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 JULY, 1451.	No. 7

ROYAL NAVY EXHIBITION.

A distance of more than 2,500 miles is to be covered this summer in Britain by a small convoy of heavily laden lorries transporting the popular "Meet the Navy Exhibition", seen last year by more than a million people, to eighteen cities and towns in England and Scotland. The travelling exhibition has been described as a succession of "Navy Days on Wheels" as it takes to men, wo men, and children living in inland, and some coastal areas long distances from Naval bases, many of the attractions of the "Navy Days" held at the south coasts ports and Rosyth each year.

Housed in an eighty-foot marquee will be exhibits illustrating every branch of the Naval Service, while outside features will include displays by Royal Marine frogmen and Judo experts in addition to demonstrations by Royal Marine Commando Assault units and flights of Naval aircraft.

Among the many other attractions will be a specially-built ten-foot scale model of H.M.S. "Implacable" with part of the deck flight and hull cut-away in order that the "below deck" hangars and workshops can be seen: a life size section of an X-craft (midget submarine) into which the public can climb: a complete replica of an engine room platform of a modern destroyer and also an actual jet engine and the retractable undercarriage of a Naval aircraft.

The following citics and towns are to be visited: Perth, Edinburgh, Hawick, Liverpool, York, Hull, Peterborough, Hartlepool, Shrewshury, Worcester, Leicester, Wolverhampton, Oxford, Excter, Guildford, Littlehampton, Tunbridge Wells, and Colchester.

THE CHANGING PATTERN OF SEA-POWER AND STRATEGY: Its Realities And Inevitabilities.

The friends of Britam across the seas, the nations that still hope through her that peace and justice shall prevail in a disordered world, will wish her self-sacrificial rearmament programme well. It is a symbol of the British peoples' enduring greatness that, although their domestic economy must of necessity in the process be yet further restricted, they are still ready undauntedly to pour forth their blood and treasure in defence of the greater cause of liberal democracy.

That is, it is generally accepted, just as it should be. Yet has it not its pathos as well as its great-

For it can never be forgotten that, while Britain's own material strength has declined, that of

the two rival Powers of East and West-Soviet Russia and the U.S.A.-has swelled into titanic proportions. Two great world wars in which she took the harder blows and burdens in the cause of human freedom have taken a grievous toll of Britain's material resources. No longer, in terms of naval strength, for instance, is she first among the great naval powers of the world. In the North Atlantic Treaty Organisation it is the United States that holds the premier place in the formulation of Western policies, and in military and naval strength and strategy. The pattern of Allied sea power has changed. In presenting the British Navy Estimates for 1951-52, Mr. L. J. Callaghan, Parliamentary Secretary to the Admiralty, when dealing particularly with Britain's position in the wars in relation to sea power, with a frankness and propriety common to the British mind, made this clear. Nor can the facts and figures he presented be in any way disputed.

Mr. Callaghan pointed out that when we started the last war the American Fleet and our own were roughly equal in manpower and in ships, hut as a result of the war the position changed. When the U.S.A. came into the war-following the Japanese attack on Pearl Harbour-the Americans embarked on the biggest ship-building programme the world had ever seen. Britain finished the war with 17 aircraft carniers; the U.S.A. finished with 98, having started it with five. Both nations also started about level in destroyers and frigates but the United States finished with a flect of destroyers and frigates twice as large as Britain's. By 1945 the Royal Navy had a personnel of about 850,000, including W.R.N.S. The American Navy numbered over four million. Today Britain has 140,000 to 150,000 men in the Royal Navy. The Americans would this year have 850,000 in their naval forces.

"It is clear that the balance of sca power has tilted away from us very dramatically during the last 10 years," said Mr. Callaghan. It surely has-but not through any lack or waning of national effort and spirit. When Britain was withstanding alone the Fascist forces in the Mediterranean, when she and this our Commonwealth were almost defeated in the Pacific, when we were all desperately fighting the Battle of the Atlantic, Britain and the British people had no time to think of rivalry and a thousand years of naval tradition, except in terms of how best they could preserve the safety of their merchantmen and maintain the Will to Win that Britons never have failed to maintain.

"It is," said Mr. Callaghan, "during this last period that, for the first time, certainly, in many hundreds of years, our Fleet has been out-numhered and out-paced by a friendly ally. While this has been going on there has been, simultaneously, a profound change in the strategy of these

July, 1951.

The Navy

[British] islands. We are now to a very large extent a part of the Continent; conscription is a recognition of the fact, and air power is there to remind us if we are ever likely to forget it.

"The whole of the North Atlantic Triaty Organisation is a recognition of this changed strategy... The contribution which we are to put into the North Atlantic Treaty will be a powerful one and a significant one, but it is to be doubled by the other allies... whose total contribution will be twice our own."

The emphasis on particular tasks will, clearly, also change from time to time. "The major emphasis at the moment," Mr. Callaghan pointed out, "must be on anti-submarine and anti-aircraft. We must be flexible in our approach, and recognise our twin task of making our contribution to the North Atlantic Treaty and maintaining a balanced Navy in addition. I still regard our own Navy, although second in size as first in seamanship and first in the quality of our ships. I have no doubt at all about that: I mean no offence to anyone else when I say it. After all, we are a nation of seafarers, and there is no need for us to feel overwhelmed by anyone else. We have watched many navies come and go-the Spanish. the Dutch, the French, the German and the Jaoanese. We have lived with them all; we have seen them on the seas, and we have seen them disappear from the seas. Now we have a large and friendly ally who has out-built us, partially through our own decision and partially through the immense resources which she herself possesses"; but he thought that we could afford to regard that with comparative equanimity,

He did not, however, take the view, presented hy some of the British people, that "we ought now to put ourselves in a position in which our Navy must, by virtue of sheer size, be as large as that of our friendly ally. That seems an impossible and ridiculous position. So far from being overwhelmed by what is happening or [by the] feeling that the Royal Navy is taking a second place, I am confident," said Mr. Callaghan, "that in our men, ships, history and fighting qualities our Navy, which has stood for many hundreds of years, will go on, will continue in the paths it has set itself ... a safeguard and a shield for our country."

In the White Paper on "The System of Command Within The North Atlantic Treaty Organisation," published by H.M. Stationery Office on April 17, the command system as at present developed was summarised. Among other important statementa, it makes it clear that:

"It was unanimously agreed that the Supreme Commander should be an American and that his Deputy should be British", but that such command "excludes British and European coastal waters and the English Channel."

.



reasement as a means of maintaining peace. We let Japan, then Mussolini and Hitler get away with one act of aggression after another. Finally, Hitler thought he could get away with anything and we were plunged into World War II quite unprepared. We consequently suffered disaster on disaster and only narrowly avoided total eclipse. Since 1945 International Communism has maintained gigantic forces, while we all disarmed. It has launched one aggression after another-Berlin, Greece, Malaya, Indo China and Korea. To prevent these local aggressions leading to World War III the Democracies must make it clear to Stalin that they are united in their determination and are strong enough to stand up to him. This they can only do if they work together as a team and all do their utmost to make the largest possible contribution to the united effort. It is as a member of the peace lovers' team that Australia must play her part, along with Great Britain, the United States and all the other peace-loving countries. None of them can do the job

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By the Director-General of Recruiting, Sir Edmund Herring.

"THE LESSON IS CLEAR - YOU CAN'T MAINTAIN PEACE BY BURYING YOUR HEAD IN THE SAND AND PRETENDING YOU CAN'T SEE WHAT IS GOING ON IN THE WORLD"

Between the two World Wars the peace-loving nations tried ap-

alone, but as a member of the team each may well play a decisive part.

To earn our place in the team we must build up our armed forces and strengthen our morale. The Communists and their fellow travellers are doing all they can to hinder the building up of our forces and to lower our morale by stopping production, fostering class hatred and decrying all those things like religion and loyalty that should unite us as a decentthinking people.



Sir Edmund Herring.

The average Australian has no room for class hatred in his heart. I believe we all want to be honest. hard-working people. If, however, we are to continue as a free, united people, living a Christian

way of life, we must be prepared to put Australia before ourselves and our sectional interests, and to work not only for what we can get out of life, but for what we can give to others. Only by hard work from everybody will we be able to develop our country and produce goods for one another and pass on to our children a worthy example and a rich heritage.

If we give way to selfishness and greed, if we lower production, if we waste our time finding fault with other well-meaning Australians, we play the Communist game. We destroy our unity and our morale goes down.

The Communist plan provides for us to be incorporated in the Greater Asia Co-Prosperity Sphere. This means that should we fall under Communist domination Australia will be given as a prize to the Asiatics and those of us who are left will be enslaved under foreign commissars.

Twice before in this century we have had to fight for our freedom and all we hold dear. I believe that if we exert ourselves now and show that we are prepared to make sacrifices and to stand four-square beside the other countries who want peace, we may yet avent the war we all dread, and save our civilisation

WE NEED YOUR HELP TO MAKE AUSTRALIA STRONG

Never was the need so great for experienced men in the Navy, Army and Air Force. Thousands of young, enthusiastic, but untrained men are answering Australia's call for rapid expansion of our defence forces. They need your help to make them efficient sailors, soldiers and airmen.

NEW PAY RATES, NEW CONDITIONS, MAKE SERVICE LIFE TODAY REALLY ATTRACTIVE

The Nevy July, 1987.



ORcarc and ratings on the bow of H.M.A.S. "Australia" choared the destroyor "Botaan" when she returned to Sydney--Courtesy Sydney Maring Hereid

ENTHUSIASTIC HOME-COMING FOR H.M.A.S. BATAAN

A delighted, vociferous crowd of 400 relatives and friends of the crew, with "welcome home" banners flying, greeted H.M.A.S. "Bataan" when she herthed at Garden Island, Sydney, on June 14 after eleven months' service in Korean waters.

"Bataan" came up the harbour flying the United Nations flag. The Australian destroyer had steamed 70,000 miles since it left Sydney 12 months ago in the service of that organisation.

Within two minutes of the first line being thrown ashore, the gangplank was down and the first

leave party from the destroyer was pushing its way through the excited crowd. It temporarily prevented Fleet Flag Officer, RAN., Rear Admiral J. A Eccles, C.B.E., and Rear-Admiral H. A. Showers, C.B., who were officially awaiting "Bataan's" arrival, from boarding the destroyer.

On her way back to Australia for shore leave and refit, the Australian Naval Board sent a message of appreciation and good wishes to the officers and men of "Bataan." The Naval Board's message was as follows:

"The Naval Board welcomes

Bataan' on her return to the Australian station and desires to express its appreciation of the distinguished service given by the captain, officers and ship's company during the past year under extremely arduous and difficult conditions.

"The Naval Board also deserves to wish the ship's company a happy reunion with their families and a pleasant and well-deserved leave.'

Forty of "Bataan's" crew have volunteered to go back to Korean waters with the ship after it has completed a two month refit.

NAVAL KING'S COLOUR PARADED

AT THE JUBILEE OPENING OF PARLIAMENT CEREMONY AT CANBERRA, ON JUNE 12 LAST, THE PARADING OF THE NAVAL KING'S COLOUR, WITH ALL THE HONOURS AND PAGEANTRY ATTACHED TO SUCH AN OCCASION, PROVIDED A COLOURFUL AND IMPRESSIVE FEATURE OF THE HISTORIC PROCEEDINGS.

It was a brilliantly impressive ccremony and lent added dignity to the historic proceedings in which nearly 4,000 members of the services marched past His taken to Canberra. Excellency the Governor-General (the Right Hon W. J. McKell).

Because the King's Colour is a treasured possession it is paraded only rarely, and, when it is, it is accorded the very highest honours. It is guarded by a Colour party consisting of a sub-lientenant or lieutenant wearing a sword, a chief petty officer, armed with a drawn cutlass, and two petty officers, or leading seamen, carrying rifles with bayonets fixed.

Neither the Royal Navy nor the Royal Australian Navy, nor any of the other Dominion Navies owned a King's Colour until after the First World War, when the late King George V decided to present Colours to the Home Ports and to commands afloat and abroad, as well as to the Royal Australian Navy, the Royal New Zealand Navy and the Royal Canadian Navy. The Royal Australian Nave received two of them. one of which was kept in the Bagship of the then Australian Squadron and the other at Flinders Naval Depot at Crib Point, Vic.

After King George V's death. King George VI presented new Colours, and the old Colours were laid up. One of those in passession of the Royal Australian Navy was placed in the chapel of the Bagship and the other in the chape! at the Naval Depot.

One of the present King's Colours is kept in H.M.A.S. "Sydney," Bagship of the Australian Fleet, and the other in the salute. wardroom of the Depot.

was sent from Flinders Naval Depot to the R A.N. air station at Nowra, near Jervis Bay (New South Wales), and from there was

Made of silk, the King's Colour is of handsome design. It is a White Eusign, secured to an ash staff by a blue and gold cord with tassels. The staff is surmounted by a gilt badge consisting of an Admiralty pattern anchor on a three-faced shield, with a Crown succrimeosed.

In the centre of the Colour there is a crimson circle, bearing the Royal Cypher and surrounded by the Garter, which is ensigned with the Imperial Crown.

It is never paraded on board ship or on foreign territory, and is paraded on shore only on certain special coremonial occasions.

In the Royal Navy it may be paraded by guards of honour mounted for the King or other members of the Royal family, or for the heads of foreign States. at reviews held to celebrate the King's birthday; and on important ceremonial occasions abroad as ordered by the Admiralty or by Commanders in Chief.

In the Royal Australian Navy it may be paraded in celebration of the King's hirthday and at other important ceremonial occasions at which the Governor-General is present. Among those occasions in Australia is the commemoration of Trafalgar Day every year in front of Parliament House, Melbourne,

When the King's Colour is rcceived or surrendered by the Colour party it is given a Royal

In Malta, on April 5 last, the The Colour used on June 12 Mediterranean Station received a

By A Special Correspondent

new King's Colour which was oresented by Princess Elizabeth. Two thousand five hundred men including Royal Marines, were on parade.

After Her Royal Highness had inspected the guard of honour the massed bands of the Royal Marines of the Station marched past and the old Colour was trooped and marched off to the playing of "Auld Lang Syne." The new Colour, which had been consecrated some days before, was then placed upon a pile of drums in the centre of the oarade ground.

The Princess, having taken the Colour in her hand, presented it to a kneeping officer and said: "Throughout history, in peace and war, the Colours have been the most cherished possession of the regiments of the Army. Although the Navy has sailed under the White Ensign for 100 years, it was not until more recently that a King's Colour was introduced so that, when ashore, you would be able to carry with pride the Cross of St. George under which you serve at sea

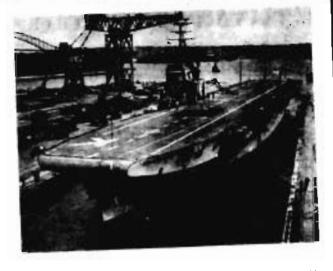
"It is also right and proper that the people should see the White Ensign under which the Royal Navy has policed the seas and protected the freedom of the Commonwealth and Empire for so long.

"I leave this Colour in your keeping in the confident assurance that it will be sustained with honour and respect by the Mediterranean Fleet.

The Royal Navy is proud of its King's Colours and so is the Royal Australian Navy of the Colours which it owns. The people of Australia should be proud of them, 100

July, 1981.

AIRCRAFT CARRIER S EQUIPMENT DAMAGED



-Courtosy Sydney Moraing Histald

Above: H.M.A.S. "Sydney" in the Captain Cool graving doct being reflited for active service in Korean waters.

Luft: Redar equipment, shown here on the "Sydney," is usuantial to give warning of approaching arcratt.

On 26th June, the Acting Minister for the Navy. Mr. Josiah Francis, announced that one of the radar sets in the arcrafticerrier "Sydney" had been deliberately

When making this announcement. Mr. Francis said: "This will show the Australian people how close our enamy is to us, although we may think he is far away." This is the second time that an attempt to sabotage

the "Sydney's" equipment has been detected.

When she was nearing completion at Devonport Royal Doctyerd, England, in 1948, tir steel bolts were lound in the gearbor of the main engine. They stripped cogwheels and damaged a pinion when the angine was lurned over as the vessal began has trials.

When the engine sump was inspected the bolts, each measuring 41 inches, were lound. They could not have been left in the sump accidentally.

H.M.A.S. "Sydnay" was built as H.M.S. "Terrible." H.M.A.S. "Sydnay" was built as H.M.S. "Terrible." and an completion was renewed by the wile of the then Australian High Commissioner to Britain, Mrs. J. A. Bearley, in December, 1948.

Deartey, in Occamon, the E4.375,000, is a 14.000-tox The "Sydney," which cost E4.375,000, is a 14.000-tox displacement carrier of the Majestic class. She has a Right deck 630 fast long and 812 feet wide.

The "Sudney" arrived in Australia in May, 1949. A titler-thip. H.M.A.S. "Melbourne" now under construction, is arpected to be commissioned in 1952.

STATE AND NEEDS OF NAVAL AVIATION

In Which The Fifth Sea Lord, Vice-Admiral M. J. Mansergh, C.B., C.B.E., Gives His Official Views On The Air Arm Of The Royal Navy.

The Fifth Lord of the Admiralty, who is the Air Arm memher of the Board, when replying to several vital questions concerning Naval Astation recently, emphasised two particular factors: first, the primary need for more pilots; and, second, the high state of efficiency the Air Arm of the Royal Navy has attained. The questions which led to his Lordshin's statements were out to him during an interview which he granted the "News of the World" and the quescions and answers were published originally in that newspaper on March 18th., as follows

Question. -The public would like to be reasoured that the Royal Navy is still in the highest state of efficiency, and has kept well abreast of modern invention. As Fifth Sen Lord you are particularly interested in the Air Arm of the Service. Are you satisfied with its strength and quality?

Answer. -- Admirals are never saushed that they have got all they require. At present, we have good aircraft, but some of them are of rather old design. We have been living on our war-time fat deliberately, with the intention of devoting our limited resources to development and preparation to take a big step forward at the right time. That time is now. Aircraft are now coming into service of a very high quality. These include the "Sea Hawk," the newest jet fighter of all to come off the production line in this country, which was designed specifically for the Royal Navy from its conception. If you want an example of our readiness, notice the work done by H.M.S. "Theseus" and her Air Group off Korea. This carrier and her company was not handpicked when she

was detached at short notice from the Home Fleet, and yet she has achieved an outstanding and possibly unsurpassed scale of operations. At the same time she has the lowest number of aircraft accidents on record (1,300 consecutive deck landings without mishap) -+ no mean feat in the bad weather in which they have been working.

Question.—Some people cling to the idea that the Royal Navy is old-fashioned and reluctant to embrace new ideas. Is this true of its approach to the use of air power?

Answer.—No, quite untrue. I should like to remind you of three things that people are apt to overlook: First, the Navy in World War I, with its Royal Naval Air Service, was among the pioneers of aviation; second, it was barely 12 years ago—just before World War II—that the Navy was given full control of its own Bying; third, the present-day Navy devotes nearly a quarter of its man-power and approaching onethird of its budget directly or indirectly to aviation.

Question.--Could you say something about the use of the Air Arm against submarines which our enemies might use against us?

Answer.—The submarine threat is a very real and dangerous one. However, I do not suppose the public have forgotten the success of naval aircraft against U-boit packs in the last war, and we have come a long way since then. We have been keeping our scientists busy in developing the means of countering such developments in submarines as the "snort" and higher submerged speeds that have been introduced since 1940. For our part, we expect to get good service from the new Fairey "G.R.17," which is in fact the first naval aircraft designed exclusively to fight submarines. We are also exploring very carefully the possibility of employing naval helicopters for the defence of convoys.

Question.-Have you got all the pilots you need?

Answer,-No. This is the most important problem we have to face. Even to day we are able to meet our commitments only by stretching ourselves almost to breaking point. In view of our expansion programme, we urgently need a greater flow of volunteers, both for Regular Service and for our five R.N.V.R. Squadrons, but they must be of the right type. It is my personal belief that in no other profession, or occupation, are such high qualities of skill, courage and determination required as in Naval Aviation. I ask young men to come forward for the inspiring task of forming the spearhead and corps d'elite of the Royal Navy. I have little doubt that had Nelson been starting his career to-day he would have become a naval aviator.

Question.—Would you like to say something about pay and prospects?

Answer.—As one illustration of pay, the rate for a married Lieutenant, aged 25, on fully flying duties is £985 a year, while for short-service officers who do not remain on, there is a large gratuity on leaving. The way is also open at the top and I might point out that to-day there are several flying admirals on the List of Flag Officers. A career in naval aviation offers splendid prospects for any young man who wants a life of adventure, and is prepared to go out into the world and get it.



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ANTI-SUBMARINE DEVELOPMENTS

The vital need to be prepared to deal effectively with the high speed warfare of the future, if war should come, has very naturally and very splendidly brought forth a response inherently characteristic of British naval science.

Discussing the technical needs of the Navy, Mr. L. J. Callaghan, Parliamentary Secretary of the Admiralty, emphasised recently the fact that the major problem confronting naval circles centred on the predicted increased speed of attack. That factor was cardinal in all our needs, and "dominated," he said "the whole of the research and development of the Admiralty scientists' work at the present time. Increased speed of attack meant that they had to be able to detect at a greater distance ,and that made it more important to measure range and height earlier. A faster shell was also wanted. All those things were resulting in equipment and weapons that were becoming much more complex and bigger in size."

In fact, the "Navy was now becoming the scientists' dream." For one thing, equipment was becoming too big and weighty.

"Research was concentrated," Mr. Callaghan continued, "on reducing size of equipment and getting lighter materials, and on finding the answer to increased speed. In that connection radar was coming to the forefront even more than during the last war as the servant of our arms and equipment." Primarily 100, British scientists were being kept busy in devising the means of countering such developments as the Snort and the higher submerged speeds than have hitherto been known.

"Significant developments in place, and these include a new steam turbine for frigates which worked at a higher pressure and at higher temperatures than ever before; a Diesel engine of large horse-power for smaller craft.

which the experts considered as significant as the elevelopment of the water-tube boilers in the early part of the twentieth century: and a development of the Asdic equipment for locating submarines. which detected, located, aimed, and fired in one equipment. That equipment, now undergoing tests as sea, was remarkable and encouraging evidence of the development of anti-submarine weapons since the last war."

Dealing with the effect of rearmament on the Navy, and therefore, in a general way, with its effect on combating the submarine threat. Mr. Callaghan said there was already a plan for the Pleet: thus the Navy was able quickly to say what it needed and in what order. The immediate effect had been to bring a further 60 ships forward from reserve into commission with the active Flect. Other ships in the reserve Fleet were now being stored, and in stocks and stores the Navy would he in a healthy position when the programme was completed.

Long-term proposals include the conversion of 45 destroyers to anti-submarine frigates, which will have the double advantage of providing very fast ships and saving a great deal of money, because a single conversion would cost about £500,000, whereas an entirely new frigate would cost about (1.333,000, A new destroyer costs about £1,750,000, more than the cost of a battleship before World War 1.

A plan was also under way to modernise during the next two or three years a large number of destroyers (without conversion) and a number of cruisers.

The position with regard to airthip machinery are also taking craft-carriers was also in course of considerable improvement. The "Eagle," Britain's latest and largest ship of this type, was now undergoing sea trials, and shipvards were pushing ahead with the "Ark Royal" and four "Hermes"

class light feet carriers, which would be able to operate the latest types of aircraft. Six of the eight "Daring" class destroyers would be undergoing sea trials this year. The Admiralty was not proposing to resume the "Tiger" class cruisers until certain research work in connection with fire control and gunnery had been completed.

As to new construction, the programme of vessels to he laid down during the next three years totalled 232 ships, including six aircraft - carriers, eight destroyers, 24 frigates (17 of which had already been ordered), and nearly 200 minesweepers, natrol boats, and the like small craft. Fortyone minerweepers had already been ordered, together with 28 patrol boats of various descriptions. It was hoped that most of the new ships would be completed at the latest by the end of 1955. When the programme was completed the Royal Navy would have 18 feet and light fleet aircraft-carriers, plus three in the Commonwealth Navies, making a total of 21, compared with the war-time peak number of 11 such vessels.

As for Aviation, a series of tailor made aircraft was now coming along for the Royal Navy - aircraft which could search. strike, and fight. The "Sea Hawk" jet fighter, which would be coming along in this financial year, had a performance that would rival that of any land aircraft. In addition, there was the "Wyvern" turbo-prop strike aircraft, and the Navy was attaching great importance to the "G.R.17." a specially designed anti-submarine aircraft.

Meanwhile, the Navy had the "Attacker," really an interim aircraft, which would be coming into operation this year. The aircraft they were relying on were the 'Sea Hawk" and the Fairey "Fire-The "Venom," a night fv." fighter for operation from carriers,

would be coming forward in 1952. Experiments had been conducted in flying helicopters off the deck of a flect auxiliary, and it was boucd that helicopters and the "G.R.17" would be able to make great use of the Sono-buoy. The Sono-buoy was dropped from a helicopter or other aircraft; it listened to the submarines that could not be seen and relayed what it had heard to the aircraft. Its usefulness to any convoy which was following is clearly apparent. The common accusation against

the Fighting Services that they fight a war on the last war's methods will scarcely hold in the next war, if such there be,

"ORPHAN ISLAND" NOW A SANCTUARY.

The island of Chaya ku Ko, off the West coast of Korea, about which an interesting story was told in our April usaue, has now been taken under the "wing" of the United Nations Forces.

le was here, it will be rememhered, that 20 orphaned children. found naked and starving in bitterly cold weather, were adopted by the British cruiser H.M.S. "Ceylon" (Captain C. F. J. Lloyd Davies, D.S.C., R.N.). The ship's company of the "Ceylon" fed and clothed the children, chopped frewood, and left sufficient supplies for the winter.

Now a black circle rings Chaya ku Wo on all the war maps of the United Nations Naval and Air Forces, indicating that a bomb line had been established and that no bombs or shells were to be dropped within its area.

War might rage all round Chava ku Ko, but the island itself is a sanctuary in which its only inhabitants- the 20 children and a woman guardian--live in peace. They he within the shelter of the guns of British and American warships, under the "motherly" eye of H.M.S. "Ceylon.'

Thus, in the midst of war, is a mission of mercy consummated and welded into history.

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COMMANDO MISSION

Telling Of An Incident In The War In Korea, In Which A Small British Commando Force Blew Up A Communist-Held Section Of A Mainline Coastal Railway.

A raiding force of 250 Royal Marme Commandos stormed ashore on April 7th cight miles south of Songijn and demolished a section of the mainline of the coastal railway.

The Commandos, led by Licut -Colonel D. B. Drysdale, M.B.E., Royal Marines, and operating as part of a Combined Task Force under the overall command of Rear-Admiral Roscoe H. Hillenkoetter, U.S.N., succeeded in blowing up more than 100 yards of railway track and left a crater 16 feet deep. It was an example of good operational methods, surprise tactics, and effective gunnery, both by big calibre and small arms

The mission was accomplished under cover of naval aircraft and a bombardment force including the U.S. heavy cruiser "Saint Paul," A fire control party from the "Saint Paul" accompanied the Royal Marines ashore and throughout the operations directed supporting Naval gunfire while the Commandos maintained a de-

fence perimeter and planted their demolition charges.

Although a captured civilian reported strong anti-invasion forces to the North of Songin, the raiding party encountered only token resistance and small arms fire dur ing the seven hours required to complete the task. So complete was the surprise of the landing and so effective was the curtain of Naval gunfire in denying the enemy access to the area of operations that no casualties were sulfered by the raiding force.

Vice-Admiral C. Turner Joy, Commander of the United Nations Naval Forces, said afterwards "the Royal Marines are to be congratulated on another typically fine performance."

While this raid was in progress, elsewhere up and down 250 miles of the East Coast of North Korea Naval air and surface units maintained a relentless disruption of transportation lines.

On the West Coast, United



Nations Naval Forces continued to maintain a tight blockade of sea communications, the force including the Netherlands destroyer "Evertion," the Royal Navy destroyer "Cockade" and frigate "Black Swan," the New Zealand frigate "Tutira," and numerous Republics of Korea patrol craft. The United Nations' Fleet operating in Korean waters now includes ships from Denmark, Australia. Canada, New Zealand, Republic of Korea, Thailand, United Kingdom, Netherlands, and United States.

The history of the British Com mandos in Korea is a history of high distinction. In the operations at Chosin Reservoir, for instance, their conduct was outstandingly gallant and distinguished. Awards to members of 41 Independent Commando, Royal Marines, announced in the "London Gazette" on May 18th, are notably indicative of that.

"The awards," says the "Admiralty News Summary," "were for exceptional services and great gallantry during the withdrawal of the Commando from the Chosin Reservoir (Northern Korea) last November to the Hungnam bridgehead shortly after the intervention of Chinese forces in the cam-031gn 1

The Commanding Officer. Major (Acting Lieut, Colonel) Douglas Burns Drysdale, of Haslemere. Surrey, was made a Companion of the Distinguished Service Order, and the Military Cross was awarded to Captain (local Major) Dennis Leolin Samuel Sc. Maur Aldridge, Captain Leslie George Marsh, and Captain Patrick John Ovens,

The Military Medal was awarded to Colour Sergeant (acting Quartermaster Sergeant) James Baines, Marine George Bramble. Corporal Ernest Cruse, Marine Arthur Alexander Henry Harour, Marine Malcolm Hine, Sergeant Reginald William David James, Corporal Henry Langton, Corporal Gersham Maindonald, and Marine Richard Twigg.



BATTLE WITH HURRICANE.

With sails badly torn, portholes smashed and hulwarks stove in the 224on schooner "Ornant" reached Auckland, New Zealand, on May 12. Her passage from Suva, b.r last port of call, had taken 22 days. She had weathered 12 days of almost continuous hurricane, which her skipper, Captain Donald MacLend, described as the worst weather he had encountered in 47 years. The "Ornant" was manned by the -kipper, his 20-year-old son Kenneth, and three young first-trip deckhands. They arrived wearing shirts improvised from blankets, and Baltimore. the only dry material aboard.

WARTIME POOL OF SHIPS.

Press reports from London on May 27 said that the nations bound by the North Atlantic Treaty have agreed to place all their occan going shipping into one central pool in the event of war. An international defence shipping authority, to be known as the Treaty Planning Board for Ocean Shippine, will control the pool. The Board would have full and world-wide allocation.

SHIPMASTER TO RETIRE.

Captain Sir Henry Gordon, master of the "Dominion Monorch," (27,155 tons) since 1943, will retire from the Shaw Savill Line Service when the vessel completes its present round voyage from England to Australia.



LONDON and NEW YORK By

AIR MAIL

JAPAN TO RESUME PACIFIC

SHIPPING TRADE.

on June 12 authorised the resump-

tion of Japanese shipping on the

Japan to North America trade

routes. Ships--the first to run

will probably begin to sail in July.

Four Japanese shipping groups

will each contribute five ships,

Japanese shipping circles expect

an average net profit of £A37,500

on each voyage. Major ports of

call will be Manila, San Fran-

cisco, Los Angeles, New York,

Cristobal, Boston, Phyladelphia,

AMAZING RESCUE.

the "Monowal", Mr. John L. Vir-

tue, fell overboard five hours af-

ter the ship left Sydney for Auck-

land on March 15, he was res-

cued two hours later. A lighted

buoy was dropped and a boat low-

ered. Eventually when the ship

was under way again crics were

heard and a boat was again low-

ered. Virtue was found swim-

ming, but exhausted and would

not have remained afloat much

COAL FROM INDIA.

May 31 said that India has ship-

red only 194,000 tons of 650,000

tons of coal she contracted to

supply Australia by June this

year. Every effort was being

A message from New Delhi on

longer.

When the assistant purser of

on these routes for 10 years

Allied headquarters in Tokyo

made, it said, to charter ships, but there was little hope that such charters could be effected.

COLLISION IN NEWCASTLB HARBOUR.

Two ships, the overseas vessel "Risaldar" and the inter-State freighter "River Murchison," collided in Newcastle Harbour (New South Wales) on June 14. The "Risaldar" was on its way to sca when it is said to have swong heavily on to the "River Murchison," tied up at Dyke End. Both vessels were damaged, but not, it is thought, to any great extent.

S.S. "MILDURA" SOLD TO IAPAN.

The A.U.S.N. steamer "Mildura," so long known to Austrahan inter-State trade, has been sold to Japanese shipbreakers for scrap iron. The "Mildura" is more than 30 years old, and was due for a Lloyd's survey which would cost about (175,000-- more than the ship's value. Built in 1920 for the Commonwealth Government, the "Mildura", (3,498 tons) was formerly the "Enorgera." and was launched by the Prince of Wales, now the Duke of Windsor, when he toured Australia. It is efficially stated that, in the dispusal of the ship to Japanese huyers, suitable safeguards have been taken to costare that it does not fall into enemy hands

July, 1951.

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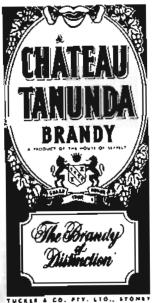
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GIANT JAPANESE SHIP-BUILDING PROGRAMME.

A high American official predicted on June 17 that Japan will be allowed to increase her oceangoing merchant fleet by a million rons shortly. A delegation of lapan's shipping, shipbuilding, and fishery executives are going to Washington in July to confer with America's policy-makers. A giant shipbuilding programme has been drawn up designed to swell Japan's merchant fleet to 1,700,-000 tons. The North American Newspaper Alliance, one of the most powerful news groups in U.S.A., is reported to have said that "This is part of a long-range plan to make Japan the chief industrial bulwark in the Orient."

ROMAN GALLEY REBUILT. A message from Naples, Italy, says that a shipyard there has re-

built an ancient Roman galley. It was damaged during the last war when the retreating Germans blew up a muscum. The galley has been restored as a museum exhibition piece more or less to its former place.

SHIPPING INQUIRY URGED.

The Premier of Tasmania, Mr. Cosgrove, said on May 30 that he would ask the Federal Government to appoint a Royal Commission to inquire into shipping services in Australian waters. He would ask that the inquiry should cover turn round of ships, the high cost of freights, and inadequate port facilities and wharf storage. He said all other State Premiers had agreed that the time had arrived when such an inunity was necessary in order to bring shipping into effective operation.

U.K. AUSTRALIA SHIPPING SERVICES SUPPLEMENTED

According to an Australian Associated Press message from London on May 30, shipping lines opcrating between Britain and Australia have secured six more ships to supplement their present sailings. These ships are in addition to three cargo vessels chartered earlier in May.

"OUEEN ELIZABETH" TO THE RESCUE.

The mammoth liner "Queen Elizabeth" altered course in mid-Atlantic recently to go to the aid of the Norwegian freighter "Hallindal." adrift after a hoiler-room explosion. The freighter reported, however, that she was in no danger of sinking.

U.S.A. LAUNCHES ITS BIGGEST LINER.

The largest and fastest passenger ship ever built in America, the "United States," \$1,500 tons, was launched at Newport News, Virginia, on June 23. At full capacity she will carry 2,000 passengers, a crew of 1,000 and 148,000 cubic feet of cargo. She can be converted speedily to carry 14,000 soldiers on her 12 decks. By the time she makes her maiden vovage from New York to England and France next year. the liner will have cost 70 million dollars (LA31 million). More than a third of her cost is going into troopship features. She is designed to travel at more than 30 knots per hour. Although three feet longer than the "Queen Elizabeth", she will rank in tonnage only as the world's third largest liner, behind the "Queen Elizabeth" and "Queen Mary." The extensive use of aluminium in her construction is said to he one reason for her lessened tonnage.

PROTEST ON SUEZ.

The Australian Government has formally protested to the Egyptian Government against Suez Canal shipping restrictions. Unrestricted passage through the Canal, it was stressed, remains an important Australian interest. Since hostilities between Israel and the Arab States began in 1948 the Egyptian Government had imposed restrictions on the use of the Canal. Australia has now joined the United Kingdom. South Africa, the United States, Norway and other countries in protesting.

KOREAN NAVY CITED

The Courage And Devotion To Duty Of The Officers And Men Of The Republic Of Korea Navy Was Recently The Subject Of A High Citation By The American Commander Of The United Nations' Forces In The Korean Campaign.

The "will to fight" of officers and men of the Republic of Korea's Navy was praised by United States Navy officials during ceremonies here at the R.O.K. Naval Academy, which is modelled upon that of the United States at Annapolis, Maryland, U.S.A.

President Syngman Rhee, of the Korean Republic, John J. Muccio, U.S. Ambassador to the Republic, and United States Senator Warren G. Magnuson, of the State of Washington, who has been studying conditions in the Far East, were present at the coromonics.

Rear-Admiral Allan E. Smith, U.S. Navy commander of a United Nations blockading and escore force of which the R.O.K. Navy is a part, presented U.S. Silver Star and Bromze Star medals to officers and sailors of the Korcan Navy, in recognition of their courage and devotion to duty He cited the "will to fight" of R.O.K. Navy personnel, and expressed confidence in their determination to continue resisting ageression.

"Korea is an old and respected nation," he said in presenting the medals in the name of President Truman, "and you men of Korea have chosen to accept the challence of Communism, in order to remain free men. In accepting this, war was brought down upon you, and in it your President and Admiral Sohn (Chief of Staff of the R.O.K. Navy) created a Navy.

"Neither my Navy nor your Navy has all the shios and equipment it could use, but one thing you men of the Navy of the Republic of Korea do possess is the will to fight.

"That is the reason I am here to-day. I am here to do honours to your leaders, and to each of you in the Republic of Korea Navy.

Following the presentation of awards. President Rhee said: "1 am happy to have this opportunity to express Korea's thanks to the people of the United States for all the help that they have given us in the hour of our need."

President Rhee also presented to Admiral Smith the Republic of Korea Medal in recognition of his services as Commander of the United Nations Blockading and Escort Force. He cited Admiral Smith for his co-ordination of the naval gunfire interdiction along Rear-Admiral Smith represented U.S. Vice-Admiral C. T. Joy, Commander Naval Forces, Far East. Lieutenant-General John B. Coulter, \Deputy Commander of

Korea's coasts and the naval

blockade to maintain U.N. con-

At the Chinhac ceremonies,

trol of the seas.

the U.S. Eighth Army, and military and civihan representatives of Denmark, Sweden, Thailand, Philippines, Greece, and Union of South Africa also were present.





Ratings absard the Palistan frigate "Sind" testing the ship's compass for their departure for Palistan. The "Sind" came to Australia early this year for the combined Commonwealth fleet Jubiles parrises. While the was underseing as In Sydney has retings grow some lucurious beards.

The Havy

duly, 1961.

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R.A.N. COLLEGE PERPETUATES MEMORY OF HEROIC CAPTAINS.

The Minister for the Navy (the Hon, P. A. McBride) announced on May 17 that the Naval Board had decided to perpetuate the memory of four captains of the Royal Australian Navy who had lost their lives in action in the Second World War by naming entries of intermediate cade:-midshipmen to the Royal Austrahan Naval College after them. Boys in the intermediate entry were aged between 15 and 16 years.

Mr. McBride said that the taptains whose memories were to be honoured were Captain J. Burpett. of H.M.A.S. "Sydney." which was sunk with her ship's company in the Indian Occan in November, 1941, in an encagement with the German raider "Kormoran," which was also sunk: Captain H. M. L. Waller, of H.M.A.S. "Perth', whose name was among the missing when "Perth" was sunk in the lava Sea in March, 1942; Captain F. E. Getting, of H.M.A.S. "Canherra," who died of wounds after his ship had been sunk off Savo Island in the Solomons in August, 1942; and Captain E. F. V. Dechameux, of H.M.A.S. "Australia," who died of wounds in the Battle of Leyte after a Japinvise "kamikaze" pilot had crashed his aircraft against "Austraha's" bridge.

Mr. McBride explained that, under the ordinary annual entry for 13-year-old boys, caders at the College were formed into groups according to the year in which they joined. As hows who entered at 13 remained there for lour years there were four such groups, named Jervis, Phillip. Cook and Flinders respectively.

Boys who joined the College under the intermediate entry, hetween the ages of 15 and 163, and remained only for two years were entered twice a year, in March and July. Their groups were to be named after the four R.A.N. captains.

NEWS OF THE WORLD'S NAVIES

MERCY MISSION.

H.M. submarine "Telemachus" and a R.A.A.F. Lincoln homber were used recently in an unavailing search for a 20ft, launch with two men aboard from Lord Howe Island. The two men set out on June 16 on a fishing trip to the Admirality Islands but were not seen again. It is assumed their boat foundered during the heavy storms that swept Augralia's eastern coases at that period. The search was abandoned on June 19 after a petrol bottle from the launch had been found on the Lord Howe Island coast

NEW COMMAND FOR AMERICAN

General Dwight D. Eisenhower, as Supreme Commander of the Allied Forces in West Europe, has appointed the American Admiral Robert Carney to be Commanderin-Chief of Allied Forces in South Europe. However, the British Mediterranean Fleet does not some under the new command. Under Admiral Carney are the Italian General Castiglioni, as commander of land forces and the American Major-General Schlatter, as commander of the air forces. Doubtless Admiral Carney will ask for a British contribution which, according to an Admiralty spokceman, will be provided.

NELSON'S "PLUME OF TRIUMPH" STOLEN.

In our last issue we had occasion to deploce the stealing of Britannia's Trident-the nation's traditional emblem of British sea mastery-from the marble figure at the foot of Queen Anne's statue outside St. Paul's, London. Now comes news of the disappearance from the National Maritime Museum at Greenich, of Lord Nelson's "Plume of Trition's priocless relics. Such thefts the French ships.

can only be described as the work of irresponsible, yet vandalistic. barbarians. Of British blood? We'd hate to think so.

SUBMARINE TELEGRAMS.

On Saturday afternoon, May 19, the submarine "Telemachus" lying at Balmoral Naval Depot, Sydney, became an extra suburban post-office, but only for the period of the afternoon. The underwater "post office" sent out telegrams to all parts of Australia. at threepence a word. Its operations were part of a special carnival which the Balmoral Naval Depot arranged to raise funds for relatives of the British naval men who lost their lives in the submarine "Affray," when it met with disaster in the English Channel recently.

FAMOUS ADMIRAL DIES.

Admiral of the Fleet Sir Reginald Tyrwhitt, commander of the "Harwich Force" during World War I., died on May 31. He was 81.

NAVAL SLOOP AND LINER COLLIDE.

The P. and O. liner "Strathmore.' outward bound for Australia, and the Pakistan Government's naval sloop "Zulfiguar" collided in Colombo harbour on lune 26. Both vessels were damaged.

FRENCH SHIPS AT MALTA. The French corvettes "Kabyle"

and "Hova" and the submarine "Bouan" arrived at Malta early in April to take part in anti-submarine exercises with the British Mediterranean Fleet More French warships arrived later in the month for similar exercises. The British frigates "Loch Lomond" and "Loch Scaviag." the submarines "Tobard" and "Teredo" and destroyers of the 1st Deumph" head-dress, one of the na- stroyer Flotilla co-operated with

H.M.S. "GLORY'S" PETROL RESERVES CONTAMINATED The aircraft-carrier H.M.S.

"Glory" returned to Sasebo Naval Base in Japan from Korean waters on June 13, following contamination, it is said, of her air craft petrol reserves. Press reports from Tokyo at the time indicated, however, that a R.N. nreliminary investigation had ruled out any possibility of saborage.

MORE SHIPS FOR ROYAL CANADIAN NAVY

A message from Quebec on June 5 announced that the Canadian Navy is to be strengthened by the building of 12 more ships. including seven destroyer escorts. These are additional to the twenty-seven ships already under construction

W.R.A.N.S. 10th BIRTHDAY

The 10th anniversary of the formation of the Women's Royal Australian Naval Service was celebrated at Flinders Naval Depot. Victoria, on April 27. There were two W.R.A.N. officers and 31 ratings at the Depot. Twentyone of them have been stationed there since April 9 and the other ten, who are West Australiana. since April 20. The Director of W.R.A.N.S., First Officer Blair Bowden, inspected them at 1,41 p.m., and then addressed them Afterwards she attended an afternoon tea party at which the principal feature was a decorated cake with ten candles. At 3.15 p.m. the W.R.A.N.S. took part in a march past of the ship's company of the Depot at which Commodore Superintendent of Training, Commodore H. J. Buchanan, D.S.O., R.A.N., took the salute,

WHO MEETS LEE

Two Chinese laundrymen, brothers from Hong Kong, and serving in different ships of the British Commonwealth Fleet had an unexpected union in the Yellow Sea. Tao Chen Lee is laundryman in H.M.S. "Comus." One night, Tao was flung against a hulkhead and lay on deck with a badly fractured leg for half an hour before being discovered. It was a difficult compound fracture and the "Comus" decided to transfer Tao to the light fleet carrier. H.M.S. "Theseus". Tao, fastened to a stretcher, was transferred at sea by tackstay and the first person to greet him when he arrived on hoard the carrier was Teo Chen Who, his brother, who is laundryman in "Theseus"

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

The Minister for the Navy (the Hon, P. A. McBride) announced on 18th May that the Royal Australian Navy was making plans for the formation of a reserve air squadron of multi-scat 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.

. DIRECTOR OF W.R.A.N.S. PROMOTED.

The Minister for the Navy announced on June 16 that First Officer Blair Bowden, Director of the Women's Royal Australian Naval Service, had been promoted to the rank of Chief Officer. Chief Officer Bowdon, who was a First Officer in the W.R.A.N.S. in the Second World War, was appointed to her present post last January, shorely after it had been decided to reconstitute the W.R. A.N.S. She was then in the United Kingdom. She arrived in Melbourne on March 5 and assumed duty almost immediately afterwards.

"TOBRUK" TO HAVE NEW COMMANDING OFFICER.

The Acting Minister for the Navy (the Hon. Jos. Francis) announced on June 22 that Commander W. S. Bracegirdle, D.S.C., R.A.N., who is at present attending a staff course at the Royal Naval College, Greenwich, had been appointed Commanding Officer of the Australian Battle class destroyer "Tobruk." He would leave England in the liner "Stratheden" on August 9 and assume his command on Septemher 24. Before Commander Bracegirdle left Australia for England in February, 1948, he was Officer in Charge of the gunnery school at Flinders Naval Depot. He was awarded the Distinguished Service Cross in 1942 after he. with another officer, had, in a dinghy, towed an ammunition lighter away from a blazing ammunition ship in Piracus Harbour, Greece. He was awarded a bar to his D.S.C. for skill, determination and coursee while serving in H.M.A.S. "Shropshire" in the Leyte Gulf operations. On two other occasions he was mentioned in despatches. On graduating at the Royal Australian Naval College, he was awarded the King's Medal, which is given to the cadet midshipman who, during his period of training, has exhibited the most gentlemanlike hearing and good influence among his fellow cadet-midshipmen.

THREE AUSTRALIAN

NAVAL A.D.C.'S TO KING. The Minister for the Navy (th: Hon, P. A. McBride) announce ed on 8th June that two officers of the Royal Australian Navy and an officer of the Royal Australian Naval Reserve had been appointed aides de camp to the King. They were Captain H. L. Howden, C.B.E., R.A.N., Naval Officer-in-Charge, Fremantle, Captain (S) J. B. Foley, C.B.E., R.A.N., Administrative Assistant to the Balmoral, near Sydney.

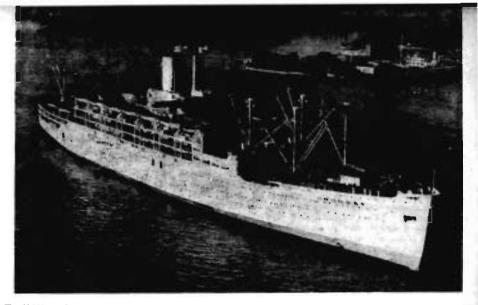
Second Naval Member of the Naval Board and Director of Supply and Branch Personnel. and Commander N. D. Pialey, M.B.E., V.R.D., R.A.N.R. Mr. McBride said that the only officer of the Royal Australian Navy previously appointed an aide decamo to the King was the late Admiral Sir Francis Hyde, formerly First Naval Member of the Naval Board. No officer of the Royal Australian Naval Reserve had been so appointed before.

NEW APPOINTMENTS IN ROYAL AUSTRALIAN NAVY.

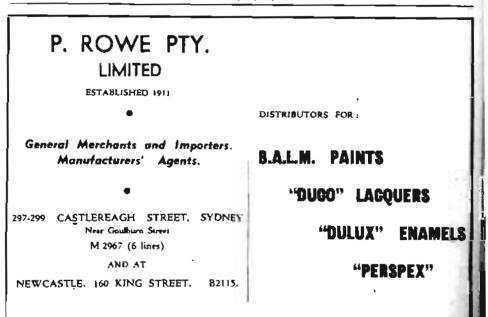
The Minister for the Navy announced on June 16 that Com mander W. B. M. Marks, R.A.N., had been appointed Commander, Royal Australian Naval College, at Crib Point, Victoria. Commander Marks is at present Commanding Officer of H.M. A.S. "Bataan", which returned to Sydney on June 14 from Korean waters, where she has been serving since the outbreak of hostilities in June, 1950. He was recently mentioned in despatches for his work in the Korean area.

Commander J. M. Adams, O.B.E., R.A.N., the present Commander, Royal Australian Naval College, has been appointed Staff Officer (Operations and Intelligence) to the Flag Officer Commanding the Australian Fleet (Rear Admiral J. A. S. Eccles, C.B.E.).

Commander J. A. Walsh, O.B.E., A.D.C., R.A.N., at present Assistant Director of Manning at Navy Office, Melbourne, has been appointed Naval Officer in Charge, New Guinez. He will be relieved by Commander G. L. Fowle, D.S.C., R.A.N., at present Staff Officer (Operations and Intelligence) to the Flag Officer Commanding the Australian Fleet. Captain R. V. Wheatley, O.B.E., R.A.N., now Naval Officer in Charge, New Guinea, has been appointed Commanding Officer of H.M.A.S. "Penguin," the R.A.N. shore establishment at



The 28,200-ton Orient liner "Oronsay" ended her meiden voyage from England es she moved slowly up Sydney Herboer to her barth. The most expensive surse in the ship is an air conditioned flat, which costs \$1,062 for two persons on the London-Sydney Trip.



The Nevr Jale, 1951.

NAVAL DIVERS' ACHIEVEMENT

A remarkable diving operation by a leading seaman, which enabled the British cruiser, H.M.S. "Kenya," to resume a patrol in Korean waters after she had been enppled by a fouled propellor, has been commended by the ship's commanding officer, Captain P. W. Brock, R.N. The cruiser's port outer screw was fouled by a 44 inch berthing wire after she had been refuelled from a tanker. Experts from the U.S. salvage

"Mataco" unsuccessfully tug worked from dawn to dark to free the propellor. Then Captain Brock decided that his own divers would continue operations. At 8 p.m. that night Leading Seaman A. H. Flook, of Chingford, Essex, dived using diving equip-

ment lent by the "Mataco." Air temperatures had fallen from 21 degrees Pahrenheit to 17 degrees. Water temperature was 40 degrees and, with mud and a strong tidal stream hindering him, work was extremely difficult.

With the assistance of hands working inboard on the wire, Leading Seaman Flook cleared the propellor after spending two hours in a diving dress and 12 hours under water without relief.

Captain Brock said: "By using the inter-communication system it was soon obvious that Leading Scaman Flook understood the siting the wire without cutting . .

uation and was confident of clearhe displayed great fortitude and codurance in extremely cold and VESSELS, BUILT, SLIPPED AND SERVICED.

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difficult conditions in completing his task, and throughout gave clear instructions about what was required to help him."

In his first dive Flook remained down for 43 minutes and then surfaced to allow the propellor shaft to be turned : five turns of wire were hauled off. He returned to the job at 9.13 p.m. but was forced to surface 35 minutes late, when his inlet valve fouled and his air supply was cut off. He was considerably distressed for want of air but recovered quickly and after four minutes insisted on descending alone again, refusing offers of relief.

"It was clear," says Captain Brock, "that he understood exactly what had to be done and how to do it. By hauling and veening the hights, the wire was completely cleared and secured inboard hy 10.10 p.m.

Said Flook "It was the sort of iob one man could do quicker on his own. I was lucky to have such an understanding team working with me on board."



'Phones: LA 2431, LA 2659

TANKER SERVICE

IN THIS ARTICLE THE AUTHOR SEEKS TO EXPAND A BRIEF REFERENCE MADE IN THE EDITORIAL OF THIS JOURNAL FOR MAY, 1931-THE URGENT NEED FOR SPECIAL AGREEMENTS FOR THE WORLD'S TANKER FLEETS, BASED ON THE POTENTIAL HAZARDS AND UNNATURAL CONDITIONS PERTAINING TO THE TANKER SERVICE.

"(1) Compulsory system of re-

Seamen are proverbially tough and good tempered, but how long can the human constitution and temperament withstand the unnatural conditions-the hermit-like existence, the unavoidable yet rigid self-discipline imposed, the general frustrations and disappointments. the lack of recreation facilities and proper amenities and healthy environment-that pertain to life and work aboard a tanker?

If they were automatic robots or machines, devoid of all emotion and finer feelings-and God forhid they should ever be that... these officers and men of the tanker service could not more excellently serve the world's perpetual demand for oil.

Yet to personnel shackled to a freighting tanker- what increased benefits in the past have they enjoyed? Practically none at all, This is an enlightened world supposedly moving towards a better deal for all mankind!

Certainly one or two wellknown tanker companies have recently moved to improve the conditions of their tanker personnel. But the trend towards ameliorisation is still insufficiently universal to escape a continued general criticism of the Service. Meanwhile, all too many officers and men continue to break under the mental and physical strain of tanker service conditions The Navigators' and Engineer Officers' Union has not been idle in this matter, and last year in its official orean, the "Merchant Navy Journal," gave considerable space to it. The following brief recommendations were then put forth, as a suitable basis for new improvements to be imposed by legislation or agreement with tanker owners: liefs in home ports. Two deck officers and two cngineer officers to take over duties of discharging and ballasting whilst ship's officers go on short leave. A system was tentatively carried out by some oil companies during war years with beneficial and successful results. A suitable system could be devised to meet with the working requirements of leading tanker concerns. thus instilling a healthier state of affairs in this important section of the seagoing profession.

"For Masters and Chief Engineer Officers this system of short leave would not he oracticable, but compensation could be meted out with extra halfyearly leave, temporary shore appointments, etc.

- "(2) Holidays to be taken at neriods not exceeding six months or on a vessel returning to the U.K. after a lapse of six months. To enforce keeping to this time limit, a system of genalty rates could be imposed. Payment in lieu of holidays under no circumstances to be accepted.
- "(3) Senior Officers' wives to have option of one sea voyage per year if desired.

"Masters and Chief Engineer Officers to have offer of taking wife and also family above a fixed age.

- "(4) Full day's leave for all Sundays away from the U.K. Pailing this, 60 days' leave to be taken in two parts annually for the health of all concerned.
- "(5) Free travelling concessions for wife and family at least once a year.
- "(6) Compulsory retirement at 55 years of age to stimulate a healthy flow of promotion. An optional retirement at the age of 50 years onwards. This means that the average Master and Chief En gineer will have out in 35 years' sea service, the most precious portion, in a very exacting profession. Tak ing into consideration the severe strain imposed upon this Service during war years and comparing it with similar Services. this is a very logical reouest."

In conclusion, it is very evident that Mr. Douglas S. Tennant. General Secretary of the Navigators' and Engineer Officers' Union. thinks strongly on this matter. In his address to the Annual General Meeting of his Union last year. he said:

"There must, I believe, be en tirely separate Agreements for tankers, based on the particular circumstances of the service in which tankers are operating.

"There are now St million cons of tanker tomage on the British Register, and in my view there should be an entirely separate section of the National Maritime Board to deal with these questions and separate Agreements entered mto."

SEA-ODDITIES

Diving for trochus shell one near Cape Cleveland. day in October, 1946, near Taylor's Reef, North Queensland, a pearl fisher, Demas Morelas, of Innisfail, was seized by an octorous.

fathoms of water, and had gathered about half a bag of shell. when he came to a large hole in the rocks.

flashed out from the hole and fastened its suckers onto his chest. Fighting desperately to free himself from the tentacle, he next saw the octopus emerge bodily from the hole and attempt to encircle him with the rest of its feelers. Morelas thought his time has come, but, contriving somehow to fend the feelers off, he finally shot up to the surface. which he regained with the octorus still clinging to him.

Fortunately, he came up alongside his mate's dinghy. With a great effort he managed to throw the body of the monster into the hoat, where it was killed by the occupant.

For days the marks of the octopus' suckers could still be seen on Morclas' chest.

One of the most tragic wrecks on the North Queensland coast occurred in 1846, and it remained unknown to the world for sixteen years, until the sole survivor, James Murrill, was found living in 1862 among the wild blacks of the Burdekin River.

The barque "Peruvian" left Sydney for China with a cargo of hardwood in February, 1846. Some days later she ran on to the Minerva Shoal on a night of storm, and next morning the only two boats were smashed as soon as launched, one member of the ship's complement, the captain's brother, heing drowned.

Finally, the twenty-one people aboard left the doomed ship on a raft, but only seven of them landed on the mainland coast.

cast into the sea, where they were at once torn to hits and eaten by the sharks in the presence of those on the raft. These, mad Morclas was operating in four with hunger, cut off the leg of a dead man, lashed it to the point of an oar with a running noose, and caught one of the monsters. which they ate in a raw state. Suddenly a long black tentacle. Another shark, caught with the same bait, was caten in the same fashion. A few sea birds were also caught and caten.

After nameless horrors the seven miserable survivors, struggling along the coast, were found by the savage tribes, who treated them kindly until one by one they died, leaving Murrill the sole survivor to tell, many years later. the dreadful story of the wreck.

For thousands of years before the white man came to the northern Australian coasts the aborigines were hunting the turtle with their primitive, but highly effective, weapons of the chase. The blacks of the north Oucensland coasts and islands of the Torres Strait hunt the creature by scearing it from a canoe or hoat. The spear used is of the harpoon type, one end of the rope being attached to the spear and the other to the boat. When the turtle is struck the rope is paid out to its full length, and away race the turtle and hoat at hurricane speed. Weakened by its strenuous efforts, the turtle is ultimately pulled in and captured. The native harpooner in action presents a fine picture of grace and power.

It appears now from noteworthy researches by Stead, Roughley, and other notable Australian marine biologists that all the larger eels of the eastern Australian rivers go back at last to the sea, generally with the floodwaters. There, somewhere fathoms deep in the ocean, they

spawn, and there, for the rest of The others had died and been their lives, which is probably not very long, they remain.

But not so the young cels, or elvers, as they are called. These, when about a year old, having by this time passed through the intermediate stage of being "glass cels", guit the depths of the ocean and make their way to the freshwaters of rivers, lagoons. swamos, and even distant inland waterholes-thus often travelling by land-of the eastern Australian coastlands.

It is a migration movement that goes on at or about the same time every year in all the rivers outflowing into the Tasman Sea.

How the young eels find their way to the river estuaries from probably far distant ocean depths. since no parent cel, apparently, returns to direct them, is something that has not yet, it seems, heen determined.

Mr. David G. Stead, the eminent Australian naturalist, once recorded the capture by two Sydney schoolboys of a large specimen of the giant crab when fishing off Bellinger River Heads, on the north coast of New South Wales. From tip to tip of its outstretched claws the crab measured three feet. Each of the "hands" was about twelve inches long. As an edible species the giant crab is of great value, the flesh of the crustacian being delicious flavour and of light texture.

Mr. Gilbert P. Whitley, the well-known ichthyologist, in an address he once gave at the Australian Museum, said that Australia had some of the most wonderful fish in the world. There were in Australian waters about 2,000 different species, ranking in size from little gobies, adult when less than half an inch long. to the monstrous basking sharp. which exceeded 30 feet.

IET FLYING-BOAT AT FESTIVAL OF BRITAIN

Further aviation history was made when on June 17 the only ict-propelled flying-boat in the world landed on the River Thames, London. It was later rowed to the Festival of Britain Pair where it was one of the main attractions of the Festival's gas turbine week. In landing, the flying-boat, a fighter machine, touched down at 100 mph.

NEW FIRST SEA LORD.

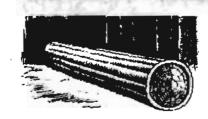
After serving as First Sea Lord since August, 1948. Admiral of the Fleet Lord Fraser of North Cape, G.C.B., K.B.E., is to be relieved about December next by Admiral Sir Roderick R. McGngor, G.C.B., D.S.O. This appointment was appounced on May 22nd. Admiral McGrigor joined the Navy as a Cadet at the age of 123 years. He is now 58.

WHALING SEASON BEGUN.

Whates have already been caught in test catches and processed at the Carnarvon' (W.A.) whaling station, says the report of the Australian Whaling Commission, issued in Canherra on June 30. The whaling season began late in June and 59 experienced Norwegian whaters and three whale hoats are taking part in the hunt for the profitable humpback whales. The report adds that £738,208 has been spent in the Commission's first financial year in buying processing equipment, whaling boats and preliminary expenses.

THE NEW JERSEY (U.S.A.) EXPLOSION.

It is reported from Washington that the House of Representatives' Merchant Marine Committee has declared the United States Coast Guard guilty of negligence in the ammunition explosion which killed 34 men at South Amboy, New Jersey, in May, 1950. The Committee stated that virtually all who had any part in the handling of these explosives were guilty of a high degree of axness



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SPEAKING OF SHIPS

Tyne shipyards launched a greater tonnage in 1950 than in any year since the war and have secured orders for over twice the tonnage of 1949.

In consequence of the new Swedish manning laws for ships of over 500 tons gross the Kalmar Yard has designed a motorship with a gross tonnage of 494, carrying a crew of 13 against 18 in a vessel of 500 tons.

The advertising campaign for out-of-season American tourists to Europe had very successful results last year and considerable numbers crossed the Atlantic at the end of the year.

With so much Scotch whisky being shipped to the United States, quantities of Danish whisky are being imported, the greater part of it being marketed in Scotland.

. . . .

The shipment of pre-fabricated houses to Australia has become quite a major feature of the British export trade and large numbers are being taken out by the liners.

A Nigerian sentenced for stowing away in a British ship was said to have been discovered in a lifeboat and living on the emergency rations.

The Lamport and Holt liner "Defoe" has had her passenger accommodation reduced from 24 to 12 and entirely rebuilt on quite huxurious standards.

A Cambridge University lecturer has revived the old theory of very valuable treasure in the French fleet sunk at the Battle of the Nile, but admits the difficulty of recovering it with so many claimants.

Opportunity was taken of the annual refit of the "Queen Mary", employing about 1,500 men for five weeks to give the cabin class a new cocktail bar and a larger nursery.

Included in the programme for the Festival of Britain is an international conference of naval architects and marine engineers to last two weeks.

Britain has agreed to buy from Russia 300,000 tons of maize, 425,000 tons of barley and 75,000 tons of oats, about 200,000 tons less than under the last agreement.

The Royal Merchant Navy School reports that ever since the end of the Second World War it has had an annual deficit, which must eventually lead to the closing of the school unless an appeal to the public for funds is successful.

The South American Passenger Conference has discussed the question of fares in relation to fluctuations of exchange, but decided on only very minor adjustments until the next meeting in May, 1951, when the matter was to be reconsidered.

Mr. Basil Sanderson has resigned from the chairmanship of the Shipping Federation after holding it for sixteen years and has been succeeded by Mr. D. F. Anderson.

The American oil companies have been making inquiries for European tanker tonnage completing as far ahead as 1955 on up to ten years' time charter.

Warnings have again been issued that marriages by the Masters of British ships outside territorial waters have not been legal in Britain for 150 years.

Burnes Markes Limited, of London, have ordered another 145 knot cargo motorship of 9,600 tons d.w., similar in principles to those which made such a stir some years ago.

Doxfords, of Sunderland, have sufficient orders in hand to keep their yard fully employed for nearly three years.

The fire in the liner "Oronsay" was officially attributed to the accidental ignition of cork during welding operations, which did not reveal itself for some hours.

The British authorities in Germany have described the German press reports that the Biohm and Voss Yards are to be allowed to rebuild for ship construction as "out of the question."

Very successful results, in spite of the plant not being complete, were obtained with small Rovertype gas turbines in the launch "Torquil" on the Thames.

Trials have been in progress for some time to ascertain whether it is not possible for small fastrunning Diesel engines to run on heavy oil as well as the bigger types.

The Cunard Line revived its service from Southampton to Quebec via Havre early in May and the London-Canadian service was to be discontinued in March.

The Royal Research Ship "William Scoresby" has completed a ten montha' Oceanographical cruise and is to be put into the reserve in Devonport Dockyard until plans are completed concerning her next voyage.

It is believed that air smugglers into Britain arc using black silk parachutes with containers for the contraband specially protected against shock, adapting surplus R.A.F. stores sold after the war.

AUSTRALIA TAKES OVER COCOS ISLANDS,

Australia is to take over the Cocos Islands, in the Indian Ocean, 1,300 miles from the Nor-West Australian coast, and develop a former R.A.F. airstrip for civil aviation. Cocos was the first stop of the Australia-South Africa air route surveyed by Cantain P. G. Taylor in 1939. The Minister for External Affairs, Mr. R. G. Casey, announced the transfer of control from the United Kingdom to Australia on June 22. Commonwealth officials expect the direct air service from Australía to South Africa to be established as rapidly as possible. Cocos Islands have been ruled over by the Clunies-Ross family since 1827, who hold them on a 999-year lease, and the transfer will not impair the Chunice-Rose title and successorship to the leasehold.

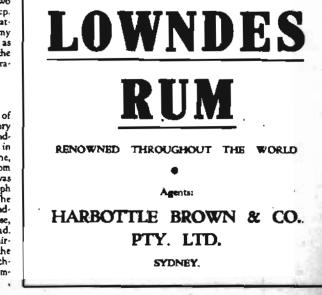


It is reported from Washington that the United States Army has ordered a jet-propelled helicopter which can be dismantled by two men and stowed away in a jecp. Its two tiny jet engines will be attached to each rotor. Army authorities say it will be used as a scout observation plane in the early phases of air-borne operations.

EAGLE CRASHES INTO PLANE'S WINDSCREEN.

A wedge-tailed eagle, one of the world's biggest predatory hirds, crashed through the windscreen of a civil aircraft in Queensland recently. The plane, 2 TAA DC3, was taking off from the Hughenden alroort and was travelling at more than 100 mph when the incident occurred. The bird was killed instantly and landed in the lap of co-pilot Jim Tilse. who was cut on the forehead. The plane returned to the airport, where a one-foot hole in the windscreen was temporarily patched to permit of the plane resuming its journey.





24

July, 1961.

BOOK REVIEW

By A.R.

"A SAILOR'S ODYSSBY": The Autobiography of Admiral of the Fleet Viscount Cunningham of Hyndhope, K.T .---Hutchinson, London.

atmosphere of the invincible British Navy, to catch the spirit of courage and loyalty of its commanders who, together with their brave seamen, never fail to evolve a gesture of defiance in times of crisis unparalleled in world history, you should not miss these Odyssian memoirs of one of Britain's greatest naval commanders.

For let it be said at once that "A Sailor's Odyssey" is more than a book of naval operations and events; it is a dignified yet candid interpretation, not only of shios and battles, but of commanders, policies, and statesmen. It is also a very human story, humourous, self-revealing, and well written--a consummation due at least in part no doubt to the collaboration of Captain Taprell Dorling, the well-known "Taffrail," writer of sea stories and Neptunian lore. Probably no better contribution to Second World War naval annals will ever be written, and for a mammoth volume of more than 700 pages its power to hold the reader from the first page to the last is indicative of its dramatic and compelling interest.

Beginning with his boyhood in Dublin and Edinburgh, his early naval career as, a midshipman in the Naval Brigade serving in the Boer War, and his work in the First World War, for which he earned a triple D.S.O., Lord Cunningham then turns to the momentous and often critical events -starkly critical at times --- of 1939 onwards.

Here was a Nelsonian job to do. if ever there was one!

In fact, there is a striking parallel between Nelson and Cunningham, both in the problems that respectively confronted them and in venues. Each faced

If you want to step into the a European Continent united under the iron heel of 'aggression; each had to keep his fleet at sea and maintain long lines of communications without proper repair supplies and facilities; each had to cry to the Admiralty for more and more ships, Nelson largely for frigates. Cunningham largely for destroyers; each had to cope with the collapse and defection of allies and the closing of former friendly harbours; each had prevecupations in Egypt and Turkey; each had to keep a watchful eye on a more or less hostile Spain; each did the greater part of his fighting in the Atlantic and the Mediterranean. One of Admiral Cunningham's first problems was how best to deal with the French Pleet at Alexandria, following the invasion and collapse of France. He shows how this was successfully solved with dignity, tact, and understanding, despite the almost devastating bitterness which had been caused in French naval circles by the British attack on the French squadron at Oran. Cunningham, in

> fact, strongly opposed the taking of that drastic act: it was a decision, he says, "almost inept in its unwisdom. The narrative continues with a dramatic and revealing account of the Battle of Calabria, in Junc, 1940, when a materially superior Italian fleet was routed; of the crippling of the Italian battleflect at Taranto: of the gruelling convoy work to Malta and Alexandria; and of the famous victory at Matapan in March, 1941. The book throws new and illuminating light on the British Navy's part in supporting the Army in Libya. and in the evacuations from Greece and Crete. The Allied

occupation of North Africa, and

the subsequent landings in Italy.

arc seen from a new viewpoint-

the point of view, not of the newspaper correspondent, but of the commander of the naval forces as much responsible for the successful consummation of ultimate objectives as the generals of the land forces.

As First Sea Lord, which post he took over in October, 1943. Lord Cunningham was responsible for the operational policy of the British Navy in all the seas during the later stages of the war. In that capacity he attended the historic conferences at Casablanca, Teheran, Ouebec, and Yalta; and the glimpses he gives of Churchill, Roosevelt, and Stalin, as well as other famous leaders of the Administrative Offices and Fighting Services are both intimate and revealing.

As a man of exceptionally strong character and great efficiency, Cunningham never failed to use his pen or voice against what were, in his opinion, unwisc tactics or wrong decisions. He even crossed swords with the redoubtable Mr. Churchill. His complaint, quite justified by the fact that it emanated from the "man on the job," was that he (Churchill) did not understand the problems of the Mediterranean Fleet, and he (Cunningham) frankly criticises the "prodding" messages the Prime Minister was apt to send to his field commanders as "ungracious and hasty" and which did "positive harm." Cunningham also broke friendly lances with the American naval chief. Admiral Ernest King; and he all too often found himself compelled to think that some U.S. naval officers "had a habit of always being right in their own opinions, which in the light of our considerable war and operational experience was galling in the extreme." Furthermore, with regard to the war in the Pacific, Admiral King made it quite clear at the outset that the British Fleet must expect no assistance from the Americans, and from that "rather unhelpful attitude" the American

The New

naval chief never departed. Lord Cunningham writes:

The main policy for the Japanese war was now settled so far as the Navy was concerned: but it was a very different matter to get that policy implemented. To begin with, we had against us the intense feeling of Admiral King and the Navy Department in Washington that the British Pleet was not wanted in the Pacific, and that in that area we must depend entirely upon our own efforts. We could expect no help from the American organisation." Nor, apparently, did Cunningham ever receive from the Americans the co-operation he so much desired. In the end, the British Fleet was based wholly on Australia, and even "the Australians," we read, "were not too forthcoming at first. . . Nevertheless, when our fleet did arrive nothing could have exceeded the generous assistance that was given."

Yet, as all the world knows, the war was won; and with Cunningham's retirement in June, 1946, full of honours from a grateful country, the book concludes on a note characteristic of the gallant, effective, heart of oak that wrote it: "I have no profound philosophy of life to propound. As perhaps I have shown, I have always been inclined to rebel and to speak out against decisions that I felt to be wrong. Otherwise, I think I have usually taken things as I found them, and tried to make the best of them."

This is a book that every admircr of the British Navy and every student of naval affairs should have on his shelves.

PERSIAN GULF NAVIGATION AIDS.

Aids to navigation in the Persian Gulf are now operated by an organisation known as the Persian Gulf Lighting Service. whose members are part Persian Government nominees and part shipowners using the route.

July, SUEL.





COATS, FROCKS, SKIRTS, SUITS, MATERNITY WEAR and FASHIONABLE RAINWEAR



Association

Patros-is-Chief

FEDERAL COUNCIL.

The Federal Executive of the Association desires to remind ex-R.A.N. personnel who are entitled to receive Prize Money, for World War II, that special application forms are now available. these forms have to be completed and returned by the claimants, to the Director of Navy Accounts, Department of the Navy, St. Kilda Road, Melbourne. Members of the Association who are cligible to claim a share, which amounts to £8/6/. each, irrespective of rank or rating, can obtain Prize Money claim forms from Honorary State Secretaries throughout the Commonwealth, or from the Naval Officer in Charge of each State. Pederal Council has been given to understand that payment of Prize Money will be made direct into the Bank account nominated by a claimant, and if no account exists one may be opened for such special ourposes.

The issue of medals and ribbons for 1939-1945 war is still being proceeded with by the medal section of the Navy Department; the inscribed medals, together with the appropriate ribbons, are being despatched by registered package post to eligible officers and men of the R.A.N. Medals that have been previously issued, uninscribed should be returned to the Department for the owner's name to be inscriber theron. Packages should be registered to safeguard against loss in the post.

Mr. J. K. Stafford has tendered his resignation from the office of Hon, Federal Assistant Secretary, Mr. Stafford is actively interested in his own Sub-Section at Campsic and is desirous of assisting to ex-



EX-NAVAL MEN'S

pand the Canterbury Bankstown

Sub Section. Federal Council re-

grets the loss of so able an officer

VICTORIA.

Sections have nominated and elect-

ed their representatives for a

Social Committee being formed to

organise various forms of social

entertainment in the State of Vic-

toria. Pootscray Sub-Section re-

cently participated in a Carnival

held locally, and gained the sum

of 1509, which has now been

placed in the Building Fund.

Other Sub-Sections are hoping to

follow the lead given by Foot-

scray, and current information is

indicating that Essendon, Geelong

and Heidelberg Sub-Sections are

gradually increasing the capital in

their respective Building Funds.

Mr. W. R. Baker has resigned

from the office of President of the

Latrobe Valley Sub-Section owing

to his transfer to Melbourne.

The Sub-Section placed on record

its thanks and appreciation to

Mr. Baker for the good work he

has performed at Yallourn and to

NEW SOUTH WALES.

steps to organise and open up a

new Sub-Section in the North

Sydney area. Members of the Ex-

Naval Men's Association and other

ex-personnel interested in its for-

mation should contact the State

Secretary, Mr. R. Humphry, room

1. first floor, 77 Pitt St., Sydney,

or ring him at BW 5036 between

10 a.m. and 4 p.m. Newcastle

Sub-Section has entered 12 new

members between January and

May this year.

The State Executive is taking

the Association in general.

The State Council and all Sub-

to fill the vacant position.

His Majorty The King

SOUTH AUSTRALIA.

of Australia

It is with pleasure that Council leares of the return to duty of Mr. W. A. Palmer, the State ind will later call for nominations. Secretary, who was recently granted leave of absence owing to illness. Mr Palmer is again busily engaged in managing the Naval Memorial House, situated at 23 Peel St., Adelaide Members and prospective members are anyiously awaiting information concerning the proposed Port Piric Sub-Section formation.

WESTERN AUSTRALIA.

Miss M. Hanley has returned to the West after nearly two years' absence spent in Victoria. Miss Hanley was warmly welcomed back at a meeting of the State Council and was unanimously elected Minute Secretary a position which she fills admitably. Reports from the Goldheld- Sub Section at Kalgoorhe indicate complete co-operation between the officers and members with the members of their Ludies Auxiliary: both these bodies are doing good work in the district and are bring ing this Association to the forefront of ex-Service organisation on the Coldfields.

AUST. CAP. TERRITORY.

Mr. Ivor Campbell has been elected to the position of Honorary Secretary of the Section, taking the office previously held by Mr. Kevin Smith, who has been transferred to Sydney, Mr. I. Benjamin, the A.C.T. Section's Federal Councillor, has just returned to duty after spending three weeks of his annual leave at Canberra.

OUEENSLAND.

Mr. Neville Pixley, formerly President of the Brisbane Sub-

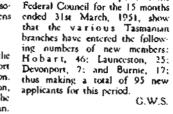
Section, has been made an Honorary Aide to His Majesty The King. Mr. Pixley returned to Queensland early this year after a lengthy sojourn in Western Australia, where he was actively associated on the Services Canteens Trust Fund Committee.

PAPUA, N.G. Mr Frank C. Hill, of the Education Department, Port

Moresby, has been elected Hon. Secretary of the Papua Section, filling the vacancy caused by the resignation of Mr. J. H. Gillman, The Section is arranging to enterain 350 guests at the forthcoming Ball being organised by the Assodation at Port Moresby, Mr. N. C. Plant, State President, is being ably assisted by his Executive and Committee.

TASMANIA.

Progress of the Association in Tasmania is still being maintained under the able guidance of Mr. George R. Howe, State Secretary. The Executive will consider the



U.S.A. SERVICE PLANES CRASH.

proposition to send along repre-

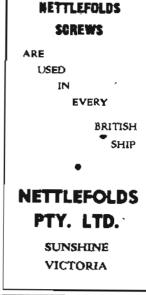
sentatives to the Federal Con-

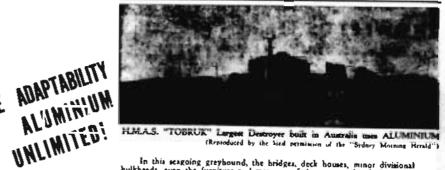
ference at Brisbanc next February:

the next Executive meeting will be

held next month. Reports to the

A United States Navy plane, a four-engine patrol Privateer, crashed on June 21 in Puget Sound, on the West Coast of America, killing five of the ten men aboard. On the same day a United States Air Force Superfortress crashed and exploded near San Antonio, Texas. Three of the crew of eight were killed, but five parachuted to safety.





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HELICOPTERS FOR AIR-SEA RESCUE.

The Royal Navy is adopting the helicopter for air sca rescue and for inter-communication between ships of the Fleet.

The first of this type of aircraft to be included in the equipment of a Royal Navy ship is now embarked in the Fleet Carrier "Indomitable", the flag ship of Admural Sir Philip Vian, K.C.B., D.S.O., the Commander in Chief, Home Fleet. It is a Westland Sikorsky Dragonfly, built under beence in Great Britain. A similar helicopter was used recently in trials in the English Channel, during which landings were made on a small platform on the stern of the Royal Fleet Auxiliary "Fort Duquesne."

It is intended that all aircraft carriers and air stations in the Royal Navy shall eventually be equipped with this type of helicopter. It will be used in place of the amphibian Sea Otter aircraft which has been employed for air-sea rescue for about eight vears.

The helicopter is more suitable for this type of work by reason of the fact that it can hover over a selected position and haul 2 man on board by means of a cable and winch. The aircraft has a crew of two, a pilot and an air crew man. The latter may, if necessary, descend by the cable to the assistance of a person in the sea. The helicopter can also operate in worse weather conditions than the Sea Otter, which is limited by its inability to land in rough sea. The helicopter's effectiveness is limited only in conditions of very high wind.

H.M.S. "Indomitable's" helicopter recently transferred disnatches to the battleship "Vanguard" when the latter was at Villafranche, French Riviera. The aircraft landed between the anchor chains on the hattleship's fo'c'sle. Later an officer who delivered the dispatches was hauled on hoard by the aircraft by the cable and winch as the helicopter hovered above the warship.

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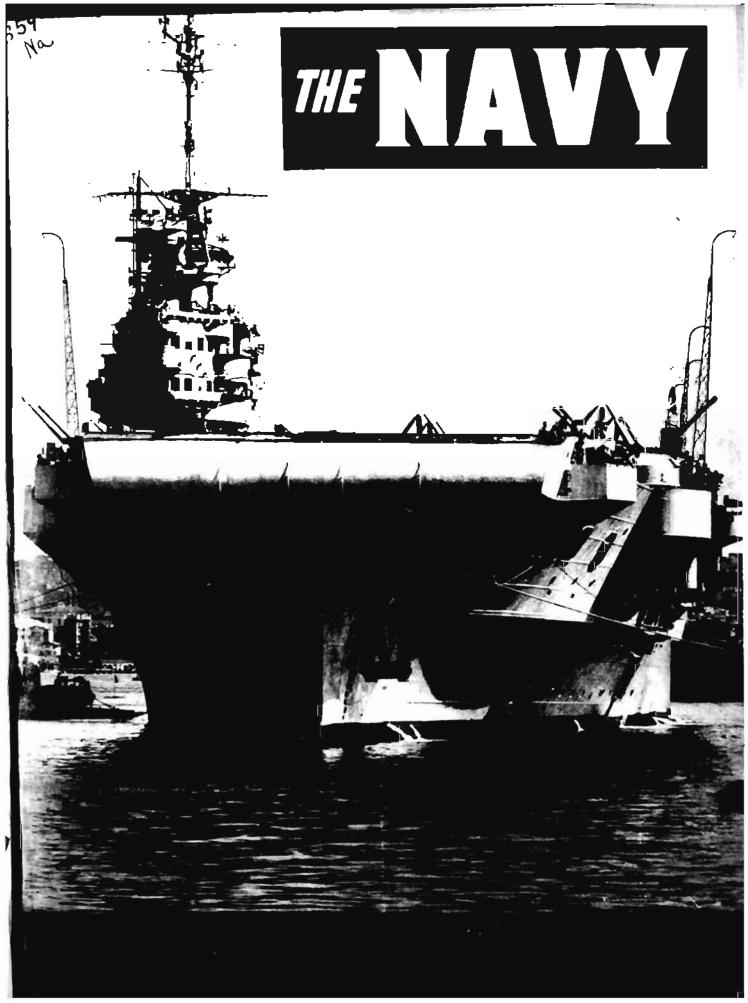
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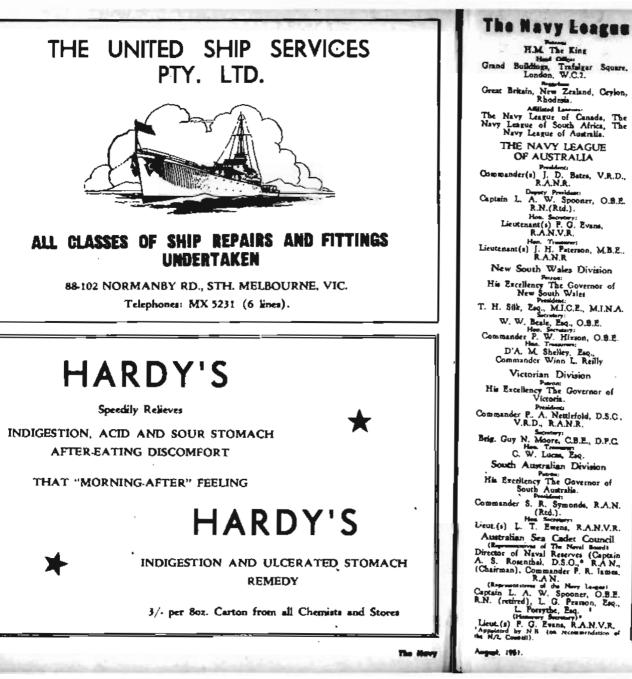
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SOME ASPECTS OF AERONAUTICAL DEVELOPMENT IN THE UNITED	¥0l.	15	AUGUST, 1951.	No. 8
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British Aviation development in all departments, both in the Civil sphere and the Eighting Services, except for some air crew personnel shortages, goes on apace. The trend is for yet more speed, fighting power, range, manoeuvrability, climbung capacity, ceiling and endurance.

Late in July a staff correspondent of the "Sydney Morning Herald" in London saw the latest Rolls Royce gas turbunes in production and in course of development at the company's 26-acre factory area at Derby. Thus he saw included the still-secret Avon jet, which carried the Canberra medium humber across the Atlantic in the record time of 4 hours. 37 minutes. He also saw the Dart propeller jet.

"Little can be said at present." he wrote, "about the Avon, but I can describe something of the gruelling endurance test carried on a production Dart," which forms the propelling power of the Vickers Viscount airliner, a number of which Trans-Australia Airlines hopes soon to place in service in Australia. Gauge needles on the control panel indicated a maximum power capacity of this gas turbine at 1,400 shaft horsepower and 3,0100 pounds thrust. Four of these peneil-like engines—less than 40 inches in diameter—power the Vickers Viscount.

As a result of the overall test-against artificial sandstorms, rain showers, severe climatic in fluences, etc.—the Dart will go into operational service good for 500 hours of running between major overhauls, which is twice the period supulated for many comparable types of piston engines at a similar state of development.

There can be little wrong with aircraft engine development in British aviation quarters in the beartening light of these disclosures, to say nothing of even greater possibilities potentially inherent in the stillsecret Avon jet.

NEW AIRCRAFT FOR THE R.N. AND R.A.N.

As for naval aviation needs, according to the aeronautical correspondent of the London "Times", the de Haviland Sea Venom, a carrierborne all-weather jet fighter for use by day and night, is now in quantity production for the Royal Navy. It will go into squadron service alongside the Hawker Sea Hawk and the Supermarine Attacker, both single-scat jet fighters. These three aircraft, it is claimed, will provide the Navy with a fighter defence which should be capable of dealing with any enemy.

The Sea Venom, which has a twin boom fuselage and partially swept-back wings, in equipped with radar and carries a crew of two—a pilot and a navigator-radar operator, who sit side by side in a pressurised cabin. The wing-tip tanks, to increase range, are so designed that they do not affect manoeuvrability or speed. The engine is a de Haviland Ghost turbo-jet, at present rated at 5,000-lb. static thrust, which is 66 per cent. more powerful than the Goblin turbo-jet used in the R.A.F. Vampire.

Of particular interest to us here in Australia is the recent announcement by the Minister for the Navy (Hon, W. McMahon) that the Sea Venom has also been ordered for use in Australia. This type of aircraft, he said, is to re-equip R.A.N. souadrons and he operated from all carriers of similar class to H.M.A.S. "Sydney." Amplifying details of the new aircraft, Mr. McMahon said that the Sea Venom has a wing span of 41 feet 9 inches and a length of 31 feet 5 inches. It has also a faster rate of climb and a much higher ceiling than the Vampire: in fact, the Sea Venom is a naval adaptation of the Venom-adapted in turn from the Vampire-in a more developed form. The Sea Venom is being built at the Bristol Aeroplane Company's works at Filton, Gloucestershire, where a staff of 18,000 are employed. Other ships into which the new aircraft will go are the aircraft carriers H.M.S. "Eagle," which has done its sea trials, and H.M.S. "Ark Royal," which will be completed towards the end of 1952.

It is also reported from Britain that a contract has been placed by the Admiralty with Boulton Paul Aircraft, Wolverhampton, for a considerable number of the new advanced training aircraft to be known as the Sca Balliol, for use by the Royal Navy. This trainer craft is a development of the Balliol T2, which is already in large-scale production for the Royal Air Force.

ATTACKER JET FIGHTERS ALSO FOR NEW CARRIERS.

Supermarine Attacker jet fighters now coming into front line service will, it is officially stated, 1- included in the Air Group of H.M.S. "Eagle," the new aircraft carrier expected to join the active Fleet early next year. In announcing this at a Press Conference on June 20th, Lord Pakenham, the First Lord of the Admiralty, also elucidated the scheme under which National Service men being trained as officer pilots and observers may wolunteer for two years' extra service and thus qualify to receive a gratuity of about 4525. This scheme, with its generous inducements, was an nounced the same day in the British Parliament.

That some such scheme was needed had become all too apparent. Indeed, the Royal Navy's shortage of air crew personnel is a serious one, "the most acute," said Lord Pakenham, "of our problems."

"We are not getting the aircrews and we simply cannot allow things to drift," his Lordship stated. "At present we get our aircrews in two waysfirst from permanent officers who specialise in flying, and secondly, from the eight-year short service commission scheme which we introduced in 1948. But neither of these schemes is giving us the results we had hoped for and require. On the one hand, not enough regular officers are volunteering for flying, and what is still more serious, we have fallen scriously short in our requirements on the eight years short service scheme. It is in the light of these two facts, and particularly the scheme."

That the Royal Navy will get the aircrew personnel it needs, we may be well sure. Particularly do we stress observation in relation to the highly authoritative statement made by the Parliamentary Secretary to the Admiralty, Mr. L. J. Callaghan. Speaking at the same Press conference Mr. Callaghan was able to supply a further inducement to service potentially greater than any offering based on pecuniary gain.

"In the past," he said, "the Navy's aircraft have not tempted a lot of men to enter the Navy for a flying career. The Navy had now passed that phase and the 'planes coming into service could hold their heads high in any company. For the first time the Navy could say 'you can have the best of two worlds, you can fly and you can go to sea, and it will be real flying in the sort of 'planes you want to fly in'."

The advantages accruing from the use of these latest "front line" aircraft will, we feel, shortly be reflected not only in the Naval Air Arm itself, but also in the air crew personnel who seek so splendidly to man it. In a direct way they will add greatly to Naval effectiveness; indirectly their use may well be the main determining factor in overcoming present personnel shortages.

In short, such aircraft cannot come into service too soon.

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MARINE ENGINES-THE PROBLEM OF 1951

By A. C. HARDY, B.Sc., M.I.N.A.

(With acknowledgments to Lloyd's List Annual Review, 1940)

The year 1951 marks the opening of the second half of the 20th Century and one is naturally tempted in a Review of this kind to speculate on what changes are likely to take place within the next fifty years. Those which have occurred in the first half are starting enough, but the speed of current technical progress, the arrival of new materials and methods of construction, the demands of a rapidly-changing would for new standards of sea transport, new requirements in crew comfort and new combinations of cargo, as well as the arrival of entirely fresh cargoes, makes the task of prophesy almost impossible. The first half of the contury witnessed the elimination of the asiling ship, the metamorphosis of the steam-driven ship, and the arrival of the oil-engined ship with its vast effect upon sea transport, and the year 1950 brought us to the gates of gas-turbine propulsion with the vista of atomic propulsion, though still largely theoretical, rather more clearly defined than has been the case before.

In all the years wate the end of the war, production has been the heypoit, and provided that shipowners could make good their wartime lowes as rapidly as possible, even with shine mainly built to pre-war specifications, they were concent. The great shortage of everything inevitable at the conclusion of a world war, constituted driving force towards this acceptance of solutions to new tonnage problems which, while not perhaps ideal, were at least expedient. That period having rassed shipowaers have time to put their brains in seep and, in consultation with their advisers, try to determine exactly what they require for the future, bearing in mind that the life of an average whip is still with cood luck upwards of a quarter of a century. Designers and builders of hulls, machinery and electrical equipment for their part now have the onportunity to turn mund and see how here they can adam to the needs of what is still conventional thipownings the many and great improvements which science now others. For these wasons. I think we are correct in the assumption that the next few years at any rate will see some big, rather rewarkable developments in marine enconcering. Perhaps we have been able Is see the shadow of these things to come in what has taken place in the PAR VEAL

In general, then, steam continues to improve its performance with a lowering in fuel consumption and an increase in compactness for the power a unit delivert. Towards the end of the year there was launched from the Wallered shipyard of Swan, Hunter & Wigham Richardson Ltd., a new ves-

Argunt, 1981.

sel for the Gothenburg-Tilbury pervice. of the Swedish Lloyd, a ship powered by geared turbines taking seam from waser-tube boilers and of alightly over 8,000 h.p. on a single screw. This was in contrast to her predecessor. which had four single acting, twocycle diesel engines geared to a mogle shaft. A contemporary development was the action of three companies cooperating in the pervices between Scandinavia and Finland in ordering new fam overnight packet ships, to be fited with turbo-compound steam engines taking steam from oil-fired watertube boilers. While it cannot be said that these examples point to any major swing-over the powering of this kind of tonnage, the incidence of modern steam in a feld previously targety the preserve of the diesel entime is to be noted.

It is difficult to ascribe to the year 1950 any spectacular developicents, but more easy to report the maintenance of steady progress along the hnes-with which we have become familiar in previous years. The ordering and conserviction of monster tankers-a phase of the last year or so-has proceeded apace, and in this class of tonnase it is gratifying to note that shipownerare now relying on the diesel engine to such an extent that they are prepared to entrust 12,000 h.p. to a single screw. Even with steam-reciprocating engine propulsion this would have been considered a daring project, supposing that space and weight considerations would have permitted it. twenty years ago. To-day, the highest powers op a single screw are accepted and the machinery placed at the after end of a ship. Not only are geared

turbines and water-tube boilers employed, but also single-acting oil engines, and here, as with all reciprocating machines as far as direct drive is concerned, the limiting factor is not a question of reliability so much as one of the physical dimensions of the grime movers. This concerns engine height and throw of crank necessary to obtain the relatively low number of revolutions per minute for the largediameter, direct-coupled screw propeller.

The Modern Steam Engine.

In writing of reciprocaling engines, attention should be drawn to the fact that the steam engine is by no means dead In fact, in its newest form it has borowed many of the tricks of construction, valve lay-out and control from internal combustion engine prace tice. New suggestions for bringing the stram reciprocating engine more into line with modern requiremnts as regards size and weight continue to come from Germany, where there has always been an appreciation of the possibilities of fitting high-speed steam engines and gearing them singly or in pairs to a single shaft. German in-ventions have a habit of being very right on paper, though sometimes rulforing from the impact of too much theory in actual practice. It is not surprising, therefore, to and that the form of Hugo Leniz & Co, has been stempting to take a stage further some of the proposals put forward with confidence before the war. They stress the fact that high-speed reciprocators are especially suitable as marine propulsion plant, presumably-though this is not stated-in conjunction with oil-fired water-tube boilers

The modest space requirements of high-speed plant, as compared with that needed by low-speed steam engines of triple-expansion type, are enemplified in the latest developments in what is known as the "Hamburg" engine which is double compound. Engines of this type are available for powers from \$20 i.h.p. upwards, with a speed ranke of from 420 to 250 t.p.m. according to the size A section through one of the latest cogines shows a cylinder with four valves, two at the top and two at the bottom, inclined at angles of about 65 degrees to the vertical in order to achieve minimum clearance. These respectively are inlet and enhaust valves with camphafts fore and als at mid-cylinder height controlling puch rode and

rocker arms to operate the springloaded valves. The cut-off is camcontrolled, the camebali, as in the case of many diesel engine designs, being azially movable. This gives a symmetrical cylinder on the top and houtom side of the niston which is roughly cee-shaped in vertical cross-section with a thick parallel structure between. in which the rings are fitted. The cylinder and cylinder gear are mounted on the top of a bor-shaped crankcase unit containing the guides. The engine is built for operating pressureof 15 atmospheres with a steam lenperature of 400 degrees C.

Engines of this kind base been adapted to drive deck auxiliaties and are thought to be capable of superseding electric drive for these duties. just as electric drive in turn superseded normal steam encines which are too heavy and bulky. The new Lenes engine is worth stud- and it could have a Juture as an alternative to dated engines in association with water-tube boilers for the propulsion of certain coastwise colliers and short-sea traders. if it were possible to fit a simple boiler capable of generating steam at the necessary pressure and temperature and which would at the same time burn coal in a handy form. There at the moment lies the difficulty; all developments in connection with mechanical stoking or pulverised fuel seem to have ceased; anyhow, there way no actively in this direction during the year under review Double compound engines are already proving popular for the propulsion of whale catchers and this "Hamburg" engine or an equivalent might be a logical BETI STED.

It has been noted during 1950 that steam continues to be used for the propulsion of ships on the Great Lakes, and that, in particular the Skinner Unaflow unit generally on twin screws, continues to demand attention. In spite of some progress. the use of high-speed geared meam reciprocating plant for marine propulsion still remains a dream of the luture. The same remarks are true of reared diesel propulsion only in so far as larger power plants are concerned. Although there is one ship afoat having eight engines, producing 10.000 horsepower, draving two screws through mechanical reduction gearing and electro-magnetic slip couplings. the geared oil engine of high power is still the eacention rather than the rule. In smaller ships the geared propulsion plant is a growing raval to the directcoupled, direct-reversing oil ongine in powers up to about 3.000, such as those in ships intended for deep-sea towage, or for short-sea trading. A triumph for indirect drive was scored in the order for two electro-magnetic ip couplings and a two-pinion single-

reduction gear-box for a 9,000-s.h.p. motorship ordered by the New Zesland Shipping Co. Ltd. from Alexander Stephen & Sons Ltd. Govan This vessel, which is now under construction, will have two 4.5(X)-horse-power, 225-r.p.m twocycle oil engines, and the propeller speed will be 100 r.g.m The electromagnetic couplings, which are being upplied by the British Thomson Houston Co. Ltd., are the largest yet to be built in Great Britain. They wall have a fabricated gear-box with the two punions on opposite sides of the main wheel and with the centre lines of all three wheels lying in the same horizonial plane, cach supporting one half of the coupling With 9,000 developed horsenower this new ship will be the most powerful singlescrew geared-diesel ship in the world

We are still some way from the realisation of the Ricardo Jream of engines running at 1,000 r.p.m., each complete with its own generator and cacitor, lucked away in hozes, and removed in toto at the end of the voyage either for routine overhaul or for urgent repairs. Many people are of the opinion that these automatic engine 100ms, which will be crewless. may eventually be forced upon shinowners, if only because of the diffculty in obtaining the right type of operative to deal with the highly scientife power plants now being proposed, and also because the space required for the crew in a modern ship in proportion to the total space available has become so large that on occasion it can be an embarrassment to the real raison d'etre of the ship

The question as to whether ships to-day should have direct or indirect propulsion is one of the problems of 1991, and there is no doubt that the adherents of the latter system are growing. Their opinion will be strengthened by improvements in the reliability of the variable-pitch propeller, and will be encouraged to use ensine rooms of minimum dimensions by a revision of the present anomalous methods of assessing act tonnage. In the year under review the controllable propeller showed no signs of any general adoption as far as ocean-going ships were concerned, though it has been fitted in some coastwise' colliers as well as in some coastwise cargo ships on the Norwegion coast. It is claimed for this type of propeller that it improves manoeuvrability, cuts down the time Anent in stopping and starting the engines and increases the ability of the ship quickly to come alongside a quay While moving up the Thames recently, the master of a flatiron collier Stred with a variable-pitch propeller with the engine running at a fired number of revolutions was able to carry out all the manoeuvring from

the navigating bridge merely by adjusting the fluch of the propeller from a control stand on the bridge.

Direct Coursel

This rendency to yest the control of the ship directly in the bridge rather than by transmitted order to the engine-room appears to be on the increase, and in certain ships built for the Sching industry and in a cargo ship with trawler characteristics laid down in 1950 to operate in the Greenland ice, not only the engine speed but also the direction of motion of the ship is controlled from a specially protected and equipped crow's new on the foremast. On the other hand, in the diesel-electric pilos cutter "Sir Thomas Brocklehank," built in Dartmouth for the Mersey Docks and Marbour Buard, which went into service towards the end of the year, the single armature 900 horsepower propeller motor is controlled, somewhat illogically a would seem, by means of ordinary telegraphs. This is a comniete negation of one of the principal advantages of electric propulsion. Any argument that remote control 14 dangerous during prolonged periods of manoeuvring is surely countered by the fact that a pelos cutter remains cruising on station for the greater part of her time away from port with but very little increase or decrease in peed. The "Sir Thomas Brocklebank," incidentally, as a clear indication of the fact that diesel-electric drive will continue to attract attention for many specific duties, and nearly all harbour craft come within the enhere of its possible application. In respect of progress in this direc-

tion, the year 1950 saw the completion of the first trawler to be fitted with electric propulsion. Several schemes for diepel-electric trawlers have been put forward in recent years at the request of Scitish fishing vessel owners, but they have not matured chiefy, it is thought, because of high first cost. The "Freiburg' in one of a trio, two of which are to be dieselelectrically propelled, while the third will have direct diesel drive. The owners will thus be able to determine for their own and possibly for other people's attalaction, the practicability or otherwise of electric drive for this kind of ship, in which the soziliaries are so important.

There is mother reason for natisfaction on the part of those who believe in indirect drive: that is a growing tendency on the part of owners of cargo ships to "lace all machinery aft -indeed, some passenger shipowners" are exploring the possibilities in this direction. Except in special cases, this can only be astisfactorily accomplianced when aweight and space for a given power are at a minimum, and the problem wil not be smally solved until

The Many

tonnage are revised. The Hanas Line of Bremen, now that Germany has been allowed to return to the comity of the shipbuilding and shipowning nations, has recently ordered a ship of 7,200 tons gross with a deadweight of about 10,150 tons. This ship, the speed of which is presumably limited to 12 knots, has all her machinery aft and a comprehensive range of four pairs of derrick posts and two pairs of roalpost masts. The navigating bridge is well forward of amidahips, but most of the accommodation, including cabins for eight passengers, is alt. Among higer ships, tankers are no longer exclusive in respect of their machinery position. In spite of all this he would be a bold man who, at the present time, would prophery the disappearance of the direct-coupled, direct-reversing oil engine turning at speeds of upwards of 180 r.p.m. The contracts for motorships placed during 1990 give amole backing to this statement. Not only is the opposedpiston two-cycle oil corrine continuing to prosper numerically and technically. but also the single-acting two-cycle engine and, to a slightly less extent perhaps, the double-acting two-cycle engine. Is can even be placed on record that two ships were ordered in 1910 for cargo carrying purposes in which a single acting premurecharged lour-cycle zirkem-injection entine is to be fitted. direct-revening and direct-coupled to the screw. This has heartened the considerable body of opinion which still believes that the lour-cycle engine was consigned prematurely to the scraphean in the face of the arrival of the two-cycle unit.

the rules for the measurement of net

The year has seen an increasing tendency to burn bailer oil in the cylinders in many types of oil engine, though so far it cannot be said that the use of this fuel has brought about a revolution in digeal propulsion at the espense of the geared turbine and water-tube boiler. Little more has water-tube boiler. Little more has heen beard of the wram aide of the Anglo-Saxon experiment, as a start to which a coarser grade of boiler oil, te, cracked asphalt, was used in the boilers of a corbo-electric ship.

Mention of the direct coupled opposed-piston two-cycle engine recalls that during 1950 the "Lammermuir," the fine trawler to be propelled by a three-cylinder "small" engine of this type, was completed, thereby fulfiling the desire of a large number of trawler men for an oil envine which could simulate as far as possible the characteristics of the stram reciprocating engine to which in the main they are still wedded. The opposed hirton engine is direct-revening and directcoupled, but the price to be paid is one of height within the connerroom. It was a Doxford unit developing 1.100 b.h.s. at 145 r.p.m. having cylinders of 440-mm, diameter and 1,440-mm, combined stroke.

Increming employment of an angive of this kind in smaller ships could indicate that the trend towards indirect drive is not being maintained. It is also noted that the trawler in which this opposed piscon engine was Stied as a pioneer was originally to have been completed with a dieselhydraulic switem of trawl winch operation. At the time of her completion. however, the bydreulic winch did not appear to have been completed and the was haid up while awaiting the arrival of what might well be termed the inevitable electric winch. The completion of this ship has so far not brought forth any lumher orders of a similar nature, either in the trawler feld or for coastwise and thorases tradery, so it would be incorrect to suggest that the manufacturers of smaller units of reversing type, some of which would require a reduction gear between the engine and the screw, or the builders of four-cycle non-reversing types who depend upon a reduction/revenue gear are exhibiting any signs of disturbance. Anniliaries.

Premure charging is now fully established as an essential part of the operation of four-tycle engines and both the under-piston system, particularity in the larger sizes, and the eshaust gas-turbine system continue to be popular. The latter when employ-

ed in upits of, any, under 1,000 iborninower, is not greedy in size and can be neatly tucked away at the fore end of the engine, where it operates cf. ciently and reasonably without noise. On the suzility side there is little of development to report during the year. Electricity continues to be popular and almost universal for driving pumps even in ships the main propelling machinery of which is steam. Control gear for auxiliary motors has not made any noteworthy progress as regards compactness, but this is governed to some extent by the fact that the demand still exceeds the supply and that deliveries are not as rapid as shipbuilders would like them to be,

With switchboards the trend in Great British is still in favour of open frohat, though one fame claims to have constructed one of the first dead-front switchboards ever built for a British ship. Even this is not so completely "dead-front" as its contemporarise elsewhere.

The year 1990 has not been remarkable for major technical progress. and even in the realma of gas-turbine engineering movement has been confined to neady experimental work rather than to actual equipment in ships. Let us emphasize again that the period of post-war busyness may son draw to a close, and that we are arriving at the start of an era in which the race will be to the technically swift and competens and not to those who are concerned merely with repetition. In this respect some of the papers which have been read before technical institutions during the year radiate an atmosphere of confidence which indicates that our technicians are fully alive not only to the speed of developments but also to their quality and of the peculiar requirements of their application to shipt which can in very truth be termed "ships of the future." In Great Britain especially, the official research organisations, connected both with naval architecture and marine eneinerting, have continued to supply shore concerned with practical applications with much valuable data.

WE NEED YOUR HELP TO MAKE AUSTRALIA STRONG

Never was the need so great for experienced men in the Navy, Army and Air Force. Thousands of young, enthusiantic, but untrained men are now oring Anatoniu's call , for rapid expansion of our defence forces. They need your help to make them efficient astors, soldiers and armen.

NEW PAY BATES, NEW CONDITIONS, MAKE SERVICE LEFE TODAY REALLY ATTRACTIVE



Members of the R.A.A.F. Officer Staff Carps from I wint Cook. Victoria, examining the mess of controls the second to be address of the Balmaral submarise base. The men inspected the subparine as part of their training. -Courtey, "Sydney Morning Herald

NELSON'S "PLUME OF TRIUMPH"

In its June usue this sournal had occasion to comment in no uncertain condemnatory terms of the despicable thicking, from its case in the National Mantime Museum at Greenwich, of Lord Nelson's "Plume of Triumph." the Chelengk or Diamond Aigrette worn by the famous admiral in his cocked hat. A reward of £250 has since been offered for information leading to the arrest of the thief or thieves and the re covery of the Chelengk. A description of this priceless National relic was given recently by the "Admiralty News Summary," and is as follows:

The Chelengk was presented to Nelson after the Battle of the Nile, 1798, by the Sultan of Tur-

key. It is also called a Diamond Aigrette and "Plums of Triumph", and was commonly awarded by the Sultan in recognition of great bravery by Mahommedan warriors. According to tradition it was plucked from the Sultan's own turban and handed to Nelson after the batele, this being the first occasion on which it had ever been presented to a Christian.

Nelson was very proud of the decoration, which he is shown wearing affixed to his cocked hat in a number of portraits.

He made special provision for the Chelengk in his Will and associated it as far as possible with the Dukedom of Bronte, conferred on him by the King of Naples. It therefore passed into

the possession of a Bridport famity It was sold in 1898 and was bought by another member of a Nelson family. In 1930 it was offered again for sale and was presented to the Nation through the National Art Collections Fund for the National Maritime Muscum which was then being formed The purchase price was £1,500, although the market value of the diamonds was less than £150.

The Chelengk is a plums of triumph made of diamonds. It consists of a central rose or flower of 16 petals with leaves and buds on either side, it incorporates seven rays, which vibrate as the weater moves. Originally the central rose revolved by clock work but the clockwork has since been removed.

APPOINTMENT OF FIRST SEA LORD

DMIRAL Sir Roderick R. A McGrigor, G. C. B., D.S.O., who as announced on May 22 will in December succeed Admiral of the Fleet Lord Frager of North Cape, joined the Navy as a Cadet at the age of 124 years. He is now 58.

During the Pirst World War Admiral McGrigor as First Lieutenant of the destroyer "Poxbound" in the Mediterranean and the Red Sea, taking part in the Dardanelles campaign, including the Anzac and Suvia Bay landings. Later he served in the batleship "Malava" in the Grand Pleet. being present at the Battle of Jutland, and in thus ship he later served with His present Majesty King Georve VI, then a Lieutenant.

Between the wars Admiral McGrigor served in the Home. Mediterranean, cast Indian and China Fleets. As Captain (D) 4th Destroyer Flotilla, he was actively employed on various natrols during the Spanish Civil War, and rescued the survivors of the Soaniah cruiser "Baleares" after the had been toroedoed.

In September, 1938, he became Chief of Staff to Admiral Sir Percy Noble, then Commander-in-Chief, China Station, in which capacity he was serving on the authreak of war in 1939. Returning home in 1940, he took command of H.M.S. "Renown." flagship of the late Admiral of the Flect Sir James Somerville, then Flag Officer Commanding, Porce H, and took part in the, "Bismarck" action, the bomhardment of Genoa and many Malta con-VOVA.

Promoted to Rear Admiral in July, 1941, he was appointed to the Admiralty as Assistant Chief of Naval Staff (Weapona): eighteen months later he became Force commander for the planning and execution of the assaults on Pantellaria and Sicily. After the assault on Sicily he became the Plag Officer, Sicily, where he planned and carried out the 25sault on the top of lealy. He was wounded during the subscouent operations in Calabria.

He remained four months in Sicily and then became the Flag Officer, Taranto and Adriatic, and Liaison Officer with the Italians. being also responsible for operations in the Adriatic. For his services in the Mediterranean he was award the D.S.O. and C.B.

Returning to the United Kingdom in March, 1944, Admiral McGrigor was appointed to command the First Cruster Squadron in the Home Pleet, where he remained till the end of the war in Europe. He took part in many North Russian convoys and attacks on enemy shipping off the Norwegian coast, which included night attacks on two escorted enemy inshore convoys. During this period he also directed Home Fiert air operations against the "Tirpitz" and enemy convoys, flying his flag in various aircraft carriers, including the "Victorious." "Formidable." "Indefatigable," "Campania," and "Searcher." Towards the end of this appointment he was promoted to Vice-Admiral. For his services in the Home Flect he was mentioned in despatches and created a K.C.B.

Admiral McGrigor had the honour of conveying His Majesty King Haakon, Her Royal Highness the Crown Princess and her children back to Oslo in H.M.S. "Norfolk" at the end of the war in Europe. In September, 1945, he became Vice Chief of Naval Staff, and in January, 1948, took up appointment as Commanderin Chief, Home Fleet, He was promoted to Admiral in September, 1948, and became Commander-in-Chief, Plymouth, in March, 1950.

The First Sea Lord designate has the reputation in the service of being a strong exponent of Naval air power and has the interests of Naval aviation keenly at heart,

NEW MINISTER FOR THE NAVY.

The Prime Minister Mr. Menzies, announced on July 16 the appointment of Mr. William McMahon, Liberal M.P., for the electorate of Lowe, N.S.W., 28 Minister for the Navy and Air. Mr. McMahon is one of the talented younger members of the Liberal party; first elected to the House of Representatives in 1949. he was re-elected this year, and is regarded as a sound choice for the Ministerial post to which he has been appointed. Born in Sydney in 1908 and educated at Sydney Grammar School and St. Paul's College, Sydney University. Mr. McMahon practised as a solicitor until 1939, and then served in the Army for five and a half years, rising to the rank of staff major. On his discharge he travelled in Europe and the United States, after which he returned to the University and graduated as a Bachelor of Economics, winning the Proficiency Prize for final year Economics, and the Public Service Association Prize for public administration. With a keen and well trained mind, wide experience, and abundant energy. Mr. McMahon has every qualify cation for an able administrator.

R.A.N. ORDERS SEA VENOM FIGHTERS.

The Minister for the Navy (the Hon. William McMahon) announced on 24th July that the Australian Commonwealth Naval Board had ordered a number of Sea Venom jet fighter averaft from the De Havilland Aircraft Co. Ltd., of Hatfield, England; for re-equipping the fighter squadrone of the Royal Australian Navy.

Mr. McMahon said that Sea Venoms were at present being produced in quantity for Royal Navy fighter squadrons and would be operated from carriers of similar class to H.M.A.S. "Sydney." They were twoseater day and night all-weather aircraft, of high speed and high rate of climb.

NATO EXERCISES

Illustrating The Fine Bond Of Unity And Mutual Spirit Of Co-operation Existing Among The Allied Navies In The North Atlantic.

The Navies of the European nations united under the North Atlantic Treaty Organisation are taking part in a further series of combined exercises during the present European summer in the North Atlantic.

A number of exercises were planned calling for co-operation on an increasing scale in the use of a unified system of communications and a common tactical doctrine. In all about 100 ships, including a large minesweeping force, representing six nations bordering on the European North Atlantic seaboard, are or will be assembled.

The nations taking part are Belgium, Denmark, France, Netherlands, Norway, and the United Kingdom, and the ships comprise an aircraft carrier, 4 cruisers, 12 destroyers. 11 frigates, 12 submarines, about 50 minesweepers, and some coastal craft.

A measure of the bond of unity and the spirit of co-operation existing among the six nations participating in the exercises is to be found in the fact that tactical control, which in 1949 and 1950 was vested in the British and Dutch, respectively, is this year under French control, the conducting Officer being Vice-Admiral Commandant l'Éscadre, Vice-Admiral Pothuau.

The British, Danish, French, Netherlands and Norwegian Navies are contributing their major warships to a force to be assembled for these tactical exercises, and the maritime aircraft of several of the participating nations are also playing their part. The first of the series of exercises took place in the approaches to the English Channel in June.

During the following month (fuly) important minesweeping exercises will be held near the

Dutch coast. Minesweepers from Belgium, France, Netherlands, Norway and the United Kingdom, numbering about 50 in all, will take part. This force, which will be larger than a similar force employed in minesweeping exercises last year, will be under Dutch operational control, the Officer in charge being Rear-Admiral C. W. Slot

British minelayers and minelaying aircraft will lay dummy mines for these exercises and ships proceeding to Netherlands waters will take part in a two-day convoy exercise while on passage. These two prior phases will be under British control, conducted by the Commander in Chief, Portsmouth, Admiral Sir Arthur J. Power.

North Atlantic Treaty Organisation Exercises are also taking place in the Mediterranean this summer. Representatives of N.A.T.O. countries with Naval units in the Mediterranean, which include Great Britain. United States, France, and Italy, met in Malta during May to carry out a joint study of some of the problems that may face the four Navies in war. The study took the form of a large scale "war game" or "chart exercise" in which the particioants were given a hypothetical, but oute probable, war situation and then each "operated" his national forces in co-operation with other "commanders." An analysis of such an exercise will, it is hoped. point the way to even cluser cooperation between the four Navies in the future.

In addition to the foregoing tactical exercutes, a combined exercise, lasting about three days, in which British and Netherlands naval, military and air forces took part, was held at the end of the English spring. This exercise was initiated the Flag Officer Central by

Europe, Vice-Admiral R. Jaujard, and conducted by the Commanderin Chief. Netherlands Home Station, Rear Admiral C. W. Slot.

The Netherlands light cruiser "Tromp," two British destroyers (the "Opportune" and the "Bleasdale"), two Netherlands frigates and a number of British and Netherlands M.T.B's, landing craft and motor launches, co-operated with Netherlands military forces in bombardment and amphibious operations, and Netherlands aircraft engaged in attack and support sorties. The exercise was designed to provide valuable experience in inter-service and international co-operation, and to try out systems of command and communications.

Replying to questions in the House of Commons recently, Mr. Callaghan, Parliamentary Secretary to the Admiralty, said that considerable progress in standardisation had been made by the Royal Navy, the Royal Canadian Navy and the United States Navy -- the three navies which would be contributing most to the North Atlantic Treaty Organisation. One mece of standardisation was a common specification for the fuel used by all ships to enable common refuelling at sea. Provision was also being made for equipment which would permit refuelling at all the main N.A.T.O. ports.

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THE NEW FIFTH SEA LORD.

Rear/Admiral E. W. Anstice. C.B., who will succeed Vice Admiral M. J. Mansergh, C.B., C.B.E., in September, is an officer of wide experience, particularly in matters of Naval Aviation, having served in several aircraft carriers and in important aviation shore appointments during the Second World War. The announcement of his appointment as a Lord Commissioner of the Admiraley, Fifth Sea Lord and Deputy Chief of Naval Staff (Air), was made on May 7. He is fifty-two years of age.

Admiral Anstice entered the Navy in 1912 and at the outbreak of World War I, was a Midshipman. He served in the old battleship "Renown," H.M.S. "London", H.M.S. "Achates", and other ships during that war and was Sub-Lieutenant when the Armistice was signed.

As a Lieutenant he gained experience in the operational routine of aircraft carriers, in H.M.S. "Furious," and H.M.S. "Courageous," in the 1920's and qualified as a Fleet Air Arm pilot following training with the Royal Air Force.

He was given his first command in 1937 in the cruiser "Carlisle." Shortly afterwards he commanded H.M.S. "Shropshire", another cruiser, which was later transferred to the Royal Austrafian Navy, He began World War II. in the Naval Air Division at the Admiralty and shortly afterwards was appointed Assistant Director of this Division. He remained in the Naval Air Divis sion for about two years, towards the end of this period serving as Deputy Director.

In 1942 the Admiral, then serve ing as Captain, went back to sea to command one of the war-time escort carners, H.M.S. "Striker," In the following year he transferred to another carrier-the "Fenccr." also in command. In March of 1944 he became Chief of Staff to the Flag Officer, Carrier Training and Administration,



The Australian Battle class destroyer, H.M.A.S. Ansac being prepared at Garden Island for service in Korean waters. Able Seaman J. E. Cooper and Leaging Seaman F. Saymour are seen fitting the ship's frett to the bridge.

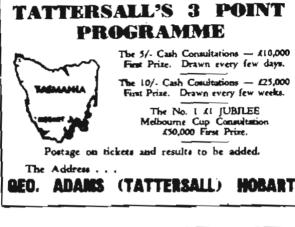
His progress in Naval Aviation has been swift. In August, 1945, he was appointed Commodore, Flying Training, and three months later he took command of the R.N. Barracks at Lee-on-Solent. the Aviation Depot. He was lent to the Royal Australian Navy in 1946 and served there as Fourth Naval Member of the Australian Commonwealth Naval Board.

He returned to the United Kingdom in 1948 and on promotion became the Flag Officer, Training Squadron. During the Western Union Naval Exercises in 1949 he flew his flag in the battleship "Anson." He was sub Flying Training.

New Year's Honnurs List, 1950. Happy homecoming to all."

CANADIAN DESTROYER RETURNS FROM KOREA.

Before her departure from Korcan waters, after 10 months service in the war zone, Admiral C. T. Joy. United States Naval Commander in Chief, sent the Canadian destroyer "Athabaskan" the following signal. "'Athabaskan' has served the United Nations effort in Korean waters honourably and bravely and it is with deep regret that I note her departure for a well-deserved rest. To the Commandine Officer, officers and men my sincere 'well done'." Rear-Admiral A. K. Scott-Moncrief, who commands the British sequently appointed Flag Officer, Commonwealth Fleet, signalled: "Thank you for your good, hard He was appointed C.B. in the work during your time out here.









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or und 1/- la stange und Browner, Cargatar Na. 36 with fan et Lama Portar San Saccus will be cuited to your obleve. J. ALBERT & SON Pty. Led. 137-109 King Sanat, Swaty.

BRITISH HOME FLEET FESTIVAL VISITS.

The British Home Fleet visited more than fifty ports and waterside resorts in the United Kingdom during the months of June and July of this year. It formed the largest "Showing the Flag" programme in British Home Waters since before World War II.

Many of the visits were in connection with the Feetival of Britain, and most of the ships were thrown open by their Commanding Otficers to large numbers of visitors, including organised partices of adults and school children. Many of the ships were floodlit at night when anchored off shore or in harbour. The spectacular effect of this display of naval efficiency and pageantry was most impresive.

The visits were made during the Home Fleet cruise when ships of the Fleet are not engaged on exercises and other training manoeuvres or drills. The ships were dispersed over a wide area between Wick and Storneway in the North, Penzance and the Scillies in the West, and Southwold and Margate on the East Coast. Several popular resorts on the South Coast of England, including Bournemouth, Brighton and Hastings, were also visited, together with ports in Wales, Northern Ireland and the Isle of Man.

The visiting ships included the aircraft carrier "Indomitable," Bagship of Sir Philip L. Vian, K.C.B., K.B.E., D.S.O. (the Commanderin Chief. Home Fleet), the light fleet carrier "Vengeance," flagship of Rear-Admiral C. John (the Admiral commanding the Third Aurcraft Carrier Squadron), and the battleship "Vanguard," flagship of Rear-Admiral St. J. A. Micklethwait D.S.O. (the Flag Officer Training Squadron. Other visiting ships were the aircraft carrier "Indefatigable," the cruisers "Sheffield" and "Swiftpure," and and many destroyers, frigates and other venela.



NEW LONDON HOTEL FOR M.N.

The Merchant Navy Welfare Board have announced that their new London Hotel for Merchant Navy seafarers has been opened at 19-21 Lancaster Gate, W.2. This hotel, where restaurant, lounges, and full har facilities are available, is most modern in service equipment, and provides single and double rooms all with hot and cold water, and with hot and cold water, and with hot call cold water, and with

SWEDISH "SEA BUSES".

A new Swedish firm interested in the passenger traffic between Copenhagen and Malmo has ordered a new type of "sea hus" carrying 65 passengers at a speed of 30 knots

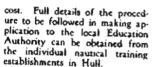
SMUGGLING RACKET BROKEN,

It is now claimed that the British Customs Department has broken the back of the smuggling racket into the United Kingdom. The number of seizures have been doubled in "the last three years and their value multiplied several times.

HULL (U.K.) EDUCATION GRANTS.

Candidates undergoing a course of study in the Hull area for Extra Master or Extra First Class Ministry of Transport certificates of competency can now make application for grants towards the

uguel, 1961.



SEAFARERS' MEMORIAL CHAPEL

A chapel to commemorate the men of Lincolnshire (England) who died at sea during the Second World War was dedicated at Lincoln Cathedral on June 2 last by the Bishop of Wilkesden, a former naval chaplain, and opened by Admiral Lord Toyey.

AWARD TO SHIP'S OFFICER.

Mr. Alexander Smith, Chiel Officer of the S.S. "Deedon," has been presented with the Royal Humane Society's testimonial on parchment for his rescue of a boy from Whitehall Harbour, Stronsay, in July, 1950. The presentation was made by the Mayor of South Shields on January 19, and is the second award received hy Mr. Smith who was also concerned in a rescue at Yarmouth during the war.

LAST OF THE WIND. JAMMERS.

The four-masted harques "Pamir" and "Passat," which have been laid up in the United Kinudom since October, 1949, have been sold to a Belgian firm. The harque "Viking", which has been hying at Rotterdam since June. 1950, was recently reported as



By AJR MAIL

being the subject of negotiations which, if successful, would lead to her use as a floating hostel for students at the Gothenburg navigation schools. The cost of the transaction has been stated to be some £18,000.

LONDON BRIDGE.

The old nursery rhyme, "London Bridge is Falling," seemed on the way to coming true late in June last. A strong Thames current swept a pontoon carrying a large crane against the bridge, and the crane's lifting hook caught in the stonework. As the hook swung back it dragged mase onry with it, shattering the balust trade for 30 ft, or more.

DENNY-BROWN STABILISER.

The liner "Chusan", which recently completed her maiden voyage to the Far East and on which Denny-Brown stabiliser is fitted. reports very successful results in damping out rolling with the aid of that equipment. Homewardbound, the "Chusan" had to concond with fairly heavy weather conditions, including a strong North-East monsoon in the China Scas, as well as gales in the Mediterranean, the Bay of Biscay and the English Channel. but, said one of the officers, the passengers suffered no discomfort at all when the stabiliser was used. It is understood that at least one major liner company is very intcreated in the success of the experiment. Incidentally, a description of this apparatus and an estimate of its efficacy, were contained in a special article published in the May issue of this journal.

OVERLOADED TANKER.

The captum of an American oil tanker was recently fined (100 with anadditional penalty of £2,400, by the Swansoa magistrates. He had oleaded guilty to a charge of having overloaded his vessel by 1,591 tons on a voyage from the Persian Gulf, during which fuel oil and 40 tons of fresh water were taken on hoard at Gibraltar. Measurements taken at Swansea showed an overload of 231 inches, and a marine surveyor, in evidence, stated that if the ship had been struck by bad weather the structure might have failed altogether and the lives of the crew might have been lost.

FERRIES USED TO SUPPLY GAS.

After a gasworks boiler had broken down at the North Shore Gas Company's wharf at Oyster Bay, Sydney Harbour, the Manly ferry "Dee Why," and subsequently the "Balgowlah"

supplied steam to produce gas for more than 60.000 homes on the North Shore. In this way full gas pressure was maintained to resident of that area over a period of days.

TELEPHONES FOR MERCHANT SHIPS IN PORT.

It would be ridiciulous in these modern times to attempt to run an office or factory without the aid of a telephone, yet how many ships that come into port have a telephone placed on board as an aid to the shiomaster and his offuers in their ours work? A very small number indeed. Yet, as the "Merchant Navy Journal" points out, in the little port of East London. South Africa, as far back as 1910, this public amenity was fitted on board as soon as the ship tied up. If this could be done forty years ago why has the system not been adopted more universally? ιf we use a wide generalisation and say that in the great ports of the United Kingdom a megaphone is still the only means of oral communication, it will be near enough correct, and for men who pride to proceed to Sourabaya. Indonthemselves on their efficiency and

business acumen, it is certainly surprising that shipowners themactives do not insist on telephonic facilities for their ships in port.

NEW ZEALAND LAW FOR DESERTERS.

Under the New Zealand Shipning and Seaman Act deserters convicted in New Zealand ports now remain in custody until a ship is available for their deportation.

"DOLABELLA" REACHES FREMANTLE.

The British tanker "Dolabella." which slipped out of Abadan, Persia, late in June, reached Frcmantle on July 15. A few minutes after she berthed work began unloading her 11,000 tons and 700 drums of oil-the last oil cargo to leave Abadan. Her master, Captain Norman Clarke, a 38-year-old Yorkshireman, said: "We were perhaps lucky to get away, but I think there has been much ado about nothing." He said he saw no Persian war craft. nor did he receive a message from the Persian authorities recalling the tanker. He expected esia, after leaving Fremantle.

HELICOPTER AIR-SEA RESCUE DEMONSTRATION.

The helicopter as an air-sea reacue craft has not been long in demonstrating realistically its efficacy on the job. On the day Able Seaman J. McPherson, of Strood, Kent, fell into the Yellow Sea from H.M.S. "Glory." it was a lucky thing for him that official naval photographer Naval Airman E. I. King was in the air taking photographs from just such a craft

The "Glory" and the Australian destroyer "Bataan" were replenishing from the Royal Fleet Auxiliary "Wave Premier," Mc-Pherson's leg was caught in a hight of rope and he was pitched overboard wearing oilskins and heavy sea boots.

The offort of the helicopter. Lieutenant H. R. Gordinier, United States Navy, noticed that everyone on the British carrier was sunning aft. He sensed something was wrong and flew over her. Photographer King, who was taking newsreel shots of the replenishment operation, saw a line of lifebuoys stretching out from the carrier and noticed Mc-Pherson struggling in the water.

The helicopter swooped over the struggling seaman. To make

room for McPherson, Photographer King volunteered to jump into the sea wearing his Mae West and there he supported the half drowned man

King out a sline round the man's body and McPherson was hauled up. McPherson was in such an exhausted condition that he could not be hauled into the cabin of the helicopter. So with his head inside the aircraft and the rest of his body hanging out, and the crew holding on to him, the helicopter flew back to the carrier.

Naval Photographer King, whose home is at Pinner. Middlesex. England, was picked up some minutes later by a boat from the Canadian destroyer H.M.C.S. "Huron." "It was quite fun," he said. "If only I had had a waterproof camera I could have got a good shot of the helicopter rescue . . a sort of fish's eve view." When he returned to the "Glory" he was sent to the sick bay for a few hours. In the next bed was McPherson. He grinned a welcome to his rescuer. "Thanks a lot." he said, "it was pretty lonely swimming there."

ET RAM BER BREAKS RECORDS

Australia's first jet baraber, the Enlikh Electric Comeany's Casherra protographed on its arrival in Austrolia after a record-breaking flight from England. Although the pilot of the plane, Wing-Commander Dares Coming stated, before leaving England, that the plane would not he trying to break records on the run, the Camberra took only 21 flying hears and travelled the 10,200 miles at an average speed of nearly 489 miles an heur, er about 2 miles a minute, Wing-Commander Cuming, who is chief R.A.A.F. pilot, said " have flown practically every sircraft In Australia, and this jet bests the lot." The plane was mad on its arrival at Canberra by the Minister for Navy and Air, The Hos. William McMabon, -Courtery, "S.M.H."



SHIPPING and GENERAL AGENTS.

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COST OF NEW SHIPS

In the House of Lords recently, Lord Teynham opened a debate on the cost and courdition of British shipping. He drew attention to the difficultus. encountered in the replacement of old tonnage due, he claimed, to the fact that shipowners were unable to build up sufficient depreciation funds owing to a "penal taxation" which represented a capital levy on an important industry that provided about one hundred million pounds a year in invisible exports The cost of replacement of a ship was now approximately three times what it was before the war, and the depreciation allowed by the Inland Revenue (under taxation) was only on the original cost of the ship. He urged the abolition of the "balancing charge" which, introduced in 1945, had the effect of revising the total depreciation allowance given over the life of a ship.

Viscount Runciman, in turn. stated that nearly one-quarter of the British dry tonnage was more than 20 years old, and one-seventh was already more thin 25 years. old. Costs of ship building had been rising steadily since 1946 at the rate of one per cent. a month, and there was no sign of an easing

Lord Lucas, Parliamentary Secretary, Ministry of Transport, replying for the Government to the debate, said that the shipping in dustry had been responsible for one of the greatest achievements in our developments since 1945. To-day, the total tonnage exceeds 17 millions against our prewar tonnage of 16.9 millions," he continued. "Our new building is steadily being and is reducing the amount of tonnage in the very old age groups - 20 years and over. Our Merchant Navy, too, in many respects is faster than it was in 1939 "

Post-war building had resulted in a different orientation of types, he said in effect. Passenger and cargo liners were now 8,600,000 tons as against 9,500,000 tons in 1939, but the ships were more efficient, faster and carried more passengers, which tended to offset the decrease in tonnage. We had less tonnage in medium- and small size tramps 600,000 tons against 1,900,000 tons before the war

tramps of larger tonnage had in creased, and at 4,500,000 tons the total exceeded 4,300,000 tons before the war. There was plenty of employment for that tramp ton nage. The bulk of it now had speeds more than ten knots, and 60 per cent. of the cargo and passenger lines now exceeded 141 knots. Shins under construction or on order for United Kingdom owners to-day totalled 1,800,000 tons, and the total order book was about 3,400,000 tons. We had in our shipyards at least sufficient work to last us until 1952, and perhaps well into 1953.



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NEWS OF THE WORLD'S NAVIES

"DIVINA"."TRUCULENT" COURT ACTION.

The High Court action brought by the Admiralty against the Swedish ship "Divina", which was in collision with the British submarine "Truculent", has been settled out of court. The action was settled on the basis of the "Divina" being 25 per cent. in fault and the "Truculent" 75 per cent. in fault.

H.M.S. "OCEAN" TO ACTIVE FLEET.

Aircraft carrier H.M.S. "Ocean" is now being refitted at Rosyth, to join the active Fleet on comnletion of her trials.

POLISH NAVY REMEMBERED.

Admiral Sir Rhoderick Mc-Grigor, K.C.B., D.S.O., unveiled at Devonport a plaque in memory of Polish naval officers and men who fell in the Second World War. The ceremony, which was held at the principal Polish wartime base, was attended by senior officers of the Polish Navy, including its war-time Commanderin Chief. Admiral Swirski.

TWO YEARS SURVEY WORK.

H.M. Surveying Ship "Dalrymole" (Licutenant-Commander J. C. Grattan, DSC. and Bar, R.N.) returned to Plymouth on March 20, on completion of two years of hydrographic surveying work in the Persian Gulf and the Mediterranean.

MIDGET SUBMARINE.

Admiral Sir Max Horton, G.C.B., D.S.O., speaking at a reunion meeting of the 12th Submarine Flotilla Association in London, said that when the idea of a midget submarine loaded with explosives was first put to the Admiralty in 1913 it was rejected. Mr. Churchill, then First Lord of

the Admiralty, marked on the jal Dedication Service, Commanddocket that it was more suited to Japanese temperament than our own. The idea was again rejected in 1924, and it was until 1940 that the first "chariot" was constructed.

"HAVOCK'S" BATTLE ENSIGN RESTS AT CHATHAM.

The Battle Ensign of H.M.S. "Havock," one of the most famous destroyers of the Royal Navy in World War II., has been found a final ressing place in St. George's Church in the Royal Naval Barracks at Chatham. It will he placed in the position it will occupy in the nave of the Church beside the battlefage of celebrated Naval ships of the two World Wars. After the Narvik Battle in which Captain B. A. W. Warburton Lee, who commanded the destroyer flotilla employed. was fatally wounded and posthumously awarded the first Victoria Cross by a Naval Officer in World War II., the "Havock" was in action again when the German attack on the Low Countries occurred. In the Mediterranean, H.M.S. "Havock" was employed in the Cape Spada engagement and saw action of Taranto, Tripoli, Grecce, Crete, Benghazi, Tobruk and Malta before she ran aground on the enemy occupied coast near Tunis and had to be abandoned. Her battle ensign was flown at the foremast on all of these occasions and was taken ashore into an internment camp by the survivors who left the "Havock" after orders had been given that she should be set on fire and destroyed. A month or two ago it was received by the Commodore of Chatham Barracke from Lieut, Commander G. R. G. Watkine, D.S.O., D.S.C., R.N. (Retd), the last commanding officer of the ship, who is now living in South Africa. At the spec-

er R. W. Courage, D.S.O. and bar, D.S.C. and bar, R.N. (Retd.) who commanded the "Havock" when she first went into action in April, 1940, in support of H.M.S. "Renown" in her encounter with the battleships "Scharnhorst" and "Gneisenau", and subsequently at Narvik, presented the ensign to the Senior Chaplain at Cathham: and also a commemorative tablet was unveiled.

NEARLY 600 BOYS APPLY TO ENTER R.A.N. COLLEGE.

The Acting Minister for the Navy (the Hon, Jos. Francis) announced on July 10 that 590 applications had been received up to June 15, the closing date, from 13-year-old boys who wished to enter the Royal Australian Naval College to be trained as future officers of the Royal Australian Navy. Mr. Prancis said that this was the highest number of applications since 1942, when 612 boys applied for entry. The boys would sit for an educational examination in their respective States in September and those who passed would be medically examined. If they were physically fit they would be interviewed by a selection committee of senior naval officers. Those who were finally selected would join the College as cadet midshipmen early in 1952 and would remain there for four years before going to England to join the Royal Navy training cruiser. Twenty-eight boys were chosen last year out of 434 who applied.

BRITISH ALL-WEATHER AIR GROUP.

Recently the first all-weather Naval air group embarked in H.M.S. "Vengeance." Two squadrons-809 Squadron with Sea Hornets, and 814 Squadron with Firefiles-composed the group which will work up in advanced night flying technique.

FLAGSHIP, BRITAIN'S HOME FLEET.

The aircraft carrier H.M.S. "Indomitable" (Captain M. L. Power, C.B.E., D.S.O., R.N.) with an operational air group embarked, remains Plagship of Britain's Home Fleet, wearing the flag of Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O.

"ANZAC" SAILS FOR KOREAN WATERS.

H.M.A.S. "Anzac", Australia's newest destroyer, sailed for Korcan waters on July 30 to join United Nations' naval forces. She will relieve H.M.A.S. "Warramunga", which has been in the Korean war zone since last Seotember, and which will return to Australia in August, probably hefore this issue of "The Navy" is published, Mounted on "Anzac's" mainmast is a Digger's slouch has which a Williamstown dockyard worker, who helped to build the destroyer, heat out of a sheet of cupper. Needless to say, "Ancae" will maintain to the full the tradition represented in that emplematic and beloved old object.

BRITISH SURGEON SAVES U.S. SAILOR'S LIFE.

Robert Charles Martin, cleetrician's mate in the U.S. Navy, a native of Salt Lake City and whose home is at Boise, Idaho, owes his life to the skill of a British surgeon and the co-operation of two Navies. Martin was taken ill in his ship, the American destroyer "Agerholm," which was part of the screen for H.M.S. "Glory," who was flying off strikes against targets on the West Coast of Korea. Acute appendicitis was diagnosed and it was decided to transfer Martin to the "Glory," where there was better operating facilities. He was transferred to the carrier by jackstay and an operation was performed by Surgeon Lieutenant I. B. Crawford, R.N., of Mill Hill, London. It was found that Martin had a perforated stomach ulcer. Only the speed with which

the surgeon operated saved his life. This is the second serious operation performed by Surgeon Licutenant Crawford in the past few weeks. When H.M.S. "Glory" returned to her hase, Martin was taken off and he is now in a U.S. Army Mospital ashore.

CHIANG KAI SHEK'S ATTACKS ON BRITISH SHIPPING.

On December 5, 1950, Mr. John Rankin, Socialist M.P. for Tradeston, Glasgow, asked the Foreign Secretary in the House of Commons how many British ships had been attacked or intercepted by Chiang Kai Shek's Nationalist Government of Formosa since lune ofthat year, and what had happened to the S.S. "Carduccus", her master, and her crew M. Ernest Davies, Foreign Under-Secretary, replied that four British shins had been intercepted by the Chinese Nationalists since June and three attacked. After protests to the Provincial Authorities by H.M. Consul at Kansur, all had been released. On 18th September, the "Carduceus" had been released, together with her British master, officer and crew, with the exception of 12 Chinese, who were tried and convicted of offences against the law in force in Formosa.

N.S. PILOTS GET THEIR WINGS.

Three R.N.V.R. Midshipmen who qualified as officer pilots during their two-year period of National Service under the scheme introduced by the Admiralty about nincteen months ago received their wings from the Fifth Sea Lord, Vice Admiral M. J. Mansergh, C.B., C.B.E., on May 4. The second group of "Nation, al Service" pilots to receive their wings at Sycraton, they commenced their pre-flight training at R.N.A.S. Donibristle, and were afterwards moved to their present station, where half of their working days have been spent in the air and the other half in the

classrooms. When released from the Service as fully operational pilots, they will join the permancnt R.N.V.R. for five years for service in one of the five R.N. V.R. Air Squadrons.

MOTOR MINESWEEPER'S FRENCH CRUISE.

H.M.S. "Venturer," a motor minesweeper attached to the Severn R.N.V.R. Division, which has its headquarters at Bristol, sailed from Portland for a weekend visit to the French port of Ouistrehan in May. The "Venturer," manned by four officers and nuneteen R.N.V.R. ratings, is commanded by Commander A. T. Wilson, V.R.D., R.N.V.R.

NAVAL RECORDS.

An exhibition of original naval records has recently been showing at the Public Records Office, Chancery Lane, London. The oldest document on show relates to the disposal in the year 1212 of thirteen Norman ships, taken in prize by King John's galkeys, and although the majority of the exhibits relate to the work of the Royal Navy the exhibition con tains much of interest to the Merchant Navy also.

EXPERIMENTAL NAVAL AIR FLIGHT.

A flight of naval aircraft recently arrived back at the Royal Naval Air Station at Lee-on-Solent from Gibralear after carrying out anti-submarine experimental trials with new equipment, in cooperation with the Royal Air Force. The flight, which returned via Madrid and Paris, consisted of two Fireflies and one Anson. It was led by Lieutenant M. F. A. Regan, R.N.

TRAINING CRUISE.

With nearly 250 Naval Cadets aboard, including about fifty from the Australian, New Zealand, Pakistan, Ceylonese and Burmese Navies and the Irish Naval Service, the cruiser "Devonshire" (Captain R. G. Onslow, D.S.O., R.N.) sailed from Plymouth on May 11 for her summer training cruise.

TRIBUTE TO MERCHANT NAVY

Speaking at the annual reunion of the Western Approaches Command, 1939-45, Admiral Sir Martin Dunbar-Nasmith, V.C., R.N., referred to the loyal manner in which the Merchant Navy as a whole had accepted the wartime restrictions placed on it by the Royal Navy.

The Royal Navy, in taking over the control of the operational side of that great service, had to bear in mind that the efficiency, seamanlike qualities and splendid powers of endurance of the masters, officers and men of the Merchant Navy were the product of a system of independent sailing and the acceptance of full responsibility by the masters for their course, speed, and all appertaining to their ships.

He said he had been greatly impressed by the loyal manner in which the Merchant Navy as a whole accepted the change and strove to overcome the many dif-

ficulties inseparable from such a drastic reorganisation of its usual routine, difficulties which the naval officer sometimes might not fully appreciate. It was well to remember that while the Merchant Navy had been strenuously endeavouring to accommodate itself to those new conditions, it had been necessary to relieve a large number of the most experienced masters, officers and men who belonged to the Royal Naval Reserve and were required for duty in the excanding Navy. What an achievement on the part of those who remained and kept the life-blood of the country and the Empire flowing in the solendid way they did. The courage of the men of the Merchant Navy was beyond all praise.

In war, the two services were automatically drawn together: in time of peace, which he hoped they might one day be able to enjoy again, there was always a danger of the two arms of the sea power drifting apart. "I suggest," he concluded, "that the initiative for keeping them together lies with the Royal Navy, for the Merchant Navy do not get much leisure while in port."

Admiral of the Fleet Lord Fraser (First Sea Lord) and Commodorc Sir David Bone respectively replied to the cementing toast of "The Royal Navy and the Merchant Navy."

Incidentally, we cannot have too many of such memory-stirring gatherings in which the men of the two great sea services can meet and mingle with mutual welding sympathy and understanding.



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PERSONAL PARAGRAPHS

RECENT APPOINTMENTS.

One of the fifty volunteer R.N.V.R. officers who have been recalled to the Service in the present emergency, Lieutenant-Commander Rodney James M. V. Eden, has been appointed to the command of H.M.S. "Cockatrice," one of the Algerine class of fleet minesweepers, the latest and most efficient vessels of their kind in the Royal Navy. Lieut -Commander Eden, who gained wide experience of mine-sweeping during World War II., will be the first R.N.V.R. officer to command a ship in the minesweeping flotilla of which the "Cockatrice" will form a part Another recalled officer, Lieutenant-Commander E. R. Baker-Smith, of Putney, has been appointed to command H.M.S. Lysander", also an Algeríne Class minesweeper.

Commander J. M. Adams, O.B.E., R.A.N., the present Commander, Royal Australian Naval College, has been appointed Staff Officer (Operations and Intelligence) to the Flag Officer Commanding the Australian Fleet (Rear-Admural J. A. S. Eccles, C.B.E.).

The Acting Minister for the Navy (the Hon Jos. Francis) announced on july 9 that Commander T. M. Synnot, D.S.C., R.A.N., had been appointed Commanding Office of H.M.A.S "Shoathaven" and Senior Officer of the Pirst Frigate Flotilla.

Commander Synnot, who is a graduate of the Royal Australian Naval College, is at present Gunney Officer at Flinders Naval Depot. He passed out of the College in 1934 and was awarded the King's Medal which is presented annually to the cadet-midshipman who, during his period of training, exhibits the most gentlemanly-like hearing and good influence among other cadet-midshipmen.

He was awarded the Distinguished Service Cross in the Second World War for distinguished service and gallantry during the invasion of the south of France and was mentioned in despatches for good service in the withdrawal from British Somaliland.

Before he went to Plinders Naval Depot as gunnery officer in August, 1949, he was gunnery officer of H.M.A.S. "Australia" and fleet gunnery officer on the Admiral's staff.

Commander W. B. M. Marks has been appointed Commander Royal Australian Naval College, at Crib Point, Victoria. Commander Marks is at present Comsult of the State Marks State St

Commander J. A. Walsh, O.B.E., A.D.C., R.A.N., at present Assistant Director of Manning at Navy Office, Melbourne, has heen appointed Naval Officer in Charge, New Guinea. He will be relieved by Commander G. L. Fowle, D.S.C., R.A.N., at present Staff Officer (Operations and Inteiligence) to the Flag Officer Commanding the Australian Fleet.

Captain R. V. Wheatley, O.B.E., R.A.N., now Naval Officer in Charge, New Guinea, has been appointed Commanding Officer of H.M.A.S. "Penguin", the R.A.N. shore establishment at Balmoral, near Sydney.

PROMOTIONS.

Royal Australian Navy.

Commander to Captain: Rodney Rhoades, D.S.C., R.A.N.

Commander (E) to Captain (E): John William Newell Bull, R.A.N.

Lieutenant-Commander to Commander: Tim othy Monckton Synnot, D.S.C., R.A.N., Gordon John Branstone Crabb, D.S.C., R.A.N.

Lieutenant-Commander (L) to Commander (L): George Frederick Edmund Knox, R.A.N.

Royal Australian Naval Volunteer Reserve.

Lieutenant (Sp.) to Lieutenant-Commander (Sp.): Maurice Samuel Batterham, R.A.N.V.R.; Colin Nejl Jolliffe, R.A.N.V.R.

CAPTAIN RHOADES 10 at present on exchange duty with the Royal Navy and is serving as Commander (D) of the Nore Destroyer Flotilla. Before receiving that appointment last year he was Executive Officer of H.M.A.S. "Albatross," the R.A.N. Air Station at Nowra (N.S.W.), He commanded the destroyer H.M.A.S. "Vendetta" on the Tobruk ferry run in the Second World War, and was awarded the Distinguished Service Cross in December, 1941, for good service in the Mediterranean. This included not only the Tobruk ferry run but also the evacuation of Greece and Grete and other operations. Captain Rhoades was born at Double Bay, Sydney, in April," 1909

CAPTAIN BULL is at present Principal Naval Overseer, Cockatoo Island, Sydney. At the beginning of the Second World War he was serving in H.M.A.S. "Australia" and later was transferred to H.M.A.S. "Adelaide." In January, 1942, he was appointed Principal Naval Overseer at Mort's Dockyard, Sydney. He was afterwards on the staff of the Thurd Naval Member & Director of Shiobuilding. He was serving

The Have

as Commander (E) in H.M.A.S. "Hobart" at the end of hostilities. From 1946 to 1949 Captain Bull was serving at Navy Office, Mclbourne. Captain Bull was born at Corowa (N.S.W.) in December, 1905.

COMMANDER SYNNOT, at present Cunnery Officer at Flinders Naval Depot, served during the Second World War in M.M.A.S. "Hobart," H.M.A.S. "Arunta," H.M.S. "Dido," and H.M.S. "Excellent." He was awarded the Distinguished Service Cross for distinguished service cross for distinguished service cross for distinguished service and gallantry in the invasion of the south of France and was mentioned in despatches for good service in the withdrawal from British Somaliland.

In 1934, when he graduated from the Royal Australian Naval College, he was awarded the King's Medal for having, during his period of training, exhibited the most gentlemanlike by aring and good influence among his fellow cadet midshipmen. Commander Synnot was born at Eskdale Station, Corfield (Q.), in January, 1916. COMMANDER CRABB, who

was born in London in July, 1917, is at present Fleet Gunnery Officer and is serving in H.M.A.S. "Australia," Until he received that appointment he was Gunnery Officer at Flinders Naval Deper He was serving in H.M.A.S. "Sydney" when she sank the crack Italian cruiser "Bartolomeo Colleoni" off Crete in the Second World War. Later he served in the destroyers "Arunta" and "Napier." He was awarded the Distinguished Service Cross in 1946. On graduating from the Royal Australian Naval College in 1935 he was awarded the King's Medal, which is presented annually to the cadet midshipman who, during his period of training, has exhibited the most gentlemanivlike bearing and good influence among his fellow cadets.

COMMANDER (L) KNOX, at present Fleet Electrical Officer of the Australian Fleet, saw service in the last war in the North Sca, the Atlantic, the Arctic Patrol, the Rvd Sca, and the Pacific. He commanded the H.M.A.S. "Quilveron" from 1945 to the end of hostilities. Commander Knox was born at Sydney in August, 1913.

LIEUT.-COM. BATTERHAM is at present in the United Kingdom. In the Second World War manding Officer of a party of "human minesweepers" who took part in underwater clearances of mines, hombs and booby traps along the coasts and in the canals and docks of France, Belgium, Holland and Germany. Lieutenant-Commander Batterham was horn at Williamstown, Victoria, in 1906.

LIEUT. COM. JOLLIFFE, of Elwood, is at present serving at Navy Office, Melbourne.



The First Naval Mamber, Vice-Admirel Sir John Colline, chatting with recruit K. Melvor, of Sydney, et Filaders Nevel Deper-Melbourne. Vice-Admirel Colline visited the depot to meet National Service trainees who went late comp recently

SEA-ODDITIES

of the sea centres around the disappearance of the S.S. "Anglo-Australian," a British freighter. cleared Cardoff. South She Wales, early in March, 1938, bound for Vancouver, British Columbia, by way of the Panama Canal. On March 14 she reported she was off Apores, and since no comment was made to the contrary, presumably all was well on the vessel. The "Anglo-Australian" did not reach the Panama Canal. Nor from the day of her message to this has anything ever been heard of her. She just disappeared, leaving no sign, message, nor even the smallest piece of wreckage that might give a clue to the fate which had overtaken her. The "Anglo-Australian" was a sturdy wellfounded ship of \$,500 tons, not easily sunk in so short a time that the wireless operator would be unable to tap out an S.O.S. Yet, whatever disaster befel her, it must have been sudden.

The mermaid has existed in man's fancy over since he first went down to the sea in ships. and nearly every country has its own legends concerning it. What first suggested its possible existence to man? Some say it must have been the dugong. Even in science the recognition of the fanciful resemblance of the dugong, seen in a tropical sea on a moonlight night, to the mythical mermaid has been perpetuated by the name "sirenia" being given to the dugong and its relative the manatee of the east coasts of tropical America and west coast of Africa.

However, although the dugong may have appeared like a lovely siren to the more romantic sailormen of ancient days, disillusionment follows when it is met face to face under the harsh light of day.' It is a sluggish, unintelli-

One of the deepest mysteries gent, and perfectly harmless they were often sent to sea leakmammal, which loves lazily to browse and wallow on the sea grass common to the shallow waters of the tropics. It is, of course, quite common on the north and east coasts of Australia as far south as Moreton Bay. The aborigines capture the dugong by means of long, heavy harpoonlike spears, either from a canoe or a staging erected above a patch of "dugong grass" where it hahitually feeds. Dugong flesh is very palatable, perhaps resembly ing pork more than any other meat, and is esteemed by both whites and blacks.

> Numberless islands and reefs in the Pacific have been evolved by coral-building animals. These animals look like sea anemones, differing from them in the fact that they secrete lime under the base and round the sides of the body, thus forming the coral. This coral is therefore the skeletal remains of the myriad builders that have died; and the living animal is called the polyo. Most of these animals live in large colonics, with their bodies connected to one another. Beneath them are the stony remains of their ancestors extending downwards hundreds of feet. Untold ages have gone by in the building up of that great depth of coral rock. At Funafuti in the Ellice Group these coral remains extend to a depth of more than 1,000 feet.

What a transformation has taken place in emigrant transportation over the past century or so! Compare the conditions and ships the way round the earth; it has provided the migrant of today an average depth of nearly three with the conditions and ships most of our forefathers knew. Those old wooden hookerswhat brave and terrible chapters the highest mountain on earth. of sea history they made! Patched and stuck together after they peak more than a mile below the had long become unserviceable, surface of the sea.

ing like lobster pots. Yet these were the ships that brought most of the pioneer men and women to these shores, to lay the foundations of what Australia is today. Pever, fire, and shipwreck loom large in the annals of the old windjammers of the emigrant trade. For instance, there was the tragic wreck of the "Cataraqui". As C. Bede Maxwell says in that fascinating book, "Wooden Hookers.'

'Only nine persons lived through the shattering [wreck] of the "Cataraqui", though her passengers and crew numbered, together, just four hundred and twenty-three . . . One emigrant alone survived of . . . the three hundred and sixty-nine all told . . . the rest were broken upon the rocks, scattered along five miles of lonely beach . . . limo corpses where the force of the tremendous waves had tossed them for the benefit of the crows and the scaleagtes!"

As for the fever ships, the "Lady McNaughton" was only one of such ocean hells to arrive in Sydney. During her voyage, "while helpless relatives looked on, more than fifty emigrants died, adults and children. Nothing could be done. There were no medicines to administer. Sufferers must get better unaidedor die."

The Pacific is the largest of the world's oceans. The distance across the Pacific at its widest part is about 11,000 miles, or half miles, and in one spot near Mindanao Island, in the Philippines. it is 64 miles deep. In this place Mt. Everest, would lie with its

NEW ZEALAND FRIGATE **RETURNS HOME**

The New Zealand frigate "Tutira", which recently returned to her homeland, shared with the other frigates of the United Nations' naval forces the dull routine of escort and blockade patrol duties during her 10 months service in Korean waters. Once she was continuously at sea for 46 days. During this time she was anchored for only six days refuelling and revictualling at sea. On other occasions she controlled and "mothered" Republic of Korea minesweepers who were sweeping a large area for suspected mines off the coast of Korea, Among the signals she will treasure was one from Rear-Admiral Smith, U.S. Commander of the United Nations Blockading Force. It read: "To Licutenant Commander Hoare, his officers and crew of 'Tutira'. Your hard fighting ship has performed its many duties in a highly efficient manner. It has been a pleasure to have had you under my command. Goodhye and a pleasant journey home. Well done."

ADMIRAL HAULS DOWN HIS FLAG

The flag of Admiral Sir Reginald Portal, K.C.B., D.S.O., the Plag Officer Air (Home), was hauled down at his headquarters at Lee-on-Solent on March 8. He has been succeeded by Vice Admiral Charles E. Lambe, C.B. C.V.O. The First Lord of the Admiralty (Viscount Hall) sent a personal message to Admiral Portal expreasing deep appreciation of his outstanding contribution to Naval Aviation.

CHIEF OF STAFF. NORTHERN ELIROPE

Captain H. Dalrymple Smith, (Retd.), has been appointed for duty with the Ministry of Defence as Chief of Staff to the Commander - in - Chief, Northern Europe, and granted the acting rank of Rear Admiral while holding the appointment.

al. 1981.

AUSTRALIAN JOCKEY CLUB SPRING MEETING RANDWICK RACECOURSE SATURDAY, 29th SEPTEMBER. MONDAY. 1st OCTOBER.

WEDNESDAY, 3rd OCTOBER. SATURDAY, 6th OCTOBER.

Secretary, W. N. PARRY-OKEDEN.

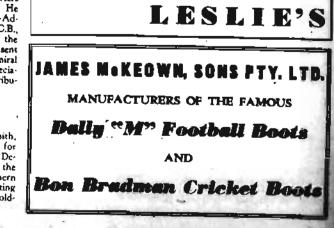
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SPEAKING OF SHIPS

The new oil refinery at Shell Haven on the Lower Thames has scarted work six weeks ahead of schedule time, and will eventually have an output of over 2,000,000 tons a year.

In Germany and the United States there is a considerable

movement advocating the use of fast-running reciprocating steam engines on modern systems instead of diesels.

. . . .

With the successful use of boiler oil in diesels, engineers are now planning new types of rugged strength and of greater power than hitherto regarded as advantageous for tangers.

A French company has been established to exploit a new form of stabilising ships by means of jets of water which has proved effective in experiments with a 33ft, launch.

In order to overcome the strong objection of many shipping companies and others to cargo packed in fibreboard, the British Standards Institution has established standards for satisfactory drums made of that material.

The Board of Trade has greatly simplified the formalities necessary for the import of goods for re-export, but those imported from a number of countries are outside the concessions.

There has been discussion among manne engineers as to whether the gas turbine cannot be developed for merchane ships to work in conjunction with a reciprocating diesel engine.

Cargo has been salved and landed at liverpool from the wreck of the P.S.N. liner "Oronaa" torpedoed off Bardsey Island in 1918.

After having converted two or three "Liberty" steamers into motorships, with increased speed, the Italians are now talking of replacing them altogether with faster and more modern ships.

Further bitter complaints have been made concerning the passenger facilities to the West Indies under the British flag, a long wairing list being reported.

. . . .

Mr. W. Lambie, the American marine engineer, has secured valuable information in experiments which made a sharp distinction between "singing" and "whistling" propellers.

The American Bureau of Shipping has appointed surveyors to supervise the huilding of the giant tankers recently ordered from British yards.

Messrs. Swan, Hunter and Wigham Richardson, the Tyneside shipbuilders, are reorganising a section of their yard to cope with the increased size of tankers likely in the near future.

. . . .

Messrs. Wm. Doxford and Sons, of Sunderland, have been experimenting with running their opposed-piston diesels on heavier oil than has ever been used before.

The old anchor which has

been preserved in Haiti as having belonged to the "Santa Maria," flagship of Christopher Columbus, on very flimsy evidence, is on loan to the authorities at Genoa, Italy, for a year.

The Portsmouth Dockyard Engineering Department is experimenting with an "airborne" bearing in which the shaft runs on a cushion of compressed air 3/300ths of an inch thick supplied through numerous nozzles all round it.

At the new Royal National Lifeboat Institution [Great Britain] lifeboats are being built with aunature galleys an that the reacued can be given something hot to eat and drink.

A second bridge is proposed over the Middle Harbour and Spit at Sydney, New South Wales, to take five years to complete and to have a lifting section for shipping.

The Messageries Maritimes Company (of France) is reviving the names "Pierre Loti," "Jean Laborde", and "Caledonien", going back a good many years, among the ships it has now on order.

Messrs. H. Hogarth and Sons, Glasgow, are the latese tramping concern to go in for tankers and have ordered one of 16,500 tons deadweight from the Caledon Yard.

It is believed that the Indian Government's law to reserve coastal shipping for Indian owners may have to be delayed on the ground that the assurance that they have plenty of connage to serve merchants is unduly optimistic.

As a result of the surveys carried out by the "William Scoresby" it is suggested that the sulphuretted hydrogen in the mud at Wahns Bay and elsewhere on the South-West African coast is connected nith submarine oil deposits.

Irish Shipping Limited changed a deficit of £49,345 in 1948/49 to a working profit of £118,334 in 1949/50, £92,600 of which was transferred to the Tonnage Reolacement Reserve.

The Dover Lifeboat Station has received the \$1.ft. motor lifeboat "Southern Africa", one of the three presented to the Royal National Lifeboat Inmiture [of Great Britain] by South Africa.

VOLUNTEER INVASION EXERCISES IN M.K.

Ilimitrating The Manner In Which London Royal Naval Volunteer Reservists Prostote Efficiency And Proparedness And Add To General Training Knowledge.

"Invasion" exercises calculated to promote efficiency within the operating permonel themselves and to provide additional training knowledge for both the British and Commonwealth active and volunteer Military and Naval-Air Porces in general, took place recently in Britain.

The exercise, known as Exercise "Red Dagger," was planned by the Reserve Forces commanders in H.M.S. "President," headquarters ship of the London Division R.N.V.R., and the Task Force consisted of 22 landing ships and craft, operating with air nower. and carrying about 1,000 men almost all of whom were London Reservists or London Territorials. It was the first combined amphibious exercise organised by Permanent Volunteer Reserves and the largest and most advanced Reserve Forces operation to take place in the South of England.

The landing was made on a stretch of coastline four miles east of Lulworth Cove, its purpose being to establish a beach-head in Worbarrow Bay, link up with an Infantry Division cut off by a strong "enemy" force, and later to advance to the Dorchester-Ware-ham Road to deny lines of communication and use of ports to the "enemy."

The terrain on this part of England's South Coast, which is ideally suited for training purposes, presented considerable obstacles to the assault forces. Cliffs rising to several hundred feet were scaled by some of the attacking trops and the shingle beach offerved little cover during the landing.

Ships and craft of the "invasion" fleet were manned largely by men of the R.N.V.R. and R.M.F.V.R. They sailed from Portamouth and called at Portland to embark troops and military equipment of the 56 (London) Armoured Division, Territorial Army, and a Royal Marine Forces Volunteer Reserve Commando Troop.

The ships proceeded during the night to take up positions for a dawn landing on a front of about one and a half miles. The troops went ashore from landing craft under cover of a simulated Naval bomhardment, for which the destroyer H.M.S. "Finjsterre" was bomharding ship.

An air umbrella was provided by Seafire aircraft of No. 1831 R.N.V.R. Squadron, based on the Royal Naval Air Station at Stretton, Warrington, Lancashire, and No. 1832 R.N.V.R. Squadron, based at Culham, near Ahington, Berks. Harvard aircraft of Nos. 1831, 1832, and 1833 Squadrons (the latter based at Bramcote, near Nuneation, Warwickshire) also operated in support of the assult forces, who had about 50 aircraft to call on.

Three of the Squadrons were operated from the Royal Naval Air Station, Yeovilton, which, for the purpose of the exercise, was known as H.M.S. "Unobtainable," an assault aircraft carrier. Some Seafire aircraft of No. 1833 Squadron and Firefly aircraft of No. 1840 R.N.V.R. Squadron (the newly-formed Squadron at present based on Culham) were operated by the defenders to attack the aircraft of the assault forces and to strike at their fleet and troops.

"Red Dagger" was planted under the direction of the Commanding Officer of the London Division of the Royal Naval Volunteer Reserve, the Officer Commanding Royal Marine Porces Volunteer Reserve, London Division, and the General Officer Commanding the 56 (London) Armoured Division Territorial Army.

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AUSTRALIAN SEA CADET CORPS

SEA CADET NEWS.

NEW SOUTH WALES DIVISION.

Two very important events have taken place within the Corps recently. The first was the Ceremonial Opening of Parliament at Canberra on 12th June. One Officer and thirty-two Cadets from the N.S.W. Division proceeded to the Naval Camp at Fairbairn, Canberra, on Saturday, 9th June, where they were joined by two Officers and thirty-one Cadets from the Victorian Division. After settling into the Camp life the Cadets were taken over by Petty Officer Rose, R.A.N., Gunnery Instructor.

On Sunday, 10th, a full dress rchearsal was held. The Cadets were provided with white belts and gaiters and both Divisions were fallen in together and sized as one Unit, Monday forenoon was spent in strenuous and rigid drill, which moulded the Cadets into a satisfactory Unit. Tuesday morning looked dismal and it was thought that the rain would spoil the Review and March. Fortunately, by 11.30 a.m. it cleared and the "Parade" assembled and marched to the review ground.

It was a grand sight to see the Navy, Army, and Air Force formed up on the Reserve opposite Parliament House. It was a proud moment for the Sea Cadets, this being the first big "occasion" in which the Cadets had taken part. As the time for the march past drew near, it became overcast, and it was feared that the march would he a wash out. At 4 p.m. the Guards of Honour moved off, followed by the Naval Battalion, the Sea Cadets heing the last Unit of the Naval Battalion. On completion of the Parade the Battalion 2nd in Command, Commander Robinson, R.A.N., addressed the Cadets and expressed satisfaction with their performance. ..**B**., Company Commander and the

Gunnery Instructor attached to the Sea Cadet Unit also congratulated the Cadets on the Drill and Marching. Thanks is due to Petty Officer Rose for his patience and efficient instruction in drill. The Cadets reacted to the Naval Drill and Discipline very well and proved that the training they receive in the Sea Cadets Corps forms a sound basis for their future

The second important event for the N.S.W. Division was the Annual Church Parade held at the Dockyard Chapel, Garden Island, on Sunday, 24th June. A large number of Cadets from Sydney Area Training Units attended the Parade, which assembled and marched from the Mitchell Library, led by the R.A.N.R. BanJ. On arrival at the Dockyard the Church Party was inspected by Rear Admiral Showers, R.A.N., who was pleased with the number of Cadets on Parade. The Church Parade was commanded by Sea Cadet Lieutenant J. Chidley of T.S. "Perth," assisted by the Executive Officer, N.S.W. Division. An inspiring Service was given by the Chaplain of H.M.A.S. "Penguin," the Rev. Swain, who is also Honorary Chaplain to T.S. The R.A.N.R. "Australia." Band played the hymns. It was the most successful Church Parade held since the re-organisation of the Sea Cadet Corps, but the importance of ALL Cadets attending such Parades canot he over emphasised; next year it is hoped that every Sea Cadet will attend and make the Parade an even greater success.

UNIT NEWS.

T.S. "Sydney" (Snapper Island). The Ladies' Auxiliary Committee to the Navy League; N.S.W., enjoyed the privilege of inspecting the Sea Cadet Headquarters at Snapper Island on Saturday, 24th June. They enjoyed a tour of in-

spection of the Island, with its many training facilities to gladden the heart of a Sea Cadet. Afternoon tea was organised by Miss Richardson and served by members of the Girls Nautical Training Corps, who had volunteered to do so. Commander Winn L. Reilly, R.A.N. (Red.), Acting Chairman of the N.S.W. Sea Cadet Committee, outlined the workings of the Sea Cadet Committee and thanked the Ladies' Auxiliary for visiting the Headquarters on such a wet afternoon. Mrs. Showers, the President of the Ladies' Committee, replied and thanked Commander Forsythe for the invitation to inspect the Island and stated that the Committee were impressed and were even now more eager than ever to help the Sca Cadet Corps.

Rear-Admiral Showers, Commander Tancred, R.A.N., Lieutenant - Commander Cooper. R.A.N., and Lieutenant Commander Dixon, R.A.N.V.R. (Naval Liaison Officer for Sea Cadets). with their wives and other members of the Committee, accompanied Mrs. Showers.

T.S. "Australia".

Cadets from T.S. "Australia" with Cadets from T.S. "Perth" enjoyed an interesting visit to R.M.S. "Strathnaver" under the efficient guidance of Lieutenant-Commander Page, R.A.N.V.R.

Repairs and alternations are fast turning T.S. "Australia" into an efficient Unit.

Cadet Petty Officer Fisher, Cadet A.B.s Jardine, Donoghue, Michollety and Wendon attended Canberra.

T.S. "Warrego".

No news from "Warrego." Cadets Edwards, Grimely and Harvey attended Canberra. T.S. "Sirius".

No news from Sirius." Cadet Leading Seaman Sutton, Cadet A.B.s Switzer, Simmonds and

Knox attended Canberra. T.S. "Beatty" (Wollongong). No news from "Beatty." Cadet Leading Seaman Magee, Cader A.B.r Malady, Keene, Phair and Sheppard attended Canberra, T.S. "Perth".

Cadets from T.S. "Perth" had practical experience aboard launches of the Pittwater Club. They took turns at the wheel and gained valuable experience in seamanship and boat handling. On Empire Day the Unit's Honorary Chaplain conducted an Empire Service on the Quarterdeck. Cadets Bagnall, Austin, Alexander ind Saunders attended Canberra.

TASMANIAN DIVISION.

On 2nd June, 1951, units of the Australian Sea Cadet Corps were formed in Burnie and Hobart. Lieutenant H. M. Nicholis, R.A.N.V.R., assumed command of the Burnie Company and Mr. David Milner of the

coming along well and it is hoped to form further companies in Launceston and Ulverstone within the next twelve months.

The Hobast Company are fortunate in being able to carry out their training at the Naval Reserve Depot. The Burnie Company by arrangement with the National Fitness Council of Tasmania are using the National Fitness Council's Hall for training DUTOOSES.

So far uniforms have not arrived from the mainland, but are expected shortly.

Opportunities are being taken to inspect ships in port, and the Burnie Company has already spent a day at sea in H.M.A.S. "Cowra."

On 9th june, 1951, a short talk on the Aims and Functions of the Australian Sea Cadet Corps, by Mr. J. Hamilton-Smith, First Lieutenant of the Hobart Company, was broadcast over the Hobart Company. Recruiting is A.B.C. programme in the Town

and Country Magazine Programme.

These two new companies are very keen indeed, and it is hoped that, when uniforms have been received, they will be able to participate in ceremonial functions in connection with the arrival of Sir Ronald Cross, Governor-Elect of Tasmania.

FAMOUS ADMIRAL BURIED AT SEA.

The ashes of Admiral of the Fleet Sir Reginald Tyrwhitt Bart, C.C.B., D.S.O., D.C.L., who died on May 30, were scattered at sea off Harwich, an area with which he will always be associated, as, during World War I., he was Commander of the Harwich Naval Forces. The ceremony was performed from the destroyer "Opportune" in the presence of Captain St. J. R. J. Tyrwhitt, D.S.O., D.S.C., son of the deceased. A memorial service was held in Westminster Abbey.



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FEDERAL COUNCIL.

Notification has been received by the Federal Executive concern ing the successful Inauguration of the Port Pirse Sub-Section on Monday, 4th June. The State President of South Australia. (Mr P Buring) and State Sec retary, (Mr. W. A. Palmer) represented their Council and State Executive and supervised the installation of officers. Mr. Max A Allehurch was elected as the first President and Mr F D Bassam as Hon. Secretary of the Sub Section. New members are now coming forward and old members already residing in the district who have been recorded on the Headquarter's ledger have since been transferred by the State Secretary. Items for the Federal Conference Agenda are being compiled by all State Councils and Sections: the respective Secretaries will, in turn, forward the maternal to the Federal Secretary by the first week in September. When the full agenda is completed, the Executive will promulgate same back to the States for distribution to their Sub-Sections. During the past month eighteen intra-State and two inter-State transfers of members have been effected.

A.C.T.

During the Canberra celebrations for the Cammonwealth Jubilee the Section organised free entertainment for visiting Naval personnel. A donation of C0 was made to the Section by the Federal Council to assist it to defray expenses. Mr. Kevin C. Smith has left Canberra and is now residing in Sydney. Mr. Ivor Campbel Ihas been carrying out the duries of State Secretary.

Victoria

The State Executive has been requested to notify its Heidelberg Sub-Section that the Feder al Council has awarded the Association's Diploma of Merit to Mr. J. W. Kidd, for his very worthy efforts in helping the Association and ex-Naval personnel.

New South Wales.

The Annual State Conference was held on Saturday. 38th July, the presiding officer being Mr. Aubrey Hodgson, Delegates from five Sub-Sections within the State passed several items to be included as motions for the Brisbane inter-State Conference.

South Australia.

The Association's Band which recently gave a splendid performance at Tanunda is bringing added publicity to the State Council and its Sub-Sections in South Australia. During the past two years the bandsmen have played in several country towns and the residents have been pleased enough as to request further performances.

Western Australia.

Venue of the Annual State Conference, to be opened on Friday, 7th September, will be the Navy Club at Fremantle. The President, officers and memhers of this Club often entertain visiting members of the Association from other States.

Queensland.

At the July General Meeting night Mr. McSweenyn, Queensland Manager of Trans Australia Airlines, gave members of the

Section a fecture on "The Advancement of Aviation in Australia." The Committee has organised a social evening for 6th August so as to entertain country members arriving in Brisbane for Show Week. A family night has also been arranged for Friday, 7th Sectember A series of Talkie Films will be shown. through the courtesy of the Postmaster General, during the evenme, Mr. Alec C. Nichols has been elected as Queensland's Federal Councillor, filling the posttion held for some years by Mr. Clave Lambourne.

Papua-New Guinea.

This Section is endeavouring to have a Regional Committee of the Services Canteens Trust Fund cstablished in the Territory. The Trustees will give the matter of representation further consideration. The Section has advised the Federal Secretary that it anticipates being able to send two Delegates from Port Moresby to attend the forthcoming Federal Conference, being held at Brishane next February. The Section is making a small presentation to Mrs. Trower as a mark of appreciation for her services and for providing an excellent supper at the recent Naval Ball held at Port Moresby. At the time of going to press there were three candidates for the position of Section President, namely, Messrs, Plant, Triggs and McDonald. The incoming Committee will arrange for a Fancy Dress Ball, to be held at some future date, to augment the Secution's funds to provide entertainment for personnel of visiting Naval ships.

G.W.S.

QUBENSLAND STATE SECRETARY'S REPORT.

The Queensland Section has had a very enjoyable series of meetings during the first half of 1911, with a promise of further happy gatherings to come. Due to our State President's (Mr. Arber) drive, some excellent speakers have addressed us including Dr. Love, who spoke on Medicine in the Forces," and Mr. D. Locke, Queensland Manager of the Aiax Insurance Co., whose subject was "Insurance and It's Methods." Mr. Arber humself spoke on "Ouick Frozen Foods," so our knowledge has been widened a little from these aiks.

Films have also been shown at ceneral meetings and coupled with games of "Tombola", and on one hilarious occasion a debate on the question "Is Compulsory Naval Training Essential for the Defence of Australia," which was won by the Affirmative side

There are two items exciting our interest at the present time, namely, the crection of a Naval Memorial Honour Board for Queensland, and the forthcoming 11th. Federal Conference to be neld in Brisbane next February, at which a full attendance is expected and plans are well in hand to show our Southern and, we hope, Western visitors, some of the well-known Queensland hostably and sunshine.

> W. Macdonald, Hon, State Sec.



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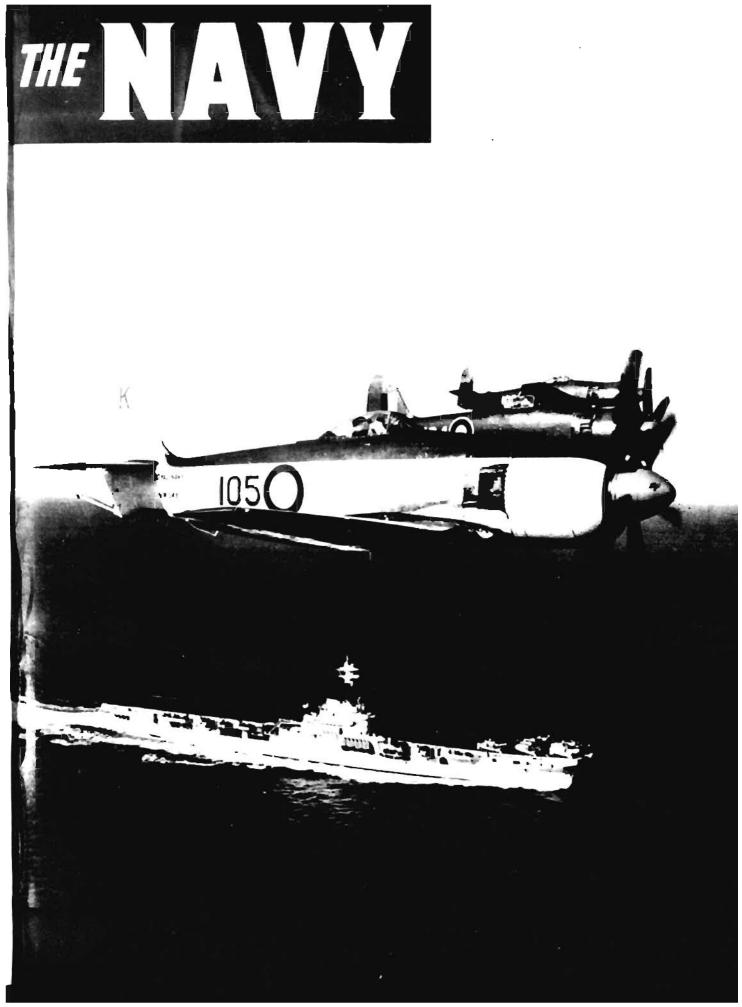
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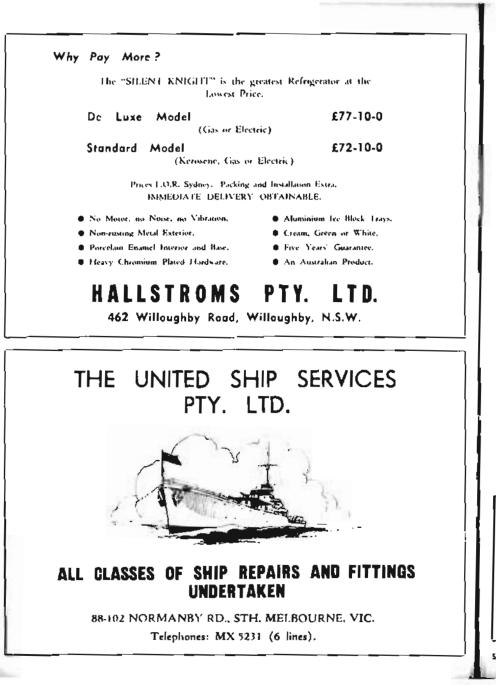
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(Reporting of The Nevel Read) Director of Naval Reserves (Captain A. S. Rosenthal, D.S.O., * R.A.N., (Chairman), Commander F. R. James,

R.A.N. (Representation of the Nevy League) Captain. L. A. W. Spooner, O.B.P. R.N. (retired), L. G. Peanson, Esq., L. Forsythe, Esq. (Homorey Scortery) Lieut.(a) P. G. Evans, R.A.N.V.R. Amagination of N.B.

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Yol. 15	SEPTEMBER, 1951.	No.

ADEQUATE DEFENCE OF OUR MERCHANT SHIPPING.

In the solution of the tremendous problems which inevitably confront the British Commonwealth in time of war, the British Merchant Navy has its colossal and traditional part to play as an essential element of transport. The solution of these problems in part rests, obviously, on the basis of the Merchant Navy being prepared adequately to play that part. That the Lords of Admiralty are well aware of the need for that preparedness under threat of war can be very safely assumed.

At the beginning of this year, defence courses for Merchant Navy masters, officers, and men were prepared and recommenced by the Admiralty, with the concurrence and collaboration of the British Ministry of Transport and the various essential representative bodies of shipowners, officers, and men.

The institution of these precautionary measures cannot be two highly commended. Many officers and men of the Merchant Navy were not at sea during the last war, and it is with the aim of familiarising these officers and men with the special duries and conditions that would be theirs if war broke out that the measures in question have been adopted. Naturally, too, officers and men with war-time experience will, by attending the courses, be able to refresh their mind on these matters and brine themselves up-to-date.

Four M.N. defence training centres leach with a Lieutenant-Commander of the Royal Navy as instructor officer, have been set up in the United Kingdom. They have been established at: H.M.S. "President," King's Reach, Victoria Embankment, London, E.C.4: H.M.S. "Eaglet," Salthouse Dock, Liverpool, 3: 130 Whitefield Road, Govan, Glasgow, S.W.1; and H.M.S. "Calliope," Vickers-Armstrong Ltd., Elswick, Edgeware Road, Newcastle-on-Tyne, 4. All four centres are local headquarters of the R.N.V.R.

The defence courses prepared for the Merchant Navy are similar to those held before and during the second world war, with, of course, the introduction into them of the lessons learned during and since the war, including the knowledge gained of the atomic bomb.

The complete defence course for officers consists of Parts 1 and 2, each comprising ten three-hour sessions, Monday to Friday inclusive. Part 1 covers trade protection, convoy work, communications, radar, defence against submarines, defence against mines, damage control and fire fighting, and gunnery (general, surface, and anti-aircraft).

The instruction period for the complete course is

one week, and it is hoped that officers will take the course in one piece. If, however, that is not possible, the sessions may be taken separately and in any order at any centre, always providing that courses I and 2 are taken first and sessions 8, 9, and 10 consecutively.

Part 2 comprises gunnery (general), gunnery (surface, two sessions), A.B.C. defence, A.A. control (two sessions), gun instruction (three sessions), and recognition. The gunnery subjects in Part 1 must be taken before the gunnery subjects in Part 2, and certain sessions must be taken consecutively.

The defence training course for men comprises 20 three-hour sessions from Monday to Friday, spread over two consecutive weeks, or if this is not possible, over two separate weeks. In this, ten sessions (5 days) are spent on gun instruction and six sessions (3 days) on practical aiming. The remaining four sessions are recognition, ammunition, A.B.C. defence, and damage control and hre-fighting Courses at each centre are normally restricted in numbers to 20 officers and 20 men.

All masters and officers, including cadets or apprentices, whether employed at present or not, are eligible for the Officers' courses, and all men between the ages of 18 and 50, whether employed or not, are eligible for the men's course.

There is no living in during the courses. Daily return travelling expenses up to a distance of 50 miles from the place of instruction are refunded on application. Masters, chief officers, chief and excond engineer officers are allowed first-class travel. Personnel from a greater distance than 50 miles are refunded full return fare to cover the period of the course undertaken. For meals, officers are allowed 6s. per day and men 5s. per day.

While attending courses, personnel receive, in addition to appropriate travelling and meal allowances, payments as follows:

(a) Personnel on articles.—Normal appropriate pay from their employers.

(b) Company service employees not on articles. An Admiralty training allowance equal to the amount they would have received in unemployment benefit (the balance of pay between voyages is paid by the employers).

(c) General service employees and unestablished seafarers not on articles.—An Admirality training allowance equal to the amount they would have received in unemployment benefit. In addition, general service employees receive establishment henefit.

On completion of the whole course or of a part thereof, those who attend are given a certificate of attendance signed by the instructor officer. This certificate is made to fit inside the discharge book, where it should be kept.

In commending these defence measures for our mercantile marine, we are prompted to a great ex-

The Nevy

tent by the memories of what happened in 1914. In those carefree times the prospect of war was not taken very seriously, and when war did come not an officer or man would have failed to give his "soul case" for a clear lead on Merchant Navy defence.

But alas-yet also fortunately—the present-day Merchant Navy officer is more familiar with the stern realities of war-time conditions and duties than his predecessors probably ever werc. The portents of the times unfortunately demand the reinstitution of this scheme for the defence of our Merchant Shipping, for if it be driven from the seas we lose.

It is therefore certain that every officer and scaman who is able to take these defence training courses will do so.

In a nutshell, the success of the British Merchant Navy depends, as it always has depended, on the character and ability of those who take its ships to sea. Those who take its ships to sea have never failed it yet and will not fail it new.

FIRST LORD'S TRIBUTE TO ADMIRAL SHERMAN.

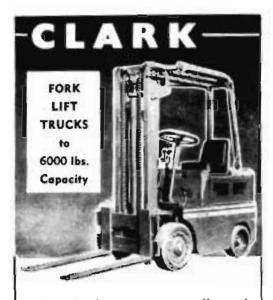
News of the sudden death in Naples recently of Admiral Sherman, American Chief of Naval Operations, was received in London with profound regret. Two days before he died Admiral Sherman met the British Chiefs of Staff in London and discussed naval matters of mutual interest with the First Sea Lord and Chief of the Naval Staff (Admiral of the Fleet Lord Fraser of North Cape).

On hearing of Admiral Sherman's death the First Lord of the Admiralty (Lord Pakenham) sent the following message to the United States Navy Department in Washington: "I am most deeply distressed to learn of the sudden death of Admiral Sherman, following so soon on the pleasure of my meeting with him. I wish to express on behalf of myself and of my colleagues on the Board of Admiralty our profound sympathy at the loss of this distinguished officer."

The Pirst Sea Lord said in London that the death of his "old friend" had been a great shock. "He was a man just as much respected by our Navy as by the American Navy, particularly by those men who knew him in the Pacific."

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> > 1



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The future of steam for mexical purposes is mail by the latest Babcock develop mants, which, in turn, are backed by over 50 years' ten aspariance. Al san, as on land, time has proved the service of Rebcock Boiler Plant

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"WELL DONE, 'THESEUS'"

"IF YOU WANT AN EXAMPLE OF OUR READINESS, NOTICE THE WORK DONE BY H.M.S. 'THESEUS' AND HER AIR GROUP OFF KOREA." SAID VICE-ADMIRAL M. J. MANSERGH. FIFTH SEA LORD RECENTLY. READ WHAT FOLLOWS.

After operating in Korean waters since last October, steaming more than 36,000 miles and expending more than half a million rounds of cannon shell and machine gun bullets, 6,617 rockets and 1,390 500-lb, hombs against enemy targets, the light fleet carrier "Theseus," commanded by Captain A. S. Bolt, D.S.C., R.N., is now back in the United Kingdom from the Ear East

In their last sorties in the war area, aircraft from the "Theseus" struck at Chinese Communist forces from the cast and west coasts of Korea. A long series of intensive operations saw the "Theseus" working with the United States aircraft carrier "Bataan." A keen, yet friendly, sense of rivalry existed between the two ships and as they turned into the wind together races took place to fly off aircraft on fresh patrols and land on others returning from earlier sorties in the shortest possible time. "It was as much as a Batsman's life was worth to wave off an incoming plane," it is reported from the ship.

In 86 flying days, aircraft from the "Theseus" flew 4,446 sorties. while her reconnaissance planes covered an area of more than 23 million square miles. She chaims to have totally destroyed 93 junks, 152 railway trucks, 17 warehouses 33 gun positions, 16 road bridges, 3 railway stations, 19 factories and 5 power stations as well as railway engines, tanks, command posts, railway sheds, jettics, cars, buses, road blocks, barrack buildings and steam rollers. Many other targets were also damaged.

For the first time, the "Theseus" carried her own helicopter, loaned and manned by the Americans.

Thing," a name endocsed by Lieutenant H. R. Gordinier, of Des Moines, Iowa, the officer in charge. On its, side, was painted a Union Jack and the name "Theseus."

During earlier operations, two rescues of "Theseus" pilots, who had been shot down, were made by a helicopter from the United States ship "Manchester" while she was bombarding Wonsan from close inshore, and a plaque was presented to the U.S.S. "Manchester " commemorating these "two very gallant rescues."

The belicopter from the "Thescus" and one from the U.S.S. (carrier) "Bataan" were also engaged on zir-sea rescue work.

Before she left Korean waters farewell messages were received from Admiral A. W. Radford. U.S.N., Commander-in-Chief Pacific Fleet, and Vice-Admiral C. T. Joy, U.S.N., Commander Naval Forces, Far East. The latter said:

"The Theseus' and embarked airmen have set high standards for all aircraft carriers during their most effective tour of duty with the United Nations Naval Forces. We have admired your quiet and confident way of always doing more than the schedule called for. It has been a privilege to have such a fine unit share this campaign with us. Well done! Good Luck! God speed on your homeward voyage!"

H.M.S. "Theseus" has been replaced in Korean operational waters by her sister ship, H.M.S. "Glory."

On her return to Portsmouth, H.M.S. "Theseus" was given a warm welcome. Several Flag Officers were among those who came to welcome her, among whom were the First Sea Lord It was quickly dubbed "The (Admiral of the Fleet Lord Praser

of North Cape, G.C.B., K.B.E.) who presented the Boyd Trophy to Lieutenant-Commander M. P. Gordon-Smith. D.S.C., R.N., the Commander of No. 17 Carrier Air Group. An article descriptive of the winning of this coveted award was, it will be recalled, published in the March, 1951, issue of this journal.

The Boyd Trophy, a silver model of a Swordfish aircraft, was presented for competition in the Royal Navy in commemoration of work for Naval Aviation carried out by Admiral Sir Denis Boyd, K.C.S., C.B.E., D.S.C., while he was serving as Flag Officer Air (Home). The period of operations for which the Trophy is this year awarded was during the months October, November, and December last when the No. 17 Carrier Air Group on board the "Theseus" flew 2,491 hours in 1,144 sorties during three operational periods, all sorties being carried out without accident and with an average serviceability for the Group of more than 90 per cent. This fine achievement was subsequently continued until March of this year, when the "Theseus" left the operational area. More than 3,000 operational sorties and 4,000 deck landings had then been made.



September, 1951.

BRITISH MERCHANT NAVY SERVICE

Dealing With Some Aspects Of The New Agreements With Shipowners As They Affect Officers, And With Special Problems Relating To Service In The British Mercantile Marine.

In recent issues of the "Mer chant Navy Journal," details were given by Mr. Douglas S. Tennant, General Secretary of the Naviga tors' and Engineer Officers' Union. of an approach which it was inrended should be made to the shipowners on behalt of officers, designed primarily to secure increased rates of pay and a revised salary structure: also that the Chief Engineer's position be dealt with separately, and that special problems relating to service in tankers be dealt with directly with the tanker owners

"Mretings of the National Maritime Board at which these and other matters were discussed." writes Mr. Tennant in the latest issue of the "Merchant Navy lournal," "were subsequently arranged and held on 8th December, 1950, and on 16th, 17th and 24th January, 1951. A separate meeting was held with the tanker owners on 2nd Pebruary

"At the last of these meetings," continues Mr. Tennant, "agreements were finally negotiated, affecting all grades of officers, which came into effect on 1st March. It is the sincere hope of those who took part in the negotiations, on both sides of the industry, that the results achieved will ultimately prove to have gene a long way towards making a career as a Merchant Navy officer one in which increasing material benefit is obtained as higher qualifications and seniority are acquired."

Mr. Tennant goes on to explain that full details of the new agreements as they affect the individual officer ranks would occupy too much space to permit of their reproduction in his journal; they were accordingly published as

quickly as possible by his Union in two special pamphlets and widely distributed in ships both at home and abroad. He hoped, therefore. that by now they had been well studied; but one or two points arising out of the agreements, he thought, should be commented on. both from the point of view of the events leading up to them and some of their consequences. He then writes:

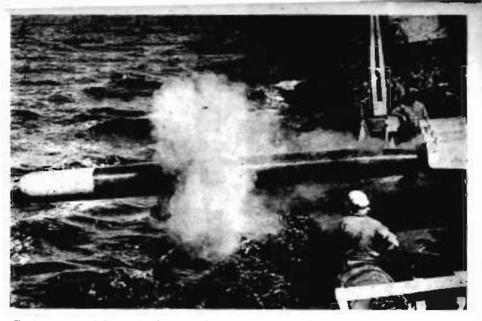
"Since the N.E.O.U. was founded in 1936, striking improvements in Merchant Navy officers' condutions of service have been realised. One which comes immediately to mind is, of course, the introduction of an officer's pension funda scheme long derided as being impossible, but one which was finally accepted by the industry very largely as the result of the strenuous personal efforts of those associated with the development of the N.E.O.U. Other improvements in conditions of service recorded include a steady increase in the rates of wages: compensation for loss of effects: payment when landed abroad sick or injured; the introduction of entitlements to regular leave, including paid study leave: the regulation of hours: provision of hedding; and increased payment for cadets and apprentices while serving their time." As he had stated before, "it is rather too much to believe that all these reforms in officers' affairs are coincidence, and are not a direct result of the inauguration nearly 15 years ago of an officers' organisation equipped with the necessary staff and machinery and imbued with the necessary drive and propressive policy to advance the interests engineers, to be published sepaof its membership."

with universal concurrence we feel to be both justified and true. The long list of improvements in conditions speaks for itself and could never have been obtained but for the efforts of the N.E.O.U But Mr Tennant is not satisfied with at least one aspect of the result, or lack of result-a position which indirectly affects us all and with good reason makes it clear that:

"Despite the achievements recorded, however, the fact remains, and has become increasingly evident during recent years, that the Merchant Navy was apparently failing to offer a satisfactory and attractive career to certificated officers in both departments. So many had left the sea since 1943 that last year only a little over 16,000 certificated navigating and engineer officers were serving in the British Merchant Navy. In consequence, I felt impelled, in addressing the N.EOU.'s Annual General Meeting in October last, to draw attention to this problem and to put forward my views on the action which, in my opinion, was necessary to stem the 'drift from the sea.

"The approval of these views later expressed by those present was emphasised by the unanimous adoption by the meeting of certain resolutions dealing with pay, weekends at sea, etc. On 10th November, the newly-elected council of the N.E.O.U. endorsed the general lines of the suggested policy, and it was in direct consequence of the developments outlined that the approach was made to the National Maritime Board on bchalf of our members, which has resulted in the agreements now operative. Brießy summarised. these include increased recognition of qualifications and seniority; the establishment of a minimum', instead of standard rates for chief rately in the N.M.B. Year Book: That this contention will meet a drastic overhaul of the general

The Mary



The destroyer K.M.A.S. "Betaen" founching a torpedia during recent exercises off the coast. The "Beteen" was ottempting to "torpedo" the boom defence ship, H.M.A.S. "Kengerop."

salary structure; and the provision for a full day's leave, or pay in licu, for every Sunday spent at СА. .

"Much has been done," condudes Mr. Tennant, "on behalf of officers, but much remains to be done by way of maintaining the progress made and ensuring that vhat has been secured in the past is safeguarded in the future. The present occasion is perhaps one which, more clearly than ever betore, illustrates the way that the

interests of the individual officers are inescapably bound up with the fortunes of the whole. It also serves to emphasise the vital necessity for all to play their part in supporting the work of the N.E.O.U. in furthering and protecting the interests of navigating and engineer officers."

Is it not possible, indeed highly probable, that in Mr. Tennant's approach to the subject lie the answers to the problem of a rehabilitated, a fully manned and highly efficient, British Merchant Navy? Obviously, for national reasons as well as for the wellbeing of the shipping industry itself, the "drift from the sea" must be stemmed. If that "droft" can only be stemmed by making the profession of the seafarer eminently attractive then eminently attractive it should be made. For the national welfare, if not for the individual welfare of the seafarer, we must cheerfully pay the piper.

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Never was the need so great for experienced men in the Navy, Army and Air Force. Thousands of young, enthusiastic, but untrained men are answering Australia's call for rapid expansion of our defence forces. They need your help to make them efficient sailors, soldiers and airmen.

NEW PAY RATES, NEW CONDITIONS, MAKE SERVICE LIFE TODAY REALLY ATTRACTIVE

September, 1961.

GAS TURBINE CRAFT FOR R.A.N.

DEALING WITH THE NEW ROYAL NAVY GAS TURBINE RESEARCH AND DEVELOPMENT PRO-GRAMME ANNOUNCED RECENTLY.

Work is now complete on the installation of the power unit in the Royal Navy's second gas turbine craft. A "pocket sized" unit. operating at about 100 horse power, has been installed in the 52 ft. Dockvard Harbour Launch 3964. It is a Rover Gas Turbine weighing 600 lb. in place of a 24 tons diesel engine.

This craft and Motor Torpedo Boat \$559 (formerly M.G.B. 2009), the first craft powered by a gas turbine unit to go to sea, made a series of demonstration runs in the Thames during the Featival of Britain Gas Turbine Week (June 18-23). It was announced during the week in question that the Admiralty will shortly launch the first two patrol boats powered by gas turbine engines. The development marks a new phase of the Navy's research in this important new field of marine propulsion. Hithertu the policy has been to instal gas. turbines in place of other engines. in naval craft up to frigate size.

Among the distinguished guests who made trips up and down the Thames in the two vessels were Lord Pakenham, who recently succeeded Viscount Hall as First Lord of the Admiralty, Mr. L. I. Callaghan, Parliamentary Secretary to the Admiralty, and Sir Frank Whittle, the jet pioneer.

These craft are examples of the Admiralty's gas turbine research and development programme. which include larger and more advanced arrangements, such as a apecially designed unit for a frigate and another for the former steam gunboat "Grey Goose."

The Harbour Launch 3964 is the Royal Navy's first craft to rely entirely upon gas turbine power. A faster and more spectacular result could have been achieved had the engine been installed in a smaller specially designed hull, but the present boat

is ideally suited to the object of the research. Because the engines of coastal craft, ships boats, and harbour launches have a very large number of component parts they have always presented a major maintenance problem. While in their present state of development small gas turbines use more fuel than reciprocating dicsel engines they have less parts. Only by trial in routine conditions can the reliability and maintenance abilities he assessed. Harbour Launch 3964 will now go into service at Portsmouth to assist in this assessment. While this research proceeds the Rover Company is developing an additional component (a heat exchanger) which it is hoped will turn into useful energy, heat wast-

ed in the present engine. A disadvantage of the gas turhine unit at its present stage of development, is the high rate of fuel consumption. Among its advantages are quick and smooth acceleration, its promise of more power for less space in ships, long life, simplicity of design, and ease of maintenance.

Incidentally, it is of interest to know that the Admiralty has set up a Committee to consider both present and future fuel and other of quality problems, affecting or likely to affect the Royal Navy. It is under the Chairmanship of the Hon. R. C. Geddes, who is now engaged in the British shipoing industry and is particularly concerned with tankers and the transport of oil supplies. Invitations to serve on this Committee have been accepted by representatives of the British Ministry of Fuel and Power, together with Professor F. H. Garner, O.B.E. (Birmingham University), Dr. C. M. Cawley, O.B.E. (Department of Scientific and Industrial Research, Britain), and by representatives from the Oil Industry.

SEA-GOING SCIENTIFIC OFFICER APPOINTED.

We have had occasion to place emphasis recently in this journal on the work achieved by British naval science in its efforts to solve effectively the major problems confronting the Admiralty, particularly in relation to the predictedincreased speed of attack. Now comes an official announcement to the effect that the first seargoing scientific adviser to the staff of a Commander in Chief in the Royal Navy has been appointed. He is Mr. R. J. Gossage, a Principal Scientific Officer in the Royal Naval Scientific Service. His appointment to the Director of Operational Research and as Flect Scientific Officer" to the Commander in Chief. Home Fleet, dates from May 21, 1951.

The appointment is significant in that it reflects the Admiralty's determination to strengthen the link between the scientist and the sailor: and to ensure that science plays its full part in operational planning.

Mr. Gossage is by training a physicist. He joined the Admiralty scientific staff in 1939, and became one of a team of Naval Officers and Scientists who were secking to minimise the threat of the magnetic mine. He later served at the Admiralty Research Laboratory where he took part in a series of studies of the magnetic and electromagnetic phenomena associated with ships.

He has recently passed successfully through the Royal Naval Staff Course at the R.N. College, Greenwich, and the Joint Services Staff Course, and has acquired a hackground of knowledge of Naval operations and staff dutics. His last appointment, which he held for two years, was in the Department of Research Programme and Planning at the Admiralty. In this time he has gained a wide knoweledge of the broad policy governing Naval research and development and an insight into future plans.



National Service seamen loaded fresh meet aboard the corvette H.M.A.S. "Colec" at Gerden Island after the ship arrived that service seamen loaded treat mean mean avoid the within a transmit aboard spent three weaks on the ship. . from Flinders Naral Depot, Victoria. The 41 National Service recruits aboard spent three weaks on the ship. ... Courser s.M. Herald

NATIVES RECRUITED FOR PAPUA and NEW GUINEA DIVISION OF R.A.N.

The Minister for the Navy (the Hon. William McMahon) anmounced in Canberra on August 3 that recruiting for the Papua and New Guinea Division of the Royal Australian Navy had been begun among the natives.

He said that the division would consist of 50 native ratings commanded by Lieutenant Commander D. Nicholls, R.A.N., assisted by Chief Petty Officer C. C. Bettens and Petty Officer E. L. Graham, all of whom had completed courses at the Australian School of Pacific Administration so that they would be provided with background knowledge of the life and customs of the native tribes. Lieutenant Commander Nich-

olls, who served in H.M.A.S. "Canberra" and later in destroyers in the Second World War, also took part in H.M.A.S.

"Gascoyne" in the survey work by the medical officer. The medfor the initial landings at Leyte Gulf and on Luzon. He was navigator of H.M.A.S. "Labuan" on her voyage to and from Heard Island earlier this year.

Mr. McMahon added that recruiting would be conducted in the islands through the Department of District Services and Native Affairs. The initial period of engagement would be three years. At the end of the first six months recruits would be promoted ordinary seamen, and, 18 months afterwards, able seamen, Later, able seamen would become eligible for promotion to the ratings of leading seamen, petty officer and chief petty officer respectively.

There would be no age limits for recruits, whose eligibility for enlistment would be determined

ical officer would subsequently also decide whether, on completion of their terms of engagement, recruits were suitable for rerengagement. He would decide, too, when they had reached the age at which they should be discharged.

Ratings would serve under a disciplinary code based on that which applied to the native constabulary.

Mr. McMahon said that the native peoples of the Papuan and New Guinea area had a longstanding reputation as seafarer. Their services to the Allied cause in the Second World War, their knowledge of hazardous coastal and river waterways, and their ability to, negotiate them. amply justifies their proposed enlistment in the new division,

The Marry

Suptamber, 1981.

MERCHANT SHIPS' NAVIGATIONAL AIDS

A Working Party was constiruted by the British Ministry of Transport in 1946 to review the arrangements then existing concerning shins' aids to navigation other than those of a radio nature. In such circumstances it was imperative to make the review as wide and as thorough as possible. Representatives of the Ministry of Transport, the Admiralty, and organisations concerned with the subject under examination, including the Merchant Marine Service Association and the Navigators' and Engineer Officers' Union, served on the committee, whose work was interrupted by the 1948 International Conference on Safety of Life at Sea.

This interruption led to some delay, but the report is now to hand.

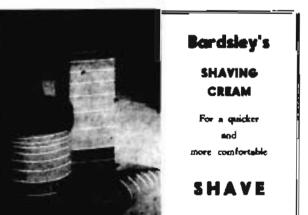
In its Report, submitted firstly of course, to the Minister, the working party recommends that notices should be issued about compasses to shipowners, shipmasters, and shipbuilders. The Working Party has aimed primarily at producing a code of good practice which will be acceptable

to all the interests affected, a code which leaves ample room for progress in design, for competitive variety, and for improved methods.

One of the proposed notices sets out the minimum standarda to which the provision and maintenance of companies in aeagoing ships should conform. These standards have been agreed with all the interests affected, and are in fact already in practice among shipowners today.

For example, it is proposed that all new sea-going ahips should have at least two magnetic compasses; that every new magnetic compass should, hefore installation, he tested at the Admiralty Compass Observatory; and that they should be sited so as to avoid interference by magnetic material. Even steel rings in officers' caps, it is pointed out, may affect compasses.

Perhaps the most notable achievement of the Working Party was to produce a standard specification covering the quality and performance of magnetic compasses. The need for such a specification has been felt for a



long time, and is a pre-requisite of the testing of compasses at the Admiralty Compass Observatory. The specification will be adopted —if it has not already been adopted—as a British standard by the British Standards Institution. The Working Party also sets out the conditions governing the issue of certificates to compass adjusters, together with the syllabus of examination for compass adjusters.

The Working Party recommends that all sea-going ships, both passenger and cargo, subject to a specified minimum tonnage limit, should carry one mechanical sounding device and two hand lead lines.

Another recommendation is that in peace-time ships' chart rooms should be provided with orange lighting. Night vision, it is stated, is seriously, though temporarily, impaired by exposure of the eyes to white light, or to light of most colours, but it may be largely preserved in red light and to a lesser extent in orange light. There are, however, objections to red lighting which do not apply to orange. Admiralty charts, light lists, and other publications, are corrected in violet ink to enable them to be more easily read with orange lighting.

Incidentally, the Institute of Navigation (of Britain) has decided to offer annually an award for the outstanding contribution to navigation or the outstanding navigational achievement of the year, and an award for the best paper to be published during the year in the Journal of the Institute.

Each award will be made only in years when, in the opinion of the Council of the Institute, outstanding work has been done. The first award, if the conditions are fulfilled, will be made for the year 1910-51. Candidates for the former award may be nominated by a member of the Council or by any fellow of the Institute. For the second award no nomination will, of course, be necessary.

PENICILLIN FOR MERCHANT SEAMEN

CONDITIONS OF LIFE AT SEA IN THE MERCHANT NAVY.

During the unopposed passage of the Penicillin (Merchant Ships) Bill through the House of Commons, Mr. A. Bienkinsop, Parliamentary Secretary to the British Ministry of Health, said it would enable penicillin to be administered for the treatment of merchant seamen in ships.

Where they had not actually tot a ship's doctor it was provided that the penicillin treatment should be given in accordance with instructions included in the "Medical Guide" kept on board all merchant ships. In such ships a record must be kept of any illness and of the treatment used, he said. That record was open to the shore medical authorities for examination.

As regards the danger of penicillin being stale, Mr. Blenkinsop said the authorities had to rely on the instruction included in the guide being fully complied with. On the question of the guide itself, he gathered that it would take rather longer to bring out than it had been hoped. It would take some time actually to be printed. The Government would therefore issue a special leaflet which he hoped would be available very soon indeed.

The 1947 Penicillin Act, Mr. Blenkinsop pointed out, provided that penicillin and minilar subsances should not be supplied, sold, or administered, except by a doctor, surgeon or dentist, or someone acting under their direction. The only other similar substance was streptomycin. "It is not proposed at present that streptomycin should be made available in this way," he said. Under medical advice we are assured it is not necessary or desirable at present. Should it be found to be necessary we should incorporate again the necessary instructions in the guide, and

this Bill would cover it." Mr. J. S. Maclay (N.-L. U. Member for Renfrew, West), said he thought it would be a piev if the opportunity was allowed to pass without paying a tribute to the quite remarkable work which had been done in past years by ships' masters. With just the ship's medical chest they had treated the most abstruge illnesses with great effect. With the new added power contained in the Bill to use penicillin he was sure it was a great step forward that would be welcomed by all seafarers in the kind of ship that did not carry a medical officer.

The text of the new Act is clear. It amends the 1947 Act and provides for advice on the use of penicillin to be included in the "Ship Captain's Medical Guide" carried on merchant ships in accordance with the Merchant Shipping Act of 1894.

The new Bill has occasioned much favourable comment. One of the most notable of the utterances is that made by Mr. Alfred Wilson, C.B.E., General Secretary of the Mercantile Marine Service Association. Writing in the Spring (Jan. March, 1911) issue of the "Merchant Navy Journal," he said:

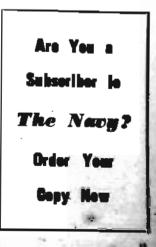
"The Bill recently passed through Parliament makes it lawful for penicillin to be administered in the treatment of merchant seamen on ships where there is no doctor. There was, of course, no opposition to the Bill and all parties gave it their bleasing. The occasion provided the usual fund of good stories, and one M.P. said it would not have been right to pass the Bill without paying a tribute to the very remarkable work done in years past by ships' masters with the aid of just the ship's medicine chest. They have shown themselves capable of

treating most abstruse illnesses with great effect, and one of their best weapons has been the bottle of purely medicinal port which always goes into the medicine chest."

"Another M.P. reminded the House of the classic story of a shipmaster who recorded in his book that he had run out of Remedy 13 but that by a judicious combination of Remedy 8 and Remedy 5 he had succeeded in bridging the gap."

"No doubt shipboard treatment of sickness on those vessels not required to carry a doctor always will be a source of amusement.

"All the same, it is a pity seafaters have had to wait so long before having made available to them one of the greatest of modern antidotes to sickness. Unfortunately the authorities have not thought it proper to allow shipmasters access to the other new drug. Strepeomycin, but even so it is clear that penicillin will bring much relief to sick seamen if the instructions for its utilisation are carefully followed."



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ENQUIRIES OF ANY KIND ARE INVITED



SO TONNER BUILT ON THE MACLEAY.

A \$0-ton single screw vessel was recently launched on the Macleay River, north coast of New South Wales. It is the first craft of any size to be built there. in many years. Named "Cheerio," it was constructed by Mr. Bruce Jamieson at his mill at Frederickton over the last three years. Mr. Jamicson is also the owner-skinper. The party which gathered to see the little vessel off the slip. found that "Cheerio" had launched itself. A belated bottle was broken over it. The vessel, 60 fect long, drawing 5 feet 6 inches, has a white hull with a green and white funnel. A mast at the hows is fitted with a derrick for hauling deep-sea fish aboard. The saloon, which is also while, and equipped with a refrigerator, can seat 23. An 85 h.p. Gardiner diesel engine, controlled from the bridge, is installed. The vessel can do 8 knots. Within the engine-room, there are two berths for the deck crew, toilet facilities, auxiliary and pumping equipment, and switchboard. An interesting point about the engine is that it has a reserve th.p. of 125. Forward of the engine-room, there are 12 berths equipped with reading lamp, bookshelf, etc. Forward again is accommodation for 8 more persons. A cabin for the master adjoins the bridge. A second cabin berths two officers. "Cheerio" was built for service on the Barrier Recef, and 12-day excursions are planned from Bowen. It is the second vessel of the same name. The first was taken over by the Navy during the last war.

PROFIT-MAKING "CARONIA".

The Cunard liner "Caronia", which was in Australian waters early this year on one of her tourist voyages, is reckoned to have earned two million dollars in fares during her recent 111day yachting cruise round the world.



BRITAIN'S SHIPPING INDUSTRY.

About 20,000 square feet of floor space in the National Maritime Museum, Greenwich, has been made available for continuing the pictorial and model displays of British maritime history, which has, exhibited elsewhere in the Museum, reached the time of the Napoleonic Wars. The new floor space, which was requisitioned last year, embraces the east wing of the Museum building, where it will be possible to show many exhibits which have not previously been on view to the public, covering the period from 1815 to the present day. Emphasis is being given to the history of British maritime developments since 1851, the year of the Great Exhibition, showing the transition from sail to steam. and the use of iron and steel instead of wood in ship construction.

RADAR EQUIPPED SHIPS.

Mr. V. M. Roberts, of the British Thomson-Houston Co. Ltd., Rugby, England, the retiring chairman of the Radio Communication and Electronic Engineering Association, said at the annual meeting of the Association, in London, that their marine section up to the end of 1950 had cyuipped 1,200 merchant ships of Various countries with British commercial radar.

of For some time now shipowners ari, have experienced a shortage of een junior officers. Substantially im-

proved pay and conditions appear to have failed in keeping certificated men at sea and the position shows little sign of improvement. Recent inquiries amongst some of those who have left or were about to leave have made it clear that the financial prospects of command make no appeal and certainly afford no inducement to continue at sea when jobs are so casily available on shore. There may be other answers, of course. But certainly one answer to the question would appear to lie in the fact that in the Merchant Navy today, the plums are no longer at the top. Make the master's job thoroughly attractive and it is generally felt that officers will remain at sea and seek to gain it. Unless this is done, the British Merchant Navy may well fall into decline through lack of certificated officers to keep it healthy and strong.

DEARTH OF JUNIOR

OFFICERS

TANKER AND FREIGHTER COLLIDE.

The 10,000-ton "Tullahoma", collided with the freighter "P. and T. Adventurer," 7,600 tons, early on the morning of August 4 off the coast of Washington State, U.S.A. One man aboard the "Tullahoma" was killed and



LONDON and NEW YORK By AIR MAIL

> three others injured. The "P, and T. Adventurer" was holed and her forepeak flooded, hut was able to stand by the tanker. Planes and tugs were sent out from Vancouver to assist the "Tullahoma," which had her enginerroom flooded.

CHARGED WITH EXPORTING COFFEE.

The third officer of a Finnish vessel was fined £20 by the Sunderland, England, magistrates on a charge of exporting coffee. A Customs officer stated that he found 30 lb. of coffée in a parcel in the coal bunkers of the vessel at Sunderland South Docks. A further 234 lb. were found in the officer's cabin.

FIRST WOMAN "SPARKS".

The first woman radio operator on an Australian ship. Miss Dorothy Smith, is to he found at the transmitter of the interstate freighter "Karuah." She's every bit a cheery onc, too. But don't offer up that old sailorman'a "blue" about a woman in a crew bringing bad tuck to a ship. That went down into Neptune's locker long ago. Besides, "Sparks" can spark all right.

AUSTRALIAN CARGO RECORDS.

Shipping records are fast being made and broken in Australian waters. For the third time since June, the Australian cargo

The Newy Septe

record which had stood for some time at about 10,500 tons, was broken when the freighter "Munster Castle" reached Sydney on August 7 with more than 15.000 tona of general cargo. The "Derrymore" recently discharged 12,000 tons, and, at the end of July, the "Trevaylor" unloaded 12.668 tons.

THE FAMOUS "CUTTY SARK".

It was suggested that the fa mous clipper "Cutty Sark" of 1869, moored off Greenhithe for several years past, should be taken through bridges to King's Reach for the Featival of Britain. but it proved impossible

BRITISH COASTING TRADE.

It was stated in the House of Lords that of every (1 of gross earnings by the British coasting trade 8s. 101d, went on wages. salaries, pensions and State Insurance, 3s. 101d. on bunkers, stores, and material. 4s. 14d. on insurance, port charges and other disbursements, 1s. 2d. on normal disbursements and of the net profit of 1s. 73d., 104d, went in taxation. 2d. in additional depreciation, 4d. in dividends and 3d. was carried over.

NORWEGIAN SHIP DISASTER.

Eight men and a woman were rescued and seven bodies were found by Danish fishing vessel in the North Sea on August 13. They were from the Norwegian ship "Bess." Nothing further has since been heard of the ship or of the 15 other members of the crew and eight passengers who were aboard the ship. It is feared that they were lost.

SIGHT TESTS.

Merchant Navy candidates taking the Ministry of Transport Sight Tests are now faced with a new type of Letter Test Card. This was brought into use on 1st

bring its type of card into line. Authority particularly expressed with those used by the majority of other sight-testing authorities. and has resulted in a simplification of the style of letter with 2 slight increase in the proportion of length to breadth. It should he noted that although the type of card has been slightly altered. no change is contemplated in the standard of visual acuity required of candidates.

CASUALTIES FROM MINES.

Figures for 1950 show that 19 vessels over 500 tons gross, and 17 smaller vessels, were lost or damaged by mines during the year This total of 36 casualties is the most favourable recorded since the risk became acute in the early years of the second world war, and compares with \$1 such casualties recorded in 1949.

SHIPMASTER FINED.

The master of a British vessel was fined £50 at Hull, England, for concealing cigarettes, tobaccoand spirits with intent to evade duty. It was stated that Customs officers found 1,400 cigarettes, 4 lb. of tobacco, two bottles of wine and three bottles of spirits concealed behind a namel in the master's berth. He said he was taking them home for the holidays.

PANAMA CANAL DEMAND.

Panama Canal authorities are demanding that everybody on board ships passing through the Canal must produce certificates that they have been vaccinated against smallpox within three years prior to the issuing of the certificates.

SHIP SANITATION.

from recent annual reports issued by the medical officers of health of United Kingdom ports that, generally speaking, there has been a steady improvement in the sanitary conditions aboard British ships. Nevertheless, all are agreed that there remains considerable March, 1951. The change has scope for further progress, and been made by the Ministry to the Sunderland Port Health flationary trend.

concern at the comparison between Foreign and British-owned vessels visiting the port, which was by no means favourable to the latter. Difficulties in diaposing of refuse, dirty bedding, bacteria-laden washing-up cloths, unclean mess rooms, pantries, washplaces, etc., were all-cited as potential dangers to health.

FESTIVAL OF BRITAIN EXHIBITION.

This year the Seafarers' Education Service organised an exhibition called "Soare Time at Sea." Exhibits include models, handicraft, paintings, drawings, photographs and written work, all the work of seafarers in their leisuretime. Books and libraries, a panel of photographs illustrating crew accommodation and an exhibit representing the work of the British Ship Adoption Society were also on show. The Exhibition, which was opened by Mr. C. E. Wurtzburg, President of the Chamber of Shipping of the United Kingdom, was held from May 25 to June 8 inclusive, on board HQ.S. "Wellington." Temple Stairs, Victoria Embankment, London.

BRITISH LIFEBOAT WORK.

The Royal National Lifeboat Institution has given rewards for the reacue from abipwreck of 467 lives in 1950. That was 71 lives more than in 1949. Lifeboats went out to the help of foreign vessels, belonging to 15 countries, on 50 occasions and rescued 70 lives.

LOSS OF EFFECTS.

A new Agreement has been negotiated on the National Maritime Board governing compensa-It has been interesting to note tion for the loss, by marine peril, of an officer's personal effects. professional tools and instruments. technical books, etc. It came into operation on March I last. and represents a very considerable advance on old compensation rates which had become inadeouate as a result of the increased cost of living and the general in-



AN ADVENTUROUS TOW.

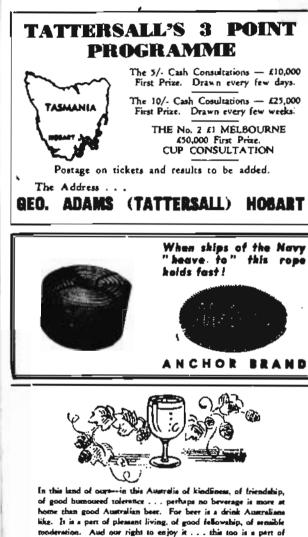
The 7.285-ton freighter "Stanfirth," adrift and helpless in mountainous seas for 10 days off the Victorian coast, was towed into Sydney Harbour on the afternoon of 18th August. It was an adventurous tow. The "Stanfirth" ran out of oil and the Sydney tug "St. Giles" and the Melbourne tug "James Paterson" September, 1981.

were sent to her assistance. The collier "Heronspool" (7,174 tons) also assisted in the tow and stood by the disabled vessel for days, The "Stanfirth" was on her wayfrom Nauru to Geelong, Victoria, with a full cargo of phosphates. At Sydney the "Stanfirth" replenished her oil bunkers and continued her voyage to Geelong.

steam piston hoad, weighing nearly two tons, was last month flown from America to Sydney by a specially-chartered Pan-American Skymaster. The electeft made a herried trip from Sen Francisco with the piston head for the dis ebled ship "Sents Celli," recently in Sydney. Freight charge for the piston head, which is shown being unicaded at Mascot, was 15 000 dollam.

-Courtery, "S.M.H.

The Navy



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TANKER EXPLODES.

Twenty-five persons, including three British Merchant Navy officers, were killed and others were missing, helieved killed, in an explosion and fire aboard the British tanker "Dromus" in Singapore harbour early on August 20. The explosion occurred while the tanker, owned by the Anglo-Saxon Petroleum Company, was loading petrol for the Philippines at Pulsu Bukom, a storage island five miles from Singapore. Eight thousand tons had been taken aboard. Two survivors of a loading gang said that the tank they were filling overflowed and a flash ignited vapour from the vents of the other tanks. Though the other tanks themselves did not catch fire the tanker vessel exploded. A tug towed the ship from her wharf oreventing the flames spreading to 250,000 tons of petrol and oil at the island STOTATE

TROCHUS PILLAGING IN ISLANDS BY JAPANESE.

The Minister for the Navy (the Hon, William McMahon) said in Canberra on August 3, that the report published in the press that morning about the pillaging of Trochus shell and copra from islands north-west of Manus was substantially true. The pillaging was at present an isolated case and the first of its kind since the war. This sort of thing could not be allowed and steps were being taken to guard against a recurrence. The Royal Australian Navy had vessels for patrol duties but they were normally employed on training duties. This training muse necessarily take priority over other commitments unless and until exceptional circumstances arose.

HELICOPTER TAXI SERVICE.

A message from Washington states that the U.S. Civil Aeronautics Board has granted to Los Angeles Airways Company the country's first permit to operate a helicopter taxi service.

NEWS OF THE WORLD'S NAVIES

THE EXAMPLE SPLENDID!

Vice Admiral Philip K. Enricht. C.B., C.B.E., the Admiral Superintendent at Devonport Dockvard, who began his Naval Career on the lower deck, recently visited the Royal Hospital School and H.M.S. "Ganges" where he was educated and received his orchiminary training. He is one of three "ex-Ganges" boys who have received Flag rank in the Royal Navy. At H.M.S. "Ganges" Ad miral Enright took the salute at a march-past on the parade ground of nearly one thousand hoys, and afterwards made a tour of the eslablishment of which he could recall so many pleasant memories.

NEW U.S. NAVAL CHIEF.

President Truman on August 1 nominated Admiral William Fechteler. Commander in Chief, U.S. Atlantic Fleet, to succeed the late Admiral Forrest Sherman as Chief of Naval Operations. Washington observers say that Admiral Fechteler's promotion may provide an opportunity to reopen the ducstion whether an American or a Briton should become Atlantic Pact Naval Commander. The American President has nominated Admiral Lynde McCormick to succeed Admiral Fechteler as Atlantic Fleet commander. Admiral McCormick was previously Vice-Chief of Naval Operations. po Estuary to rescue Allied oersonne).

H.M.S. "COOK" TAKES SCIENTISTS TO SPITZBERGEN.

Having embarked a party of scientists at Gourock, H.M. Survery Vessel "Cook" (Captain K. St. B. Collins, O.B.E., D.S.C., R.N.) left Lyness on June 27 for Spitzbergen. The scientists are members of the Oxford and Cambridge expedition to Spitzbergen. which will carry out geological and glaciological work on the is-

September, 1961.

"Cook" to take the scientists and to return to Spitzbergen to bring them back in September were made through the Defence Services Research Facilities Committee, which under the autorices of the Royal Society, arranges for mutual assistance between the Armed Services and the Learned Institutions. Chief among the scientists on board are Mr. I. M. Hartog, of Oxford, Mr. W. B. Harland, of Cambridge, and Mr. B. Olsen, of Oxford.

NUDES BANNED BY U.S. NAVY.

The United States Navy recently rejected Donald Potter because he had a nude female form tattooed on his arm and refused to get it removed or keep is covered. He joined the U.S. Army and retained his nude.

NAVAL NATIONAL SERVICE TRAINEES GO TO SEA

Four hundred Naval National Service trainees at Plinders Naval Depot will spend six weeks at sea. Some of them began their sea time in August. They learne this on August 15 when the Commodore Superintendent of Training at Flinders, Commodore H. I. Buchanan, addressed them. The Commodore said each man would go to sea in either H.M.A. Shios 'Culgos", "Colac" or "Cowra" for two three-week periods. He said the Navy wanted to make their sea time as interesting as possible, so it had been arranged that they would visit parts of Australia other than where they live. Victorians would visit the New South Wales coast and have a week-end in Sydney. New South Welshmen would visit Adelaide and Hobart. Commodore Buchanan commended the trainees on their keenness and the way they had settled down in new sur-

land. Arrangements for the roundings in a period of under three weeks. He briefly explained the prospects offering for a career in the permanent Navy for both officers and men.

H.M. SUBMARINES TO VISIT LONDON.

As part of the ccremonies to mark the Fiftieth Anniversary of the Submarine Branch of the Royal Navy, and in connection with the Festival of Britain, it is intended that two of His Majesty's Submarines shall visit London during the period 18th-28th September.

SUNK BATTLE OF NILE SHIP LOCATED.

It is reported from Paris that divers have located the remains of one of three French warships which were sunk by Vice-Admiral Lord Nelson's feet in Aboukir Bay on August 1, 1798. Copper, timber, and three cannons have been brought to the surface. It will be remembered that only two French frigates were allowed to escape in the Battle of the Nile. which followed the discovery of the French Fleet by Lord Nelson in Aboukir Bay, at the mouth of the Nile.

U.S. NAVY TO ENLIST 10.000 "WAVES".

Captain Joy Hancock, Director of the U.S. "Waves", disclosed recently at a Philadelphia meeting, attended by a thousand wpmen, that the regular U.S. Navy's target is 10,000 "Waves" by July, 1952. This is triple the strength of the present "Waves," as the women's branch of the U.S. Navy is called.

CANADIAN DESTROYER "ATHABASKAN"

The Canadian destroyer "Athabaskan," christened by the Americans the "Little Mo" after her operations in company with the U.S. Battleship "Missouri," ateam-

ed over 60,000 miles in Naval operations and spent 202 of her 273 days in Far East service in Korean waters. She wore the Flags of four Admirals whom she car ned on passage during her Kor can service Vice Admiral W. G. Andrewes, formerly in command of the British Commonwealth and Allied Fleet: Vice Admiral A D. Struble, then Commander of the U.S. 7th Fleet; Vice-Admiral The Hon Sir Guy Russell, Commander in-Chief, Far East Station, and Canada's Vice Admiral Grant. "Ath abaskan" was one of the destroyers which carried out the epic night navigation of the Chinnam-

H.M.A.S. "ANZAC" LEAVES FOR KOREA.

The new Battle class destroyer "Anaac" left Sydney for Korean waters on August 30 to relieve H.M.A.S. "Warramunga" temporarily until the arrival of H M A.S. "Bataan". It was announced that she would sail by way of Darwin. Kong Kong and Kure and reach her destination towards the end of August. The Minister for the Navy (Mr. W Mc-Mahon), in making this aonouncement, said that it had

first been intended that "Anzac" -hould accompany the aircraft carrier "Sydney" to the Brisbane area and be detached to continue her passage to the Far East just before "Sydney" visited Brisbane from August 3 unol August 10 for Show Week. The cancellation of "Sydney's" visit had al tered the plans made for "Anzac" which ultimately departed from Sydney Harbour unaccompanied. H M.A.S. "Warramunga", which had been serving in the Korean area since lass September, would sail from Kure for Sydney for leave and refit shortly after "Antac" had arrived. "Bataan". which returned to Sydney last June after having served in the Korean theatre for a year, would, following leave and refit, depart for Japan on August 31. When "Bataan" reached the Ear East Anzae" would return to Australia.

FLOATING DOCK CROSSES THE ATLANTIC.

The Admiralty floating dock No. 5, one of the largest floating docks in the world, left Bermuda early in July on a long voyage across the Atlantic to Falmouth towed by H.M. Tugs "Reward" and "Warden." The dock, for

long a landmark at the Bermuda dockyard, which is now closed, took just on a month to make the voyage. In charge of the operation was Licotenant-Commander Norman Hunter, R.N., commanding the "Reward"

WHALE WATCHING.

The Minister for Air and Navy (Hon, W. McMahon) said on August 17 that R.A.A.F. aircraft engaged in training flights over the north-west coast of Australia were watching for whales. at the request of the British National Institute of Oceanography, which wanted information on the migration of whales. As pointed out in the May, 1951, issue of "The Navy," the National Institute of Oceanography was founded in 1949 to take over the work of the occanographical group at the Admiralty Research Laboratory in Britain.

FOUR DESTROYERS FOR RED SEA.

Four destroyers -- "Chequers," "Chevron," "Chivalrous", and "Chiefrain" of the 1st Destroyer Flotilla, sailed from Malta on July 16 for the Red Sea. It was announced they would visit Akaba and Aden.



When H.M.A.S. "Sydney" and H.M.A.S. "Tabrez" tolk Sydney receasily for Karee, the crewn stand by to dress ship just prior to leaving the whort at Garden Idend. Picture shows them calling forewall to friends and relatives. Counter 2 M. Kendo

R.A.N. SENT TO ASSISTANCE OF "WAHINE"

The Minister for the Navy (the Hon. William McMahon) announced on August 15 that immediately on receipt of information that the S.S. "Wahine" was aground the Naval Buard ordered H.M.A.S. "Barcoo" to proceed to the stranded ship with all despatch. "Barcoo" was at the time in the Coral Sea on its way to Manus. She was 1500 miles from where "Wahine" was ashore on Masela Island. "Barcoo" is an anti-submarine training ship of the R.A.N.



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PERSONAL PARAGRAPHS

VICE-ADMIRAL SIR JOHN COLLINS VISITS PERTH AND ADELAIDE.

The First Naval Member of the Australian Commonwealth Naval Board (Vice-Admiral Sir John Collins, K B.E., C.B.) visited Fremantle and Port Adelaide during August to inspect naval establishmenes and installations and members of the Royal Australian Naval Reserve under training. While he was at Fremantic he also inspected national service trainees. He did not see any national service trainces at Port Adelaide because those called up in South Australia are undergoing training at Finders Naval Depot, Crib Point, Victoria.

FORMER AUSTRALIAN NAVAL MEMBER TO COMMAND "EAGLE".

News has been received in Melbourne that Captain Guy Willoughby, R.N., who, as Commodore Willoughby was Fourth Naval Member of the Australian Naval Board for two years from lune, 1948, will take over command of the Royal Navy's newest and higgest aircraft carrier "Eagle" from the contractors, Harland and Wolff Ltd., at sea on Mst October. "Eagle", whose full load displacement is 45,000 tons, will be commissioned on 6th November, and her trials and working up will be begun eight days later. Capizin Willoughby has had wide experience in aircraft carriers. He has served in several of them in various capacities and in the Second World War commanded one of them, H.M.S. "Activity," on the supply route to Murmansk.

AWARDS TO M.N. MSN. The George Medal was recently awarded to A. H. Dec, pumpman, and C. E. Jones, efficient deckhand, for their displays of great courage in saving the life of a fellow-member of the crew of the motor tanker "Nassarius." A posthumous award of the Al-

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herr Medal in bronze was made to K. J. Wilson, a 19-year-old seaman, who lost his life in the rescue attempts. The master of the "Nassarius", Captain W. D. Speakman, the chief engineer. Mr. E. Parry, and the storcheener, Mr. D. M. Bain, received the King's Commendation for Brave Conduct. The events for which the awards were made centred round the outstandingly couragcous rescue of the "Nassarius's" boatswain from a gas-filled tank. NEW FLAG APPOINTMENT. Rear Admiral R. St. V. Sherbrooke, V.C., D.S.O., has been appointed Flag Officer Germany and Chief British Naval Representative on the Albed Control Commission in succession to Rear-Admiral G. W. G. Simpson, C.B., C.B.E. The appointment

R.M. COMMANDANT-GENERAL

1951.

will take effect in November,

The Commandant Ceneral, Royal Marines, Lieutenant Ceneral Sir Leslie C. Hollis, K.B.E., C.B., has been promoted Ceneral to date from May 11, 1951.

NEW DEPUTY CHIEF OF R.N. PERSONNEL.

The appointment has been announced of Rear Admiral R. S. Warne, C.B.E., D.S.O., as Deputy Chief of (R.N.) Naval Personnel in succession to Rear Admiral P. R. Parham, C.B., C.B.E., D.S.O. The appointment took effect in August, 1981.

AWARD TO CHIEF OFFICER.

On the recommendation of the Minister of Transport, the King has awarded the Bronze Medal for Callantry in Saving Life at Sea to Mr. William John Bunney, a member of the China Coast Navigating and Engineer Officers' Guild, and chief officer of the motorship "Changsha," owned by the China Navigation Company Limited, Chief Officer Bunney, who was very bruised

and half frozen by his efforts, at very great personal risk saved the lives of five Chinese seamen when sheir waterlogged fishing boat sank off the China Coast.

NEW FLAG OFFICER TO COMMAND AUSTRALIAN FLEET.

The Prime Minister (the Right Hun, R G Menzies) announced recently that arrangements had been made between the British and Australian Governments for the appointment of Rear-Admiral J W. M. Eaton, D.S.O., D.S.C., as Flag Officer Commanding His Majesty's Australian Fleet. The period of appointment would be two years and would date from alyon 1st October, 1951.

Mr. Menzies said that Rear Admiral Eaton would succeed Rear-Admiral J. A. S Eceles. C.B., C.B.E., who was appointed Plag Officer Commanding the Australian Plect in October. 1949, and who, his term having been completed, would return to the Unsted Kingdom shortly after Rear-Admiral Eaton's arrival in Sydney.

"The Australian Government and people are deeply indebted to Rear-Admiral Eccles," Mr. Menzies added, "for the valuable services that he has given to the Royal Australian Navy and the Commonwealth in the last two years. He has flown his flag in the aircraft carrier Sydney' during most of the period in which the R.A.N.'s carrier air groups have carried out their sea training in Australian waters, and has seen them reach their present high standard of efficiency.

"He has, on several occasions, directed combined operations in which ships of the Australian Fleet, the New Zealand Squadron and submarines of the Royal Navy based on Sydney have been engaged. Early this year he directed operations in which Australian and New Zealand ships, a Royal Navy submarine and vessels of other British Commonwealth Navies, which were visiting Australia for the Jubilee celebrations, took part."

Mr. Menzies explained that Rear-Admiral Eaton had, until recently, been Director of the Naval Staff College at Greenwich. He had an excellent record in the Second World War and took a very active part in attacking the enemy's supply lines from Italy to North Africa, and in the Sicily campaign.

While in command of the destroyer "Mohawk" in 1941 he was awarded the D.S.O. for his bravery and determination in towing the destroyer "Gallant" back to port, in the face of enemy air attack, after she had been mined just outside Malta. "Gallant" struck a mine on the same day that the aircraft carrier "Illustrious" was heavily bombed by Nazi 'planes near Malta on the first appearance of the Luftwaffe in the Mediterranean.

A fortnight earlier he was awarded the D.S.C. for coolness, skill and enterprise during an action in which an Italian convoy and its escorts were sunk between Sicily and Tripoli.

Two years later he was montioned in despatches for gallant and distinguished service and untiring devotion to duty in operations which led to the capture of Sicily by Allied forces.

From March until July, 1942, Rear Admiral (then Captain)) Eaton was commanding officer of H.M.S. "Somali" and Captain (D) of the Sixth Destroyer Flotilla of the Home Fleet. In October of that year, while still Captain (D) of the Sixth Destroyer Plotilla, he was appointed commanding officer of H.M.S. "Eskimo."

Under his command "Eskimo" was one of the warships which escorted the King when he sailed from Tripoli to Malta in H.M.S. "Aurora" during the war.

Later, "Eskimo" helped to support the landings on Sicily and was bombed just outside Syracuse. Captain Eaton took her back to Malta without further mishap and



Naval ratings on board H.M.N.Z.S. "Taupo" discuss their Koraa axpariances while an electric washing machine does their weshing. Left to right: Stolar Machanic Pat Harland, Saaman John Fanton, Stolar Machanic Bill Budggood and Stolar Machanic John Armstrong.

assumed shore duties. He was

afterwards appointed commanding

officer of the cruiser "Sheffield"

and held that command until the

He was then appointed com-

manding officer of H.M.T.S. "Se.

Vincent," the training school for

boy ratings, which had been re-

opened after having been closed

throughout the war, and, on com-

pletion of that appointment, did a

course at the Imperial Defence

College from January until Decem-

Rear-Admiral J., W. M. Eaton

was appointed Director on the

Having finished the course

end of hostilities.

ber, 1948;

-Counter S.M. Herald

Naval Staff College.

He was promoted Rear Admiral in July at the unusually early age of 48.

"EURYALUS" RELIEVES "MAURITIUS"

The cruiser "Mauritius" (Captain E. O. P. Price, O.B.E., R.N.), of the East Indies Fleet, was anchored off Abadan, Persian Gulf, during the early part of July. She was relieved by H.M.S. "Eutyalus" (Captain P. L. Coltard) from the Mediterranean Fleet, and at time of going to press the "Euryalus" was still in service there.

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SEA-ODDITIES

Pew waters of the globe have so insite a variety of fishes as the known as the Ladrone Islands, of tropic seas of Torres Strait. Monster tiger sharks, white sharks, grey nurse sharks, upwards of 20 feet in length are in abundance, as well as huge sword fish and great sail fish, sawfish, reef cols, conger cels, dugongs, king fish, and giant gropers.

Sword-fish up to 900 lb. in weight have been haroconed by the Torres Strait Islanders. The sword-fish generally found here is the "broadhill", or true swordfish: and specimens of these have been known to attain a length of 15 feet.

Saw-fish, too, will go up to 16 feet in length and half a ton in weight; and gropers eight feet long and 600 lb. in weight are by no means uncommon.

As for sail-fish, that speediest and perhaps finest of all big game fashes, these have been caught in the coastal waters of the Straits up to ten feet long, and the natives tell tates of sail-fish far out in the Coral Sea of even more Rigantic dimensions

We mostly picture a small fash as a helpless creature. But the 18-inch piranha of the Amazon River would make a tiger cat seem tame by comparison. There are many tragic cases of cattle wading into the river during hot weather only to be literally disembowelled by the bloodthirsty piranha, Dr. Raymond Dittmars, the well-known American scientist, knew a lady who thoughtlessly trailed her hand in the water while being paddled on the river by a native. Suddenly she felt a terrible blow and, jerking her hand up, was horrified to see a piranha dangling from it. The next instant the fish dropped of carrying with it two joints of the middle anger.

The Northern Mariannas, also which Guam is the largest and most important, were discovered by Ferdinand Magellan on his famous voyage of discovery round the world in 1521, and claimed by him for the Spanish Crown. Strung like beads along an are of the great volcanic ring known as the Sunda Arc, this group consists really of a submerged mountain chain raised again from the sea-bottom by volcanic forces still active in that locality.

Magellan called these islands Islas de Las Vetas Latinas -Islands of the Lateen Sails-because he was immensely impressed by the extraordinary sailing powers of the native "Bying proas", with their huge triangular sails made of matting. His followers, however, annoyed by the natives' persistent pilfering. particularly of articles of iron, changed the name to Islas de Los Ladrones-the Islands of Thieves -a name that has clung to them over since. It was not until 1668 that the official name of Las Islas Mariannas was bestowed upon them.

The mighty sperm whale is noteworthy for the gymnastic tricks it sometimes performs on the surface of the ocean. When "breaching," the sperm heaves itself often 20 feet clear of the water and falls back flat on the surface. In "lobrailing", it stands on its massive head, with its end part 30 feet in the air, and then comes down and smacks the surface with violent strokes of its tail. The sound of the blows can he heard, and the water it throws up can be seen, for miles. When engaged in "milling," it is the head of the sperm which is projected above the water. During the performance of this operation the whale turns slowly, with its little piggy eyes searching the seas for signs of possible danger. At living lambe.

the first threat to its safety, it frequently dives to a depth of half a mile to a mile: thus its power to withstand great water pressures must be immense.

It is remarkable the distance many birds By practically every day of their lives. To bring food to their nestlings the gannets range daily over hundreds of miles of ocean. Really good Biers like the swallows and awifts probably do from 300 to 500 miles.

Sandoipers, stints, jacksnipe, golden plovers, sea-curlews, whimhells and some other wading birds that visit certain parts of Australia in summer, have their real home in Asia (Siberia, Thihet Manchuria). In their annual southward migration they cover thousands of miles. Bying mostly at night; and return north again in the Australian autumn. The golden plover, on one of its southward journeys down the North American coast is said to travel more than two thousand miles over open water.

A country where there are remains of birds ten feet high (moas), where lizards have a third sightless eye, where there are no snakes nor poisonous insects, and where the higgest native animal is a rat-so, in the broad sense, to the naturalist, is New Zealand. High up in the tussock country, is the strange New Zealand kes parrot, finelooking birds, audacious, olive green in colour, with darker hands. On the ground the kea is unspectacular, hopping about like other parrots; but when he rises aboft into the sky he sweeps in circles like a hawk, and is even more predacious. The kea with his powerful sharp beak, like an eagle's, comes swoop. ing down like a bolt and tears the kidneys out of the backs of

BOYAL NAVY'S FIRST MAKE SHIP OF ATOM-ET AGE

By now the Royal Navy's toosecret ship, the cruiser "Cumberland." will have put to sea for a series of major experiments which are expected to have a great bearing in determining the type of warship Britain will build in future vears.

For the past two years the "Cumberland" has been undergoing a refit at Devonoort Dockvard, and has now emerged as the Royal Navy's first major ship of the jet and atom age,

The 10,000-ton "Oumberland" is of the same class as H.M.A.S. "Australia", but since the Admiralty decided to make her the "weapons trials vessel" her silhouette has undergone a radical change. Her bridge and gun turrets have gone and her superstructure has been streamlined.

The cruiser carries a wide range of secret weapons which naval scientists and supperv experts will test under sea-going

conditions. They are designed to help the Admiralty, among other things, to decide how the Royal Navy can best fight faster-thansound iet aircraft.

An intricate system of remotecontrolled, automatically loaded and rapid-firing guns is part of the ship's equipment. The guns are directed by an "electronic brain" device (robot control, in short) which is capable of anding the range and bearing of the target in a split second,

The cruiser also carries antiaircraft guided missiles, high-altitude rockets, short-range rocket hatteries, and long-range V2 type guided missiles for attacking targets well below the horizon as well as guided toroedces.

The appearance of the "Cumberland" today seems to indicate that the Navy gunners of the future, under cover from atomic blast and radio-activity, might

never see the high-altitude aircraft at which they are shooting. The "Cumberland" has also been fatted with stabilising fins to prevent rolling. It is the first time that these devices have been used in a big warship, although a similar type of stabiliser has been fitted to the new P. & O. passenger liners and a few destrovers had them in the last war as an aid to gunnery. (Incidentally, the stabiliser here being put into use was described fully in the May, 1951, issue of this journal.) Although 26 years of age and one of the oldest active warshine in His Majesty's Navy, the "Cumberland" is now one of the most modern.

Many people express doubts of the development of the fighting efficiency of the British Navy. that we always begin a war with the last war's weapons. Here is direct evidence in complete refutation.



The Hovy

SPEAKING OF SHIPS

land Shipping Company's new geared diesel ships is arousing considerable interest among British engineers who have hitherto been far less enthusiastic on the system than those on the Continent

Under the trade treaty between India and Janan. India will expure tea, manyanese ore, coal and cotton and import various goods including industrial machinery. dyestuffs and steel.

Both Austridia and New Zealand are trying to secure a greatcr proportion of British immigrants than they are getting now: the aim is 30 per cent. to Australia and even more to New Zealand.

It is anticipated that Britain will this year spend £70,000,000 in dollars more than in 1950 in Canada, principally on loodstuffs. timber and pulp with a good deal of metal.

During the 1950 ice-free season on the St. Lawrence the seven "Beaver" ships of the Canadian Pacific carried over 250,000 tons of cargo westward and nearly 350,000 tons eastward.

Mr. Bernard C. Curling is retiring from the position of secretary to the Institute of Marine Engineers before the end of 1951. a rost that he has held since 1930.

British shipbuilders and ship repairers have framed a scheme for recruiting and training apprentices on a national basis instead of entirely by individual vards.

cases had labels including a perfect formine there.

The building of the New Zea- replica of a pound note, some of which were cut out and passed in al situation. pubs.

The Osaka Shosen Kaisya (of lanan) has received permission to establish the first post-war regular lananese service, to Brazil and the River Plate via Durhan, on to which it is proposed to put seven ships.

Three seamen from the Swedish vessel "Svanesund" were fined £1,400 at Liverpool for attempts. ing to smuggle into Britain 86,000 cigarettes.

. . . Huge deposits of manganese have been discovered under the Pacific between Hawan and Wake Island, but how to get at the the River Plate. metal is another matter.

The Adler motor packets, "Adler," "Palke," and "Moewe," building at Bremerhaven for the Bremen-London service, are being given the most extreme form of modern funnels.

The Ministry of Transport issued a special invitation to British shipowners to purchase the remaining eight American-built Portuguese East Africa. Baltic-type steamers ("jeeps"). . . .

(Canada) has launched a scheme to admit 75.000 industrial workers during 1951; they will all be able to pay their fares to Canada in instalments by deductions from their wages after settlement.

Trinity House has advertised vacancies for lighthouse keepers. with the stipulation that they must be "good mixers" on account of the lonely life.

A good deal of trouble was ed a number of ships carrying caused by a consignment of Australian grain to Britain and Spanish oranges to London whose sent them to India to relieve the other novel features are suggest-

The Cunard liner "Caronia" sailed on her round-the-world cruise from the United States only half full owing to the internation-

Casualties to motor and steam vessels of over \$00 tons gross in 1950 numbered 6,893 against 7,063 in 1949, and 7,739 in 1948.

The Coast Lines Limited have transferred the motorshins "Carrick Coast" and "Baltic Coast" to their South African interests and have remained them the "Zulu Coast" and "Cape Coast" respectively.

Several of the Houlder Line's refrigerated meat ships are running on the Shaw, Savill and Albion service from New Zealand during the stoppage of supplies in

. . .

German engineers have been discussing the advantages of a rwo-cylinder compound engine for low powers, with a small turbine to move it from the dead centre in starting.

Discussions are taking place as to the possibility of constructing an oil bibeline between Southern Rhodesia and the port of Berra.

The tendency of certain types The Government of Ontario of welded ships to develop cor-Canada) has launched a scheme rugations in the bottom plating is being investigated by Llovd's Repister.

> The P. & O. Line is again outting the "Himalaya" and "Chusan" and the Orient Line the "Orcades" and "Orion" on the cruising business this season.

The walls of the new big dry dock to be constructed by Smith's Dock Company, of North Shields, The British Government divert- are to be of Larssen sheet steel piles instead of the mass concrete which is usual, and many

EGYPTIAN WINS ENGLISH CROSS-CHANNEL SWIM.

The Egyptian swimmer Mareeh Hassan Hamad, 34, on the night of August 16 won this year's (the second) international race. France to England, across the English Channel. He won by one minute.

A 17 stone 4 lb. giant, he took 12 hours 12 minutes to swim the 21 miles from Cap Gris Nez. France, to the place where he landed on the rocks at Shake socare's Cliff, Dover. An Egyptian won the race last year, so Egypt retains the title.

Hamad will get £1,000 first prize from the "Daily Mail," sponsor of the race.

A minute after Hamad pulled himself ashore. Roger Le Morvan, 27, of France, touched land three miles to the east. Le Morvan had refused to give up, despite several attacks of seasickness. He will receive £500 prize money.

The third to land was Abd El Rehim, 42, also of Egypt. Last year he won the race in 10 hours 15 minutes, a record for an English Channel swim.

Brenda Fisher, 23, an English ballroom dancing champion, tied for fourth place in 12 hours 42 minutes with the third Egyptian in the race, Saied El Araby. She beat by 39 minutes the women's record for a Channel swim, held by Florence Chadwick of Britain.

Miss Fisher tripped jauntily up the beach and said: "I am as fresh as a daisy and could swim back to France." She will receive £1,000 first prize as the first of the six women competitors who finished the race.

Winnie Roach, 25, of Canada, came seventh, and will receive 1100 as the second woman across.

The oldest competitor, William Barnie, 55, a Scot, who swam in tartan shorts, made history by being the first man to swim the English Channel twice in one season. Finishing strongly, he came up the heach singing "The Rose of Trakee" and followed it with "I Belong to Glasgow,"





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BOOK REVIEW

WHITE ENSIGN—SOUTHERN CROSS. By Henry James Feakes. (Ure Smith Pty. Ltd., Sydney)

will always he affectionately remembered in Australia, where he spent much of his life and did such fine work in the development of the Royal 'Australian Navy. This splendid volume of naval history is the result of his enthusiasm and natient research over many years. Apart from chronicling his own career and experiences, the book traces in detail the growth of Australia's fleet from the days of Captain Cook to the beginning of the last war, and this authentic record is made fascinating for the ordinary reader by the touches of humor and humanity with which it is written. Besides telling the story of Australia's fighting ships, it

The late Rear-Admiral Peakes adds sketches of the characters and personalities of the men who embered in Australia, where he ent much of his life and did and the whole record is enriched beh fine work in the developent of the Royal 'Australian lavy. This splendid volume of lawy is the result of his weal history is the result of his

(We are indebted to Sun Newspapers for permission to reprint this review.)



N.Z. TROOPSHIP LOST.

The New Zealand troopship "Wahine," on her way to Korea, ran on a reef off Masela Island on August 15. H.M.A.S. "Emu" from Darwin salvaged war equipment after the crew and 600 New Zealand troops had been taken off by the tanker "Stanvac Karachi" and landed at Darwin. The island natives also gathered all they could from the wreck-a veritable gift from heaven for them. They boarded the wreck in hundreds and threw all they could overheard to their women waiting in outrigger cances. The natives went through the "lolly water" (soft drinks) like Sydney "five-oclockers" on heer, but would have nothing to do with the beer themselves. Blankets, hed sheets, soldiers' clothing, furniture, hoxes of tinned food-all went ashore to swell the village "larders" and "linen presses." The "Wahine" is too hard afast and broken to be refloated.

No person associated with the Navy can be without this book! White Ensign -- Southern Cross

A HISTORY OF THE NAVY IN AUSTRALIA

by H. J. Feakes

THE LATE REAR-ADMIRAL HENRY JAMES FEAKES, C.B.E., of Sydney served for nearly forty years with the Royal Navy and the Royal Australian Navy. His naval service was closely allied with the development of the Royal Australian Navy and his varied posts brought him into close contact with many whose names are linked with the growth of the Navy in Australia.

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H.M.S. "Glory" Emulates H.M.S. "Thesees"

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The wonderful service performed by H.M.S. "Theseus" in Korcan waters, in the course of which the famous aircraft carrier and her Air Group were awarded the coveted Boyd Trophy, is being successfully emulated by her successor, H.M.S. "Glory"

Nearly a thousand sorties an average of fifty a day- against enemy targets in the Korean war sone have been flown by Naval aircraft operating from H.M.S. "Glory." the light fleet carrier which relieved H.M.S. "Theseus". Lieutenant-Commander P. A. Swanton, R.N., of Manningford Ahbots, Marlhorough, has made the 2,000th landing of the 14th Carrier Air Group since they left England in April.

The "Glory", commanded by Captain K. S. Colquhoun, D.S.O., R.N., recently completed one of the most successful series of strikes against the Communists in North Korea, in the course of which her pilots destroyed and hattered supply trains, blew up ammunition dumps and caused considerable casualties among enemy truops.

Her aircraft expended nearly 60,000 rounds of 40 mm, ammunition, more than a thousand rock ets and 180 hombs in these attacks, which resulted in the sanking of seventeen junks and the damaging of 76 others and the total destruction of 59 buildings containing troops and war stores. More than a hundred ox carts forming part of an ammunition train were destroyed and also eight transformer stations. Nearly three hundred casualties were caused among enemy troops.

A Firefly piloted by Lieutenant

R. E. Wilson, R.N., of Stourhridge, Worcestershire, was damaged by flak during these attacks and he and his observer, Lieutenant I. R. Shepley, R.N., of Hatch End, Middlesex, scramhled ashore when they were forced to come driwn in the sca off the enemy coast. The "Glory's" helicopter picked them up. Another pike forced to "ditch" his aircraft was Lieutenant (E) P. Watson, R.N., of Strantacr, Wigtownshire. He was picked up by the frigate, H.M.S. "Black Swan."

During another operation, Sea Fury aircraft from the "Glory" flew across Korca to give close air support to South Korean troops on the East Coast. They successfully rocketed and strafed enemy troup positions and destroyed a headquarters post and gun positions.

For the first time H.M.S. "Glory" wore the Flag of Rear-Admiral A. K. Scott-Moncrieff, D.S.O. and har, who commands the British Commonwealth and Allied Fleet in Korean waters.

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FEDERAL COUNCIL

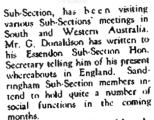
It has been brought to the notice of Federal Council that many members of the Association are cautiously facing the future prospest of buying or building their own bornes with figures at such a high level: it is expected that building costs will still rise further, adding an xicty to would bepurchasers. In view of this situation and the lack of housing accommodation for members and prospective members from amongst ex-Royal Naval personnel, the Federal Executive has written to the Prime Minister, requesting that he give consideration to the Association's plea for the raising of the limit to the existing housing loans for ex-Servicemen. Councillors advocate that, where necessary, a sum up to £3000 should be made available, by way of loan, to each ex-Serviceman desirous of building a new home or for purchasing one already constructed.

Federal Council is deeply concerned over reports made to various State Secretaries that some members, expersonnel of H.M.A.S. "Reserve," have been informed that their applications for a share of the R.A.N. Prize Moncy have been received and that they are not eligible to participate in the distribution as it was considered "Reserve" was not classed as a sea going ship. The Council intends to take the subject up with the Minister for the Navy.

NEWS FROM STATES.

Victoria.

Mr. C. H. Hall was re-elected State President of Victoria at the 4th Annual State Conference, held on Saturday, 14th July. Mr. J. enrolled in July. The South Aus-Dalton, a member of Footscray tralian Theatre Proprietors Coun-



Officers and members of Latrobe Valley Sub-Section worked extremely hard to make a success of their first Annual Ball, which was held at the Morwell Town Hall on Friday, 10th August. The Ladies' Auxiliary of the North-Eastern Sub-Sub-Section, at Wangaratta, is working in close cooperation with the members of the locality.

N.S.W.

Mr. F. Calvert, a prominent member of the Parramatta Sub-Section, was clected State President at the 4th Annual Conference, held at the Anzac Memorial Board-room on 28th July. Mr. C. Pring has since resigned as N.S.W. representative on Federal Council. New Sub-Sections have now been formed in both the Chatswood and Ryde districts. Large numbers of new applicants for membership arc expected to be received from these areas in the coming weeks. Several members of Sydney Sub-Section will transfer to the Sub-Sections nearest their own homes.

South Australia.

Post Pirie, the last established Sub-Section, reports to Mr. W. A. Palmer, State Secretary, that an additional five new members were enrolled in July. The South Aus-

cil has advised the State Executive that it is making a donation of 152/10/ to the Naval Memorial House, Peel St., Adelaide. The State Council is assisting the Port Adelaide Sub-Section with tunds to help improve the local club.

Western Australia.

Officers of the State Council had the opportunity of cotertaining the Federal President, Mr. F. F. Anderson, during his visit to Perth last munth. Mr W. W. Wayman advises that local Ladies Auxiliaries are still extranding in membership and has requested a further supply of brooch type hadges for the ladies. Mr. A. Burwash, Goldfields Sub-Section State Councillor, has been nominated to the position of State Treasurer.

Oueensland.

Mr. G. M. Arber was re-elected State President at the Sections's Annual General Meeting, held on Monday, 6th August. Two Vice-Presidents were also elected at the same meeting; they were Messrs. E. L. V. Clifford and H. Giles. The Section has now authorised the installation of a telephone for Mr. W. Macdonald.

Australian Capital Territory.

Owing to the extremely had weather experienced in the National Capital during July last, the Section failed to obtain sufficient attendance of memoers to form a quorum and the regular monthly meeting was deferred until the normal Annual General Meeting in August. The Federal Executive has been advised that Mr. K. White has taken over the duties of Hon. Secretary of the

A.C.T. Section from Mr. I. the allotment pay day 5th Oc-Campbell. tober, 1951.

Papua-N.G.

The members at a recent meeting decided to continue to hold the regular monthly meetings at the same address in Port Moresby. The Hon. Secretary has requested the local Naval Officer to supply him with R.A.N. ship movements so that the Section may be able to arrange entertainment for the visiting ships companies.

G.W.S.

RECENT RELEASE ON NAVAL ALLOTMENTS.

The Department of the Navy announces that, with a view to expediting payment of Naval allotments, a new form of certificate will be issued to allottees in respect of allotments payable through Post Offices. The new certificate comes into operation on

In order that the new certificates may be issued in time for the 5th October payment, Naval allottees should return their existing certificates immediately after collecting allotment due on 21st September.

The existing certificate may be handed to the Postmaster after payment to 21st September, for return to Navy Office, or, if this is not convenient, it may be returned direct to the Director of Navy Accounts, Navy Office, Melbourne.

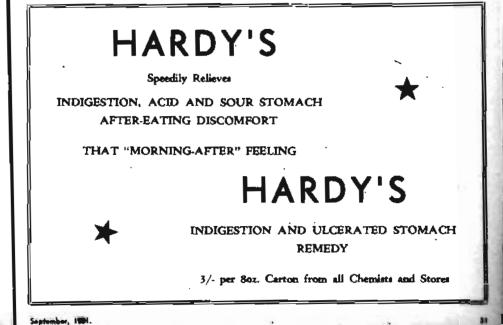
After 5th October, it will not be necessary for certificates to be returned to Navy Office for alteration in the amount of an allotment. This will be made by Postmasters on advice from Navy Office.

Where transfer to another Post Office is required, allottees should return their new certificates to Navy Office as formerly.

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THE IMPORTANCE OF FILMS

The Fourth Sea Lord (Vice-Admiral The Earl Mounthatten of Burma), the President of the Royal Naval Film Corporation, presiding at the 12th Annual General Meeting of the Corporation stressed the importance of films for the Navy.

He quoted a letter from Admiral Sir Patrick Brind, then Commander in Chief. Far East. which read: "Before leaving the Far East Station, I should like to place on record my thanks and those of the officers and men of this station for the excellent services of the Royal Naval Film Corporation, and to stress the importance of the work of the Corporation to the morale of the Fleet in Korea.

"A film library has been established in the forward area and ships exchange films when in company Recreation facilities at the main Fleet hase are meagre, but in any case it is not always possible to give leave from ships when they are there owing to the very short periods spent in harbour; the value of programmes, already high, is therefore greatly increased. Up to date news films are particularly appreciated as they not only show happenings at home, but occasionally show the sailors themselves which is always popular."

Subsequently, members of the Film Industry who had been presont at the meeting were entertained to lunch by Admiral Mounthatten: Vice-Admiral A. C. G. Madden, the Second Sea Lord, was also present.

Keen a Good Lookout FOR THE NEXT ISSUE OF The Navy



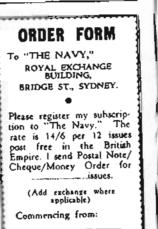
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