in strength according to the distance between it and the submarine and relays it back to the searching vessels. Thus, if a detected submarine is beyond the striking range of ships, aircraft can take off, tuned in throughout their flight to the signal from the warning buoy. For coastal defence the sono-buoy can be used in co-operation with shore-based aircraft, thus practically obviating the need, as ascertained in the last war, to use many small vessels for patrol duties outside ports. For delivering the death blow to U-boats, an underwater bomb fired ahead of the searching craft is fitted with a proximity fuse. The power of this bomb is sufficient to pierce the most heavily armoured plating hull from considerable distances.

The advancement of radar technique has also received considerable attention. A new radar designed to track aircraft travelling at speeds exceeding 600 miles an hour is expected almost at once to

come into service. Containing more than 2,000 valves and 25,000 other components, it is the most expensive anti-aircraft equipment ever produced. It is believed that this radar will direct gunfire on to jet aircraft as accurately as the old types caught the position of slower planes. Already, it is thought, these new sets are being fitted into ships now in course of construction. They will eventually be used in conjunction with the latest ammunition incorporating photo-electric fuses, which automatically explode when the target comes within effective range of the shell's "eye".

As for new aircraft, two types of jet day fighters are being built to reinforce the Fleet Air Arm within the next twelve months. They are the Hawker Sea Hawk and the Supermarine Attacker. The De Havilland Venom night fighter is also expected to be in operation at about the same time. Though details of these three types are still secret, it is known that the performances of the Sea Hawk rival those of land-based fighters in speed and manoeuvrability.

Nor, as was pointed out in the May issue of this journal, in the general field of development is the medical aspect being neglected. Climatological and oceanography studies are also being pursued in no desultory way. As for ditched and shipwrecked personnel, their prospects of rescue have also been considerably heightened. Helicopters, which have been found eminently successful in rescue and communication trials, are in future to be used for dropping sono-buoys, etc. They will operate from the decks of carriers and merchant craft.

## NORTH KOREAN PORT BOMBARDED

The British cruiser H.M.S. "Belfast" celebrated her return to the East Coast theatre of the Korean war, where earlier in the campaign she earned the congratulations of the American Naval Commander-in-Chief for her rapid fire gunnery and for destroying all the important targets on which she concentrated, by bombarding Wonsan, the principal East Coast port of North Korea. She was ably assisted by, among others, the Australian destroyer H.M.A.S. "Warramunga," commanded by Captain Otto Becher, D.S.C., R.A.N.

While the "Warramunga" and some of the American destroyers went close in under shelter of her guns to bombard coastal areas, the big guns of the "Belfast," firing twelve-gun broadsides, reached out to the principal targets further inland. Spotting aircraft from an American carrier recorded direct hits on an important road and rail junction at Wonsan, on military buildings, gun emplacements and troop concentrations. The "Warramunga" meanwhile wiped out a number of gun emplacements on Sin Do Island.

For the bombardment "Belfast" negotiated the 23-miles-long channel of swept minchfield and anchored off an enemy-held island whose batteries caused trouble to destroyers on the previous day. The batteries were quietened by an effective air strike and finally destroyed by the four-inch guns of the "Belfast." In a recent bombardment on the West Coast of Korea "Belfast" blew up an oil dump with her second salvo.

Incidentally, "Warramunga" is due soon to return to Australian waters. In announcing this on April 26, the then Minister for the Navy (Hon. Jos. Francis) said that she would be relieved in August by the Australian destroyer "Bataan."

The "Warramunga" has been



Crew of H.M.S. Telemachus testing inflated immersion suits. The suits are part of the submarine's rescue equipment and allow wearers to reach the surface more easily and keep afloat for long periods.

Courtesy Sydney Morning Herald

on active service with the United Nations' forces in Korean waters for nine months. "Bataan" has already served ten months in the Korean campaign. She will return to Sydney at the end of June for refit, and recommissioning, sailing for Korea again towards the end of July with a new ship's company. Australia will then be represented in the Korean battle area by H.M.A.S. "Bataan" and the frigate H.M.A.S. "Murchison." With her return to Australia the "Warramunga" will have completed her fourth tour of duty with the Allied Naval Forces in Japanese and Korean waters.

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## HOME FLEET SUMMER CRUISE

Ships of the British Home Fleet sailed from their bases on April 24 for their Summer cruise.

Their programme, which will cover a period of three months, includes training exercises at Invergordon, manoeuvres, and visits to ports and resorts in the United Kingdom.

Certain of the visits to ports and resorts will be in conjunction

with the Festival of Britain and plans are being made for the reception of visitors in H.M. Ships, for visits to the Fleet by organised parties (notably school-children) and for ships to be floodlit. These visits will take place from mid-June onwards and details are to be announced by the Admiralty later.

Ships proceeding to Invergord-

on are carrying out air defence exercises while on passage. Ships initially engaged on other duties, including flying training and training at the Joint Anti-Submarine School, Londonderry, will join the Fleet on a subsequent date.

Later the Fleet will sail into the Irish Sea for exercises which will be followed by manoeuvres with the Submarine Fleet, and other exercises.

The Fleet will be under the command of Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O., flying his flag in the fleet aircraft carrier "Indomitable," and other vessels taking part will include the light fleet carrier "Vengeance," wearing the flag of Rear-Admiral C. John (Admiral Commanding the Third Aircraft Carrier Squadron), the battleship "Vanguard," wearing the flag of Rear-Admiral St. J. A. Micklethwait, D.S.O. (Flag Officer Training Squadron), the fleet carrier "Indefatigable," the cruisers "Swiftsure," wearing the flag of Vice-Admiral C. A. L. Mansergh, C.B.E., D.S.C. (Flag Officer Second Cruiser Squadron), and "Sheffield," and the ships of three destroyer flotillas and two frigate flotillas.

Incidentally, the day before the Home Fleet left Portsmouth on its Summer Cruise, H.M.S. "Sheffield" was visited by the Duchess of Kent, H.R. Highness' first visit to this famous cruiser of many tough engagements. By request, however, the visit was regarded as private because of the loss of H.M.S. "Afray" and orders for ships to be dressed overall and for Royal Salutes to be fired were cancelled.

**Keep a Good  
Lookout**

FOR THE NEXT ISSUE OF

**The Navy**



Notings from the Pakistani frigate H.M.P.S. Sind, instructed by R.A.N. divers, undergoing deep-sea diving training at the H.M.A.S. Bushcutter diving school.

Courtesy Sydney Morning Herald.



## MARITIME NEWS OF THE

# WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

### TYPHOON STRIKES FREIGHTER.

Running into a typhoon, near Pago, 2,000 miles from the Australian coast, the U.S. 8,000-ton freighter "Angeles" had her deck cargo of timber shifted and her crew's quarters swamped on her voyage recently from Los Angeles to Brisbane. The typhoon threw passengers from their beds and only skillful handling brought the vessel through.

### WORLD TONNAGE.

According to the "London Observer" world shipping totals 77,405,000 tons, but several hundred thousand more tons of deep-sea vessels are needed. Fourteen million tons of the total are tied up in America's "Mothball" fleet of Liberty ships built during the Second World War. The U.S. Government is restoring 100 of these Liberty ships back into service, but the maximum rate at which they can be sent to sea is probably no more than 22 per month.

### AMERICAN-GERMAN CO OPERATION.

The Hamburg American and North German Lloyd Lines in conjunction with the U.S. Navigation Company, recently started a service from Hamburg and Bremen to the Gulf ports with the chartered ships "Argenfels" and "Hermod" with the intention of extending it to other ports when further tonnage is available.

### KITTEN'S IMPRISONED PASSAGE.

A kitten which had been sealed up in an inaccessible lower hold of the freighter "Port Quebec" was released when the ship unloaded at Sydney recently. The kitten was accidentally imprisoned eight weeks before, 40 feet below decks, during loading operations in New York. Throughout its adventurous voyage the kitten was fed by members of the crew on milk and meat lowered down to it through a ventilator pipe.

### "HAMBURG" RAISED

The wreck of the Hamburg American liner "Hamburg," sunk in the Baltic by mine in 1945, was recently raised by the Russians and is being repaired in Holland.

### BLUE STAR LINE ORDERS NEW MOTORSHIP.

The Blue Star Line last year ordered a sister ship to the "Adelaide Star," an 18-knot refrigerated cargo motorship of 13,500 tons d.w. with accommodation for 12 passengers, from John Browns of Clydebank.

### NORWEGIAN SHIPPING GROUP.

At the end of 1950 the Wilhelmsen Shipping Group of Oslo had acquired nineteen ships since the war and had eight more on order. Other orders would have been placed but for the official obstacles in the way of getting ships built abroad.

### PAKISTAN MERCHANT MARINE.

The Pakistan Government last year passed a bill through its Parliament allowing certificated officers of all countries to serve in its ships, instead of only British as previously.

### EXTRA STAFF PURSER FOR MAMMOTH LINERS.

The Cunard liners "Queen Elizabeth" and "Queen Mary" now each carry an extra staff purser primarily to arrange entertainments for cabin and tourist-class passengers. This is undoubtedly a much appreciated innovation, greatly needed in the general organisation of the social life aboard these giant liners.

### "FRANCONIA" ENQUIRY FINDING.

It will be recalled that on 12th July, 1950, the Cunard liner "Franconia" (20,341 gross tons), grounded in the St. Lawrence. At the formal enquiry ordered by the Canadian Ministry of Transport and held at Quebec, it was found that the grounding was due to "a grave error of judgment" on the part of the pilot, whose licence was suspended for the remaining period of the 1950 navigation season. The Court further found that neither the Master nor any of those Officers concerned who were legally represented by the Merchant Marine Service Association and the Navigators' and Engineer Officers' Union respectively were guilty of any fault.

## BURNS PHILP PROFIT UP.

Net profit of Burns Philp and Co. Ltd., at £315,264 for the year ended March 31, shows an increase over the previous year of £12,530. Dividend remains at 12½%. Gross profit rose by £376,567. Reserve is again increased by £50,000.

## ANCIENT ROMAN SHIP LOCATED.

An ancient Roman ship, with a cargo of wine containers still stowed in her, has been located by divers in ten fathoms near Cannes in the South of France. One wonders what vintage the containers held, French or Roman, for both nations were extensive makers and traders of wine.

## ATLANTIC VOYAGE FOR DOLLARS.

Two years ago two brothers, Stanley and Colin Smith, of the Isle of Wight, sailed their 22ft. home-made sloop "Novo Espero" from Canada to England. Early in May, in the same craft, Stanley Smith and his neighbour, Charles Violet, sailed from London for New York. Colin Smith, now married, this time stayed behind. The voyage, which is being made with the backing of the Dollar Exports Board and as a Festival of Britain feature, is expected to take more than 80 days.

## NEW OSTEND-DOVER PACKET.

The Belgian Government is building, or is about to build, a new fast Ostend-Dover motor packet to replace the steamer "Princes Astrid"—sunk by mine in 1949—the cost to be about £1,500,000.

## ITALY'S LARGEST POST WAR LINER ARRIVES.

The Italian liner "Australia," built at a cost of nearly £4 million, for Lloyd Triestino, arrived in Sydney on May 21. Sailing from Genoa on April 19 she completed the voyage in 33 days. Italy's biggest post-war built liner, the

"Australia's" gross tonnage is 13,205; she is 528ft. long, and has a speed, it is said, of over 20 knots. A sleek, white, yacht-like vessel with clipper bow. The ship is also lavishly fitted, and has interior design wall panelling of light-coloured wood and a highly decorative show of murals, stone mosaic and inlaid wood. A stone mosaic table, valued at £2,000, is placed outside the purser's office, and a handsomely carved 8ft. high figure with spear and shield representing an Australian aboriginal, but more like a Matibek warrior, stands at the entrance to the First Class lounge. Various other designs, decorative but highly imaginary in conception abound. For a migrant vessel the passenger accommodation is most spacious and even lavish, and the "Australia" is bound to be a favourite ship, both on her home ward and outward voyages.

## LIBRARIES ABOARD SHIP.

The library section of the Seafarers' Education Service continues its effective work. In 1950 it expanded steadily. With libraries installed in 1,474 ships, more than 210,000 books were sent to sea from Selwyn House, London, its headquarters, in the twelve months, an increase of 25 per cent. over the figures for the year 1949. Honorary librarians have continued to do a splendid job once the library has arrived on board and have responded most satisfactorily to the President's appeal to cut down book losses, with the result that the Seafarers' Education Service has had more to spend on new volumes.

## FIRE IN BRITISH FREIGHTER.

Three Fire Brigade personnel were overcome by fumes while fighting a fire in the British freighter "Craigwen" at Victoria Dock, Melbourne, on May 27. The fire was among the 4,500-ton cargo of newsprint and about £15,000 damage was done. Ship's

officers noticed smoke issuing from the ventilators, and when firemen removed the hatch covers dense smoke poured from the hold and flames shot 30 feet into the air. The fire was brought under control in two hours, but it was a stiff and dangerous fight while it lasted. The three firemen overcome by fumes had to be assisted to the deck and taken to hospital.

## CANADIAN MARINE RESCUE WORK.

The Canadian Government recently enrolled more than 200 Government vessels of all kinds in the Marine Search and Rescue Service which it inaugurated in place of the suggestion that Canada should adopt the United States Coast Guard system.

## SMALL PAY SCALE.

The Japanese ships at present operating on commercial work outside of Japanese waters carry crews on only one-third of the pay scale in British ships. Unfair competition with a vengeance!

## POLAR EXPLORER DIES.

A message from New York on May 28 announced the death of Lincoln Ellsworth, the polar explorer, from a heart attack. Mr. Ellsworth had had a distinguished and adventurous career. In 1926, he was a member of an expedition which flew over the North Pole in a dirigible. In November, 1935, he disappeared while flying over Antarctica but was found in January, 1936, by a plane from the Australian exploration ship "Discovery." He again explored Antarctica by plane in 1939 and claimed 81,000 square miles of that land for the United States. Mr. Ellsworth was 71.

## CANADIAN OIL PIPELINE.

The first section of the pipeline to carry oil produced in Alberta, Canada, to the Great Lakes at Superior was opened in 1950 and it is expected that the completed line will be finished this year.

## "Warramunga" Assists in Mercy Mission

The Australian destroyer "Warramunga", while serving in Korean waters, recently took part, with ships of three other Navies, in a sequence of events which had saved the life of an officer of a Canadian destroyer who suddenly became ill with acute appendicitis.

In announcing this on May 16, the Minister for the Navy (the Hon. P. A. McBride) said that the officer was Lieutenant Michael Barrow, R.C.N., of Toronto, serving in H.M.C.S. "Huron," one of the destroyers screening the Royal Navy aircraft carrier H.M.S. "Glory." After Surgeon Lieutenant W. Cooke, R.C.N., of "Huron," had diagnosed Barrow's case as one of appendicitis he transferred him to H.M.S. "Glory," in which better operation facilities were available.

Two days after an operation had been performed, complications occurred and Barrow was placed on the dangerously-ill list.

Surgeon-Commander J. H. Mitchell, R.N., of H.M.S. "Glory," then flew by helicopter to the United States aircraft carrier "Bataan" to confer with Lieutenant J. McBride, of the U.S. Army Medical Corps.

Both doctors then flew back to H.M.S. "Glory," and, after further consultation, decided that Barrow should be rushed to a U.S. Army hospital ashore for specialised treatment. He was put into a stretcher and carefully passed by jack-stay across to "Warramunga", which had come alongside to within 10 feet of H.M.S. "Glory" so that he could be transferred with as little discomfort as possible.

The "Warramunga" then proceeded at full speed to shore where Barrow was admitted to hospital. His condition has since improved.



## JACK THE HANDYMAN

Jack has always been a handyman, and no one has ever questioned his versatility. But E/M Ray Black, of the British submarine *Talamech*, recently recalled him. When the Royal Australian Navy held a fête at the Balmoral Submarine Depot in aid of the Affray Appeal, this nine-months-old visitor required, and received, some tender attention from his bearded "nurse."

The appeal was conducted to raise funds to assist the dependents of the crew of the British submarine *Affray* which was lost late in April. No decision has yet been reached on the cause of the loss.

Courtesy Sydney Morning Herald



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## R.N. STRENGTH TO BE INCREASED

This Article Conveys The Reply Given By The Then First Lord Of The Admiralty, Viscount Hall, To Critics Of The Proposals For Defence As Contained In The Navy Estimates For 1951-52.

In the House of Lords on April 11th, the then First Lord of the Admiralty (Viscount Hall) said that the Government was satisfied that the Navy Estimates, together with any additional supplementary estimates, (outlined in the Editorial of the April issue of "The Navy") would make the necessary provisions in man-power, money, ships and equipment.

Lord Hall was replying to Lord Teynham, who asked if the Government was satisfied that the proposals for defence were adequate. He said that the full programme, together with current construction when completed, would add 232 new ships to the existing naval strength. These would include powerful fleet carriers and destroyers, and the programme would also provide for 24 frigates, of which it was hoped that some would be completed next year. The number of ships brought into service with the Fleet from reserve would be 60. They were not yet ready to proceed with the completion of the Tiger class cruisers, for further research work was required with fire power and gunnery.

The menace so far as Russia was concerned was not surface ships, but submarines. The total Russian submarine strength was about 360 ships. The Soviet Union was also powerfully equipped for mining by sea and air and it was expected that in any future war we should be faced with greater sea mining than in the last war. Against the background of these threats Government research was being conducted and applied to ships and aircraft. Good progress was being made with naval aviation. On the

whole, recruitment was satisfactory, but there was a need for additional recruits for aircrews.

Provision was being made for the protection of merchant ships during war. The Admiralty had been storing material for de-gaussing for a long time, and large orders had been placed recently as part of the accelerated defence programme. He hoped this work would proceed as soon as possible with the full consent and co-operation of the shipowners. Sufficient stocks of dual-purpose weapons for arming the entire Merchant Navy in an emergency had already been accumulated and distributed throughout the United Kingdom and the Commonwealth, together with large quantities of auxiliary equipment. The Merchant Navy Defence course had been restarted in London, Liverpool, Glasgow and Newcastle with the object of familiarising personnel with the measures which would be taken by the Royal Navy for the protection of the mercantile marine in time of war.

As for the 60 ships which would come into the Fleet from reserve, in the House of Commons on March 7th Mr. Callaghan, Parliamentary Secretary of the Admiralty, when replying to Commander Noble, M.P., said it was planned to bring these forward into the active Fleet this year, and that they would include two destroyers, two frigates, three submarines, eight ocean and 22 other minesweepers, two fast minelayers, and 21 smaller craft. In addition, one light fleet carrier, one destroyer, one landing (headquarters) ship, and three anti-submarine frigates will be brought forward for trials and training.

The Navy

## NEWS OF THE WORLD'S NAVIES

### HISTORIC CANNON BALL

A cannon ball reputedly fired into their town by a British warship in 1813 was handed back to the Royal Navy by the officers of the Rehoboth Beach Legion Post of Lewes, Delaware, U.S.A., in the course of celebrations when the ship's badge of H.M.S. "Lewes" was presented to the American city's civic authorities. H.M.S. "Lewes," formerly U.S.S. "Conway," was one of the fifty American Town Class destroyers transferred to the Royal Navy in 1940. Gifts to commemorate the services of this class of ship have also been made to other American towns after which each particular ship was named. The cannon ball was returned contained in a mahogany box made from timbers of a British sloop-of-war, the "De Braake," which was lost off the American coast in 1798. An inscription on the box records the circumstances under which the contents were "donated to Lewes by the Royal Navy." The thanks of the Admiralty have been expressed for the trophy, which will be displayed at the National Maritime Museum at Greenwich, London.

### FRENCH NAVY SHIP EXPLODES

The "Adour," a French Navy landing ship loaded with troops and ammunition for Vietnam, exploded at Nhatrang, on the Annamese coast, on May 18. Several detonations occurred. The last detonation, several minutes after the first, tore off the ship's deck and blew a gap 60ft. long in her side. The explosions killed at least 50 of the soldiers and ship's crew and injured 150, many of the killed and injured being hurled into the sea with great violence. The troops and ammunition were about to be used in op-

erations against the Vietnamese rebel forces, but it is thought that the fire which caused the explosions started accidentally below decks, whence it spread rapidly, setting off the explosives.

### H.M.A.S. "SYDNEY" FOR KOREAN WATERS

The Prime Minister announced on May 12 that the Commonwealth Government had approved of the aircraft carrier H.M.A.S. "Sydney" proceeding to Korean waters about October next. H.M.A.S. "Sydney" would relieve the Royal Navy carrier H.M.S. "Glory" for some months, enabling the latter vessel to give both naval and air crews a well-earned rest after months of intensive operations. The Prime Minister added that H.M.A.S. "Sydney" would make a substantial addition to Australia's contribution to the United Nations Forces.

### R.A.N.V.R. AIR SQUADRONS TO BE FORMED

The Minister for the Navy (the Hon. P. A. McBride) announced on May 18 that the Royal Australian Navy was making plans for the formation of a reserve air squadron of multi-seat aircraft in late 1952, followed subsequently by a single-seater squadron. He said that these would be based at Schofields, N.S.W., which at present is a R.A.A.F. Station, but arrangements had been made for a R.A.N. Air Station to be established side by side with the R.A.A.F. Personnel requirements are still under consideration, but in the case of officer aircrew, it is likely that a first call will be made upon those with earlier service aviation training now in civilian life, who are still young and keen to resume flying as members of the R.A.N.V.R. There will also be opportunities for others to join in certain ground capacities.

### U.S. NAVY DEPARTMENT REPORTS COLLISION

The United States Navy Department reported on May 15 that 36 persons were killed in a collision between a seaplane tender and an oil tanker early on that day. The disaster occurred off Cape Henry, Virginia. The tanker caught alight immediately and was soon engulfed and destroyed in the flames.

### H.M. PAKISTAN SHIP "SIND"

H.M.P.S. "Sind" which came to Australia to represent Pakistan at the Jubilee Celebrations and to take part in the combined Commonwealth Fleet manoeuvres off the Australian coasts, is undergoing a refit at Garden Island.

### VISIT OF SWEDISH WARSHIPS TO U.K.

A Swedish naval squadron of two cruisers, four destroyers and six submarines, with a depot ship were programmed to visit the United Kingdom in May and early June. The ships were to be at Rosyth between May 25 and 28 and at Thames ports between May 30 and June 4. Some of the ships were to visit Chatham, Greenwich, and Southend.

### U.S. PILOT RESCUED BY R.N. DESTROYER

On the first day of the British U.S. exercises held recently in the Mediterranean, a U.S. pilot was rescued uninjured by the destroyer "St. Kitts" (Commander G. G. Ormsby, D.S.O., D.S.C., R.N.). The pilot was flying on a search and attack mission when he experienced engine trouble and was forced to crash down in the Tyrrhenian Sea, on the south-western coast of Italy. The pilot did so without difficulty and while he took to his boat some members of his gun

June, 1951.

TYPE CUT OFF

circled overhead, indicating his position, while other members of the group notified units of the British Home Fleet. The "St Kitts" came up and got him safely aboard.

#### A/S AIRCRAFT FAIREY 17.

The British Ministry of Supply, on behalf of the Admiralty, has placed an order with the Fairey Aviation Company for a substantial number of the new twin-engine anti-submarine aircraft at present known as the Fairey 17. The selection of the Fairey 17 follows intensive trials, first by the manufacturers and then competitive official tests by Ministry of Supply test pilots, in conjunction with sea trials in H.M.S. "Illustrious."

#### ARMS SHIP BLOWS UP AT GIBRALTAR.

The Royal Navy ammunition ship "Bedenham," 1192 tons, bound from Plymouth to Malta and loaded with explosives, blew up at the ordnance wharf at Gibraltar on April 27. A lighter alongside the "Bedenham" also exploded. Actually, the explosion started in the lighter. Both ship and lighter soon after had disappeared entirely, and next day the death roll stood at eight. Smoke from the explosion completely plunged Gibraltar and the nearby Spanish town of La Linea in shadow. Both the Anglican and Roman Catholic Cathedrals were damaged, as well as the Presbyterian Church of St. Andrew, and all buildings in the vicinity were flattened. Civilians rushed for air-raid shelters as pieces of the exploded vessels fell in the main streets of the town: many schoolchildren were hurt by flying glass from the shattered windows of schools and other buildings. Naval armament experts and secret service agents flew to be spot immediately, and rumour in Malta—not confirmed officially—is that the explosions were caused by a "doctored" depth charge.

#### BRITANNIA'S TRIDENT.

Britannia's trident—Britain's traditional emblem of sea mastery—was broken from the marble figure at the foot of Queen Anne's statue outside St. Paul's one night last March. A watchman saw three men running round the statue inside the protecting railings. One was jabbing at the others with the trident. Ultimately they jumped the railings and made off laughing. One theory is that the theft was a protest against the appointment of an American Admiral as Supreme Commander in the North Atlantic, thus vesting him virtually with the command of the British Fleet. Whatever the motive, vandalistic souveniring of this kind cannot be too deeply deplored.

#### COMBINED R.N.-U.S.N. FLEETS IN MEDITERRANEAN.

The largest concentration of warships assembled in the Mediterranean since World War II, including vessels of the Home and Mediterranean Fleets and the United States Sixth Fleet, took part in the combined British-American naval exercises in the Mediterranean on February 12 and 13.

#### MEDITERRANEAN EXERCISES.

During the combined British-American naval exercises held in the Mediterranean in February, the manoeuvres were watched by Admiral Robert B. Carney, Commander-in-Chief, United States Naval Forces Eastern Atlantic and Mediterranean, from his flagship, the heavy cruiser U.S.S. "Columbus." Vice-Admiral John J. Ballentine, U.S. Navy, commanded the U.S. Naval Forces in the exercises, while the British Mediterranean Fleet was commanded by Admiral Sir John Edlsten, K.C.B., C.B.E., and the British Home Fleet by Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O.

#### TRIBUTE TO COMMON WEALTH FORCES.

Mr. Shinwell, British Minister of Defence, in a statement in the House of Commons on February 20 paid a well-deserved tribute to the work of the Commonwealth Naval Forces operating in Korean waters. The Minister said: "His Majesty's ships and aircraft of the Royal Navy, together with ships of the Royal Australian, Canadian, and New Zealand Navies—have been engaged in maintaining the blockade of the west coast of Korea. They have also provided gunfire and air support for the United Nations' forces ashore. H.M.S. "Theseus" and her air group have particularly distinguished themselves by operating at a remarkably high intensity over a prolonged period. The weather has been severe. Our ships and aircraft have had to contend with arctic blizzards, snowstorms, and floating ice; and the buoyant spirit of our men in these difficult circumstances has been beyond praise." (Cheers.)

#### WARSHIPS IN COLLISION.

H.M.S. "Vanguard" and H.M.S. "Indomitable" were both slightly damaged in a collision while the "Indomitable" was berthing at Gibraltar in February during the Home Fleet's Spring Cruise. The damage, however, was not sufficient to prevent either ship from taking part in manoeuvres and there were no casualties. The weather was squally at the time.

#### MEDITERRANEAN FLEET A/A TROPHY.

The Mediterranean Fleet Anti-Aircraft Trophy for the best long range shoot in 1950 was won by H.M.S. "Vigo" (Commander M. J. Greig, D.S.C., R.N.). At the time of the shoot she was commanded by Commander R. D. Franks, D.S.O., O.B.E., D.S.C., R.N. The runner-up was H.M.S. "Liverpool," commanded by Captain J. D. Shaw-Hamilton, R.N.

#### MACHINERY NOISE LOCATION.

Acoustical detectives are using noise circuits similar to electrical circuits to track down the sources of machinery noise.

An expert who tells industry how to build quieter equipment, Dr. Howard C. Hardy, supervisor of acoustics and vibrations at Armour Research Foundation of Illinois Institute of Technology, U.S.A., described the noise circuits which trace the paths of sound energy in a machine. Dealing with the subject of "Control of Noise in Mechanical Equipment," Dr. Hardy said:

"Just as in a violin, the source of sound is the slipping action of the bow on the string, but the radiating surface is the body of the violin. The noise engineer must be careful to distinguish between the source of sound energy and the sources of radiated sound."

Once noise engineers have made diagrams of all noise energy paths in a machine, they can reduce the sources of sound or disconnect the circuit at some point. Dr. Hardy called the breaking of a noise circuit as "de-coupling." He cited the spring mountings used on car engines. The engine shakes, but not the car itself.

"There is just as much energy, but less noise," he explained.

Sometimes an experienced research worker in noise reduction can quickly recognise the gremlins which cause the trouble," Dr. Hardy said. "More often, however, noise reduction comes about by careful scientific analysis, good measurements, and keen engineering insight by a team of experienced workers."

Finding the original sound source in a machine is often complicated by the fact that there are secondary sources between the energy source and the radiating surface, he added. The noises follow devious paths, all requiring careful analysis.

"Safety Review," United States Information Service.

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## PERSONAL PARAGRAPHS . . .

### CAPTAIN H. L. HOWDEN, R.A.N., TO RETIRE.

The then Minister for the Navy (the Hon. Jos. Francis) announced on April 27 that Captain H. L. Howden, C.B.E., R.A.N., Naval Officer in Charge, Fremantle, would retire on 3rd July and would be succeeded by Acting Captain F. Bryce Morris, A.D.C., R.A.N., at present Captain of the Dockyard and Deputy Superintendent, Sydney.

Mr. Francis said that Captain Howden, who was formerly a midshipman in the Royal Naval Reserve, joined the Royal Australian Navy in that rank in 1916. He had been a Captain since June 30, 1938. For nearly three years during the Second World War he commanded the cruiser H.M.A.S. "Hobart", and was later Captain Superintendent of Training at Flinders Naval Depot. He

was commanding officer of H.M.A.S. "Penguin," the shore establishment at Balmoral, Sydney, for two years. He was appointed Naval Officer-in-Charge, Fremantle, in September, 1946.

Captain Morris was a graduate of the Royal Australian Naval College. In the war he commanded H.M.A.S. "Nepal" and later H.M.A.S. "Ballarat," and was Senior Officer of the 21st Mine-sweeping Flotilla formed for service with the British Pacific Fleet. In July, 1945, he went to Madang as Naval Officer-in-Charge, New Guinea, and organised the surrender of the Japanese forces in the New Guinea area. He had been Captain of the Dockyard and Deputy Superintendent, Sydney, since shortly after the end of hostilities.

### NEW BRITISH NAVY CHIEF.

Viscount Hall, who was Britain's First Lord of the Admiralty from 1946, resigned in May and has been replaced by Lord Pakemham, previously Minister of Civil Aviation.

### D.S.M. AWARDED SYDNEY MAN.

Chief Petty Officer W. A. Rose, of Sydney, has been awarded the Distinguished Service Medal. In announcing this on May 25 the Minister for the Navy, Hon. P. McBride, said that Chief Petty Officer Rose was coxswain of H.M.A.S. "Bataan" when it engaged a Communist battery on the Korean coast on August 1. When his term of service in the Royal Australian Navy expired he joined the dockyard police and is now stationed at H.M.A.S. "Kuttabul," Sydney.

### COMMANDER RECEIVES MENTION.

The Minister for the Navy, Hon. P. McBride, announced on May 25 that Commander W. B. Marks, of South Yarra, Melbourne, has been mentioned in despatches. Commander Marks, as is well known, has commanded H.M.A.S. "Bataan" in Korean waters since last June. By the time this issue of "The Navy" is published "Bataan" will have returned to Sydney for a two-months rest.

### VICE-ADMIRAL THE EARL MOUNTBATTEN OF BURMA.

If rumour is correct Vice-Admiral the Earl Mountbatten of Burma is shortly to be appointed British Ambassador at Washington. This would necessitate the replacement of Sir Oliver Franks, the present Ambassador to the United States. Sir Oliver, it is said, is due for a holiday trip home shortly. However, authorities disclaim all knowledge of the reported ambassadorial change.

### NEW R.N. COMMAND.

Vice-Admiral Sir William G. Andrews, who for some time was Flag Officer, Second-in-Command, Far East Station, and who at present commands the United Nations blockade and escort force known as Task Force 95, in Korea, has been appointed Commander-in-Chief of the American and West Indies Station. He will succeed Vice-Admiral Sir Richard V. Symonds-Taylor in October.

### NAVY IN THE FEMALE BLOOD.

"I always wanted to join the Services. The Navy was my obvious choice," said a young recruit to the WRANS recently. She was Miss Elizabeth House, 22, of Vaucluse, N.S.W., the daughter of an English naval commander whose two sons also served in the Navy, and one of nine young women sworn into the WRANS at H.M.A.S. "Rusheuter" on April 27. Two New Zealand girls, Miss Melody Walker-Grace and Miss Wanda Lulham, also were among those who signed up.

### ADMIRAL DIES.

Admiral William Rawdon Napier, aged 74, who was First Naval Member of the Royal Australian Naval Board from 1926 to 1929, died on Sunday, 8th April, at his home in Fareham, Hampshire.



### "WESTRALIA" BACK

The Huddart Parker motorship "Westralia," refitted after years of Navy service and back on the Sydney-Fremantle run, sailed from Melbourne on the first trip of her renewed service on Monday, 2nd April.

June, 1951.

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## THE BEGINNING OF THE MODERN BATTLESHIP

The History Of Naval Ships And Warfare Abounds In Interest, To Say Nothing Of Controversial Subjects. The Subject Discussed In The Letter Published Below From Mr. J. Clare, Mosman, N.S.W., Is A Case In Point. The Letter Is Followed By A Brief Reply From The Editor. Mr. Clare Writes:

"I have just received the March issue of your magazine and would like to comment on the article entitled 'The Beginning of the Modern Battleship.' Surely this is all wrong.

"For many years shells had been available for shore artillery, but were not considered suitable for sea use. In 1853 a Russian squadron comprising six ships of line, two frigates, and three steamers, completely destroyed a Turkish force of seven frigates, three corvettes, two paddle steamers and two transports. The Russians used shells. The battle of Sinope led to the intervention of Britain and France and the Crimean War followed. The navies that entered that war were of the old wooden walls type.

"The vulnerability of the wooden ships to fire caused by big shells led to the development of a series of floating batteries armoured with iron. Three French armoured batteries took part in action against forts at Kinburn in October, 1855. These were 'Devastation,' 'Lave,' and 'Tonante.' Britain also built two batches; the first had wooden hulls with armoured sides; and a later series were of iron with side armour. These ships were very slow and were unsuitable for sea work and had to be towed to their stations, but were able to bombard shore batteries without damage to themselves.

"The experience gained with these floating batteries was of value in developing sea-going armoured ships, France leading the way with 'La Gloire,' laid down in 1857, and launched in November, 1859. Britain answered with

'Warrior,' laid down in June, 1859, launched December 29, 1860.

"This information was available to other naval powers, and when the American Civil War broke out in April, 1861, the Southern States, in order to overcome the advantage held by the North in having most of the shipbuilding and other manufacturing industries and also most of the naval ships, set out to improvise a type of ship that would be an advantage over the more normal types held by their opponents.

"Soon after the war started, the Southern States took the Norfolk Navy yard and a number of ships which were abandoned by the North after being set on fire to destroy them. One of these was the 'Merrimac,' which was refloated with her engines, etc., intact, and had an armoured black hull, as mentioned [in the article], erected on the remnant of her hull.

"The Northern States, on hearing of this work, set out to devise and counter, and the 'Monitor' resulted. She was completed only just in time and she arrived at Hampton Roads, Virginia, on the afternoon of March 8th, 1862. About noon the same day the 'Merrimac' (renamed 'Virginia') had attacked a group of Federal ships and sunk several of them. The next day the battle between the 'Monitor' and the 'Merrimac' took place. This was the first battle between armoured ships, but they were not the first ships of that type."

[We thank Mr. Clare for his kind letter, and for the interesting matter contained therein, which

we are pleased to publish.

Yes, Mr. Clare is quite correct—correct, that is, in his historical statements, but not quite so correct in his progenitorial conception, the real beginning of the modern battleship. It is true, as Mr. Clare points out, that ships began after about 1854 to be armour-plated. But they were, as Mr. Clare himself knows little more than replicas of the old "Wooden Walls" type, with guns mounted in the ships' sides and capable only of broadside firing. Only with the development of the turret ship, capable of firing in all directions from deck and centrally placed revolving batteries, can the modern battleship be said to have begun. The "Merrimac" for the first time in history fulfilled the idea of a turret ship, and as such is generally regarded, as the article claimed, as the progenitor of the modern battleship. The greatest error inherent in the article is that it tried to encompass so large a subject in so small a space.—Ed.]

### MR. FRANCIS EXPRESSES HIS REGRET.

The then Minister for the Navy (the Hon. Jos. Francis) expressed his deep regret when he learned hope had been abandoned of rescuing any of the 75 officers and men from the British submarine "Afray." He stated that a message had been sent from the Commonwealth Government to the United Kingdom Government expressing deepest sympathy at the loss of so many fine officers and men. The Minister added that he trusted that the families of those lost would find some consolation in the fact that they had died in the service of their country while learning to defend it, and, as so many other men in the Navy had done through succeeding generations, had sacrificed their lives in the cause of duty. They were deserving of the highest tribute, for they had given all they had, just as men who had died in war.

### CURBS SOUGHT ON JAPANESE SHIPPING.

According to an A.A.P. news message from San Francisco (Sydney Morning Herald, 2th. May) fourteen United States shipping lines operating in the Pacific on May 27 urged peace treaty restrictions on Japan's merchant marine activities. A programme forwarded by them conjointly to the U.S. State Department at Washington under the sponsorship of the Pacific American Steamship Association suggested:

Japan should be allowed to rebuild her merchant marine in proportion to her re-entry into world trade.

The base period for measuring Japan's renewed trade should be 1930-1936.

Japanese ships should carry no more than 50 per cent. of her exports and imports, with the balance shared by other nations.

Japanese ships should not engage in cross-trade between two other nations.

Japan should abide by established rates.

United States subsidies for Japanese shipping should cease.

### U.S. NAVY LAUNCH CAPSIZES.

A 50ft. U.S. Navy launch, said to have nearly a hundred sailors aboard, capsized on May 23 in Newport Harbour, Rhode Island, U.S.A. Casualties, if any, were unknown for a time, but later reports indicate that 23 men were missing, presumed dead.

### NEW DUTCH MOTOR COASTERS.

About 100 new motor coasters have been added to the Dutch merchant fleet since the war and about another fifty of the same type are under construction, but on the other hand many of the survivors of pre-war years are worn out and must soon be sent to the shipbreakers.

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## FROGMEN AND CANOE TRAINING

THE SECOND WORLD WAR SAW MANY NEW DEVELOPMENTS IN THE TACTICS AND "GADGETS" OF WARFARE AND PROBABLY NONE WAS MORE SENSATIONAL THAN THE BIRTH OF THE FROGMEN. THE ERA OF THESE UNDERWATER WARRIORS HAD BEGUN AND SCHOOLS FOR THE TRAINING OF THIS PARTICULAR TYPE OF SERVICE-MAN ARE NOW WELL ESTABLISHED.

"A special Boats Section to provide training for personnel in swimming, both with and without special 'frogman' equipment, canoeing, general landing craft work and the use of weapons and explosives is to be formed shortly," says the Admiralty News Summary, "by the Merseyside Centre of the Royal Marine Forces Volunteer Reserve in H.M.S. Irwell at Murpeth Dock, Birkenhead.

"This Section should be of particular interest to men who are members of swimming or canoe clubs or who are interested in these pursuits, especially if they have previous Naval or Military service of this kind. It provides an opportunity to continue their practice while serving in a Volunteer Reserve Force. There are at present 20 vacancies at the Merseyside Centre R.M.F.V.R. for Swimmer Canoeists, of which a few have already been filled by men in the Unit. Men in the Merseyside area who join the Unit specially to serve in the Special Boats Section will be given a minimum basic Royal Marines training and will then pass on to the Section."

The history of this special type of war service, though only of comparatively recent origin, is already considerable and of particular interest, not only to those engaged in it, but also to the layman. During the last war these amazing underwater warriors with long, webbed feet and rubber diving suits provided some of the most spectacular episodes of the conflict. Appearing like some H. G. Wells or Jules Verne creation, they soon established themselves as a force greatly to be reckoned

with and most urgently waged against.

Italy was the first of the warring nations to adopt them and they made their first appearance on the morning of September 19, 1941, and, spectacularly enough, at no other place than the Grand Harbour of Gibraltar. One of the safest of safe places, one would have thought. But it wasn't so safe against those who had in their own unique way made it the scene of their first attack. A gentle boom on the harbour's rippled surface and the British naval tanker "Denhydale" lay mortally stricken; a 500lb. torpedo drawn and released underwater by the first of all frogmen had smashed in her underplates. Shortly afterwards, the 10,900-ton freighter "Durham" and the 2,444-ton tanker "Fiona Shell" settled down in the Bay of Gibraltar, seriously damaged by similar explosive weapons.

The highly incredible had happened. That attack on "the Rock's" shipping was the outcome of five years of clever experimentation by Italian scientists and the Italian Navy Department. Three torpedoes had been used and each had been drawn by two men launched from an Italian submarine in Gibraltar Bay. Later, long before Britain was able to retaliate with her own frogmen, the British battleships "Valiant" and "Queen Elizabeth" and a naval tanker were severely damaged by Italian human torpedoes in Alexandria Harbour.

The Germans also had their frogmen who, although not in totality so spectacular in results as the Italians, accomplished some im-

portant missions, the most successful perhaps being their damaging attack on the road and railway bridges over the Waal River in Holland.

But British science and the Admiralty soon caught up with the enemy's devices and exploits. Many of the heroic deeds performed by the members of this new Section of Britain's armed forces — everyone a veritable knight of the depths — will never be known in detail because all too often there were no survivors. The job had been done, but no one will ever know how it was done or under what conditions.

The first reprisal weapon used by British frogmen was the chariot, a two-man torpedo which was ridden astride, underwater, of course. Ships were sunk, minefields were penetrated, locks and docks were blown up, patriots were spirited away from enemy coasts. British frogmen were instrumental in clearing the harbours of the Nazis Western Wall of mines and traps on D-Day. Frogmen were also used extensively in the later stages of the war in the Far East and the Pacific, where they had not only their job to do, but also, not infrequently, to beat off attacks by sharks, giant rays and octopi, and other dangerous denizens of the seas. The frogmen of Britain produced no lack of V.C. winners among their numbers.



## SEAS, SHIPS AND SAILORS



"NESTOR" WAS BUILT BY FAIRFIELD, GLASGOW, AND COMMISSIONED IN FEB. 1941. A DESTROYER OF THE JAVELIN CLASS, SHE DISPLACED 1890 TONS, CARRIED 6-4.7" 1-4" AND SEVERAL LIGHTER GUNS, AND 5-21" TORPEDO TUBES. DESIGNED SPEED WAS 36 KNOTS.

"NESTOR" SERVED IN MANY OPERATIONAL SPHERES, INCLUDING THE "BISMARCK" HUNT, ATLANTIC, MEDITERRANEAN, INDIAN OCEAN AND EAST AFRICA. IN JULY 1941, WHILE ESCORTING A MALTA BOUND CONVOY, SHE RESCUED 500 MEN FROM THE SYDNEY STAR WHICH HAD BEEN TORPEDOED OFF MANTILLARIA. "NESTOR" STOOD BY THE DAMAGED VESSEL AND SUCCESSFULLY ESCORTED HER TO MALTA UNDER INCESSANT AIR ATTACK. ON DEC. 1941, "NESTOR" DESTROYED A LARGE GERMAN SUBMARINE OFF CAPE TRAFALGAR.

"JUNE 1942 FOUND 'NESTOR' AGAIN ON ESCORT DUTY WITH A MALTA CONVOY, BUT THIS FATEFUL VOYAGE WAS TO BE HER LAST. AFTER TWO DAYS AND NIGHTS OF CONTINUOUS ENEMY AIR ATTACK, 'NESTOR' WAS STRUCK BY THREE BOMBS ON 15.4.42. ONE BOMB A VERY NEAR MISS - BLEW A LARGE HOLE UNDER HER WATERLINE, KILLING FOUR MEN AND FLOODING BOTH BOILER ROOMS.

"DOWN BY THE BOWS AND STOPPED, 'NESTOR' BECAME THE TARGET FOR CONCENTRATED AIR ATTACKS, BUT HER GUN CREWS, TOGETHER WITH THOSE OF OTHER DESTROYERS STANDING BY, SAVED HER FROM DESTRUCTION. H.M.S. 'JAVELIN' TOOK HER IN TOW AFTER DARK, BUT NEXT MORNING IT WAS DECIDED TO ABANDON & SINK HER. SO ENDED 'NESTOR'S' BRIEF BUT GALLANT CAREER, AND IN RECOGNITION OF THE SHIP'S STIRRING EXPLOITS HER CAPTAIN, COMMANDER ROBINSON, RECEIVED THE D.S.O. AND BAR.



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## BOOK REVIEWS

By A.R.

"MALAY WATERS". By H. M. Tomlinson. (199 pp.), Hodder and Stoughton, London.

In years gone by Mr. H. M. Tomlinson, wide, open-eyed traveller, deep, warm-hearted humanist and one of the most eminent of the older stylists in English literature, gave us such books as, among others, "The Sea and the Jungle," "London River," "Gifts of Fortune," "Gallions Reach," "Tide marks," and "The Wind Is Rising"; now he comes to us with one about Malaya and the shipping industry of the Malayan waters. Profoundly interested in the lights and shades of the East, and sensitive to every mood of the sea and swing of the compass, Tomlinson has always seen sea-faring as it really is and inter-acted it from experience.

It is not surprising, therefore, that in this history of the Straits Steamship Company he should devote the initial part of the book mainly to an interpretation of the Malay seas and lands, based largely on his own personal wanderings. Yet the book never fails to convey the historical background of the Company, and particularly the services of its ships and the men who worked them. Unfortunately, in

covering the period of the Second World War, in which the Straits Steamship Company played so prominent a part, he has been severely handicapped by the lack of permanent records and the denial by the Admiralty of access to its files.

Nevertheless, as in all his books, Mr. Tomlinson makes sudden vivid pictures, all etched with whimsical tones, reflective stresses, and that masterful choice of words which make his prose writing so recognisable and memorable even among his most distinguished contemporaries. His coverage ranges from personal accounts of events at the time of the debacle of Singapore, with all its mingled tragedy, evil, and transcending recovery, to the almost incredible adventures of Captain A. Brown and his two commands. There is no vague remoteness in this book; it is not only the facts but the spirit of the facts that Tomlinson is after and succeeds in conveying. The Company is to be congratulated on the choice of its historian; it could not have found a better in all the world of literature.

## RADAR OBSERVER COURSES

According to the "Merchant Navy Journal", courses in radar for navigating officers are now being held at four U.K. ports, namely, Leith, Liverpool, Southampton, and South Shields. Students taking the courses are not required to have a knowledge of electronics, as the syllabus is designed to assist navigators to appreciate the full possibilities of navigational radar, and to make the best use of it. Stress is also laid on its limitations, and the safeguards necessary to keep radar in its proper

perspective as an aid to navigation.

Courses last two weeks, at the end of which officers are required to take an examination, conducted by the school authorities. Successful candidates receive a Radar Observer's Certificate, which is approved by the Ministry of Transport and based on a comparable standard for all schools.

Training for radar observation is not compulsory, but the aim is to have at least three trained radar observers in each ship fitted with radar.



Members of the Engineering Production Convention (lower right hand corner) inspect Cockatoo Dock during a tour of Sydney industries recently. The cargo vessel Koomilye is in the dock.

Courtesy Sydney Morning Herald.

## H.M.A.S. "WARRAMUNGA" TO RETURN FROM KOREA

The Minister for the Navy has announced that the Tribal class destroyer H.M.A.S. "Warramunga", which has been serving with United Nations forces in Korean waters for eight months, would be relieved in August and would return to Sydney.

The ship that would relieve her was the Tribal class destroyer H.M.A.S. "Bataan", which had already been in the Korean area for 10 months but would arrive

in Sydney at the end of June for leave, refit and recommissioning. She would sail for Korean waters again towards the end of July, with a new ship's company.

After "Warramunga" had left the United Nations forces the Australian ships serving with them would be "Bataan" and the frigate "Murchison."

Mr. Francis said that he knew that the Australian people were proud that ships of the Royal

Australian Navy would still be playing their part in helping to resist aggression. They would be able to demonstrate their pride when "Bataan" and "Warramunga" reached Sydney. If the welcome accorded the ship's company of "Shoalhaven" on her arrival home from Korea last year could be regarded as a criterion, the welcome to officers and men of the other two ships would be warm indeed.

# EX-NAVAL MEN'S Association of Australia

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## Federal Council

The Hon. Federal Secretary has just received advice from the King George Fund for Sailors, London, indicating that Captain Stuart H. Paton, C.B.S., R.N., (Retd.), has become the General Secretary to the Trustees of the Fund in the United Kingdom. State Executives and Trustees of the Ex-Naval Men's Association administer the King George Fund for Sailors in Australia. At the present time the joint Trustees are Messrs. Angus McKee of Adelaide Sub-Section, Charles H. Hall of Melbourne Sub-Section and Aubrey Hodgson of Sydney Sub-Section.

Trustees of the Services Canteens Trust Fund (Australia) have awarded the 1951 "Palmer and Dawson" Memorial Bursary to Master Barry Hewish of No. 1 Paterson Street, East Geelong, Victoria. Young Barry Hewish is the son of the late Sgt. A. L. Hewish, who whilst serving with the R.A.A.F. was killed in action after returning from a raid over Germany. Readers will recall that Flying Officers Palmer and Dawson were flying "Mosquito" Aircraft in Squadron 464 during the 1939-43 war. Whilst Denmark was in German hands in March, 1945, the Danish Resistance Movement advised the British that the Gestapo records concerning the Danish people were kept in certain buildings in the towns of Copenhagen, Aarhus and Odense, and it was very important that these buildings with their records should be destroyed. To destroy the buildings by bombing without also destroying the surrounding structures occupied by the Danish people was a very difficult task and meant that

the aircraft crew would have to fly in daylight at almost roof-top level, thus making themselves an easy target for the anti-aircraft defences.

At 8.50 a.m. on 21st March the "Mosquito" planes piloted by Flying Officers Palmer and Dawson, with a number of other planes, took off from an advanced base to make the Copenhagen attack, and nothing further was ever heard of either of these two Flying Officers or the two R.A.F. aircrew who were with them. Four other R.A.F. aircrew also lost their lives in this operation. The attack proved highly successful and most, if not all of the Gestapo records were destroyed.

At the conclusion of the war the Danish people wished to signify their gratitude to the R.A.F. and the R.A.A.F. for their work during the war on behalf of Denmark and they contributed a sum of money in special memory of the eight members who lost their lives in the difficult and dangerous attacks made on the Gestapo Headquarters at Copenhagen, Aarhus and Odense. A proportion of this money has been placed with the Trustees of the Services Canteens Trust Fund, who have established an education bursary to commemorate the memory of the late Flying Officers Palmer and Dawson.

As Flying Officer Palmer previously lived in Victoria and Flying Officer Dawson in New South Wales, the Bursary is being awarded alternately to a child resident in New South Wales and then to a child in Victoria. The award to one child will not necessarily be limited to one year only. The Bursary Award, which will approximate £40 per annum, will not

be divided and will be open to children of ex-R.A.A.F. aircrew personnel who died on active service whilst on operational duty. There shall be no minimum age limit.

The Federal Executive reports that no further progress has been made at this stage regarding the contemplated affiliation of the Naval Auxiliary Patrol Association of N.S.W. with the Ex-Naval Men's Association of Australia. Combined Executives are endeavouring to finalise the proposals which will be placed before the next Federal Conference for ratification.

## NEWS FROM STATES.

State Secretaries have recently advised Federal Council of the death of the following Association members—Victoria: Messrs. Jack E. Harding, Robert B. Hawthorne and William Swallow; New South Wales: James A. Flur, Henry J. Nokes, Daniel J. Seale and Cecil G. Gordon; South Australia: Leslie S. Pittaway, Edward A. T. Sawford and Percy J. W. Treleaven. Condolences from the officers and members of the Association have been conveyed to the bereaved next-of-kin and families of the late members and old "shipmates."

Transfers for the undermentioned members have now been approved and sent to the respective Hon. Secretaries. From Melbourne Sub-Section, F. L. Taylor to Sydney; S. P. Rose to Latrobe Valley and C. R. Payne to Geelong Sub-Sections. From Sydney Sub-Section, H. T. Taylor to Adelaide; A. J. Slater to Melbourne; A. W. Evans and E. J. Longley to Can-

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terbury-Bankstown Sub-Sections. From Perth Sub-Section, W. E. Talbot to Melbourne Sub-Section. From Papua (N.G.) Section, Miss S. M. Webb to Melbourne S.S. Miss M. Hanley has returned to Western Australia and taken up duty as Minute Secretary to the Western Australian State Council. The Navy Club at Fremantle has furnished the 1950 Balance Sheet to Federal Council. The activities and progress of the Club has more than astounded the Federal Officers who have been watching the project. Mr. George Cabannes, who was a "boy" in the old battle-cruiser "Australia" whilst in the Grand Fleet, would like to hear from any old "shipmates." Mr. Cabannes has been in hospital for a number of years through a war injury and would welcome books, magazines, letters, etc., which should be posted to him at "D" Ward, M.O.P. Hospital, Chepstow, Monmouth, South Wales. Mr. Cabannes would appreciate an old "Australia" cap tally for his collection. The Ex-Naval Men's Association of New Zealand may affiliate with the Royal Naval Association in the United Kingdom shortly.

## SUEZ CANAL RESTRICTIONS.

A Cairo Press report on May 29 says that the British Ambassador to Cairo, Sir Ralph Stevenson, has handed a further protest to Egypt against restrictions on Suez Canal traffic. Egypt takes the view that the restrictions are aimed at Israel only, and that she is doing everything possible to minimise their harmful effects on the commerce and shipping industry of other nations. Britain, France and the United States say that the searching of ships by Egypt is seriously interfering with the proper passage of traffic through the canal and should therefore be stopped.

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