

THE NAVY



AUSTRALIA'S MARITIME JOURNAL OCTOBER, 1981

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NORTH ATLANTIC SHIPPING POOL

It was an excellent idea to institute plans for the pooling of British and foreign merchant ships in time of war within the framework of the North Atlantic Treaty Organisation. Our generation has much to learn from the successes and failures of the past. What, then, does the institution of these plans involve?

In the House of Commons recently the British Minister of Transport was asked whether he would make a statement regarding the negotiations that had taken place in Washington in November of last year and in February and March of this year by representatives of his Department and representatives of the North Atlantic Treaty Organisations concerning the plans in question. The answers, contained in a written reply, though at first not quite clear, served ultimately to spotlight the whole matter. The Minister said:

"At their Washington meeting in November, 1950, the North Atlantic Planning Board for Ocean Shipping discussed the principles which should govern the control over the employment of merchant shipping in time of war and prepared a plan the Defence Shipping Authority, which should be

set up in war to implement these principles. This plan is based largely on the arrangements in force at the end of the last war.

"In March," the Minister went on to say, "a small working Group of the Planning Board, which included British representatives, drafted a report on the subordinate machinery of the proposed authority. This report is to be considered at the next meeting of the Planning Board in London later this month. I should add that both sides of the British shipping industry are being fully consulted at all stages of this planning and are in full agreement with the arrangements made."

Later, further questions were asked, addressed on this occasion to the Prime Minister.

Mr. Herbert Morrison, the British Foreign Minister, who replied, after referring to the answer given earlier by the Minister of Transport, said that the allocation of tonnage placed in the Pool would be undertaken by an international body representative of all the countries concerned. The Prime Minister knew of no proposed United States legislation affecting the control of British shipping in war, nor of any proposal for the control of British shipping to pass to any United States representative. When he was asked whether it was the intention that the Planning Board would remain under the control of the Council of Ministers, and not be transferred to any other body,

Mr. Morrison replied: "I think so, but I do not want to be too dogmatic. It is part of the North Atlantic organisation, and we shall be represented." Pressed further on this point, the Minister reiterated that it was not the Government's intention that British shipping should pass to the direction and control of another individual country.

It is in relation to this point, we feel, that the British nation and the British Commonwealth are most concerned and, by such arrangements as are made, most likely to be affected.

That the decision arrived at will, therefore, meet with the general approval of the British people, needs no emphasis. There are good reasons for believing that the last word concerning the direction and control of British shipping should remain in British hands, is regarded by the Admiralty as a question of the highest importance. It must always be remembered that the British Merchant Navy is the main food-conveyor of the British people, and as such the very life-blood of Britain. Should it fail in that essential task and service, then Britain would starve and fail. The prospect of such an eventuality cannot for one moment be entertained.

Obviously, in accordance with its directive from the North Atlantic Council, the North Atlantic Planning Board for Ocean Shipping has agreed on an outline plan for the mobilisation of ocean-going shipping in a single pool and its allocation on a world-wide basis in time of war or wartime emergency, and for the establishment in such circumstances of an international organisation of a civilian character to be named the Defence Shipping Authority.

Apparently, then, the objective of this Authority would be to ensure that shipping is so organised as to achieve the greatest possible economy in its employment and to render it effectively and readily available to meet the needs, both military and civil, of the co-operating nations according to approved priorities. Incidentally, it is also intended that, should the Authority be brought into being, non-N.A.T.O. countries which participate in the common effort should be invited to place their ocean-going merchant ships in the pool and become members of the Authority.

The main principles which would govern the operations of the Authority are that each participating Government should in war or wartime emergency take all the ocean-going merchant ships of its own flag under its own control and place them in a central pool for allocation to employment by the Authority. Each Government would ensure that the ships under its control carry out the tasks allotted to them by the Authority. The arrangements between each Government and its shipowners would be the domestic concern of that

Government, but would be of such a nature that individual owners would have no direct interest in the financial results of the employment to which their ships were allocated.

For the purposes of day-to-day operation two Branches would be established, one in Washington and one in London, with all participating Governments having the right to be represented in both Branches. While the pool of shipping would be operated as a single unit, the Branch in Washington would deal primarily with shipping and the demands for shipping services of the Western Hemisphere and the London Branch would deal primarily with shipping and the demands for shipping services in the Eastern Hemisphere.

That such a constitution suitably guarantees to Britain, in event of war, the meeting of her vital requirements in regard to shipping services, appears on the surface to be reasonably well assured. Yet the operation of undue influences should at all times be guarded against. It will therefore, no doubt, be the objective of the British Government to see that the needs and interests of the British nation and the needs and interests of the British Commonwealth, are at all times and in all things reasonably, but adequately, protected.

Less than this would not be enough.

LET US SEE THE FESTIVAL OF BRITAIN SHIP IN AUSTRALIA.

The suggestion that the Festival of Britain ship "Campania," one of Britain's aircraft carriers, should make a tour of the Australian States and New Zealand in the coming year will meet with the warm approbation of every patriotic Britisher.

The "Campania," as explained elsewhere in this issue of "The Navy," has been fitted up as a floating exhibition ship and is at present touring the main sea ports of Britain. Its object is to take a counterpart, partly in miniature, of the South Bank exhibition to people unable to see it. The "Campania's" schedule after completion of her British tour has not yet been announced, and for this reason it is thought that arrangements might be made for the ship to make a tour under the Southern Cross.

It is understood that Sydney's Lord Mayor and Auckland's Lord Mayor are both greatly in favour of such a tour being arranged.

A visit of the ship to the Southern Hemisphere would bring to our land a picture story of Britain's vast contributions to civilisation and afford us a close-up view of British skill—the skill that has won for Britain so remarkable a recovery since the war.

The visit would also serve, we feel, as a splendid filip to recruitment for the Australian Services.

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A LONG AND HONOURABLE RECORD

The veteran ship of the Korean war, the British cruiser "Kenya," has been congratulated by Rear-Admiral A. K. Scott-Moncrieff, D.S.O., Flag Officer Second in Command Far East, who commands the British Commonwealth and Allied Fleet in Korean waters, on completion of twelve months almost continuous operational service in the United Nations' campaign.

The "Kenya's" record is outstanding. On July 16th of this year she had had steam on her main engines for 365 days since she left Chatham in October, 1949. During that period she steamed no fewer than 82,000 miles, and in twelve months of war service her steaming log records 63,000 miles—four times her normal peace-time steaming.

As one of the major units in the Allied blockading force, she has played and is still playing a big part in sealing off Korea from the sea. With aircraft carriers, other cruisers, destroyers and frigates, the "Kenya" has helped to make this a 100 per cent. blockade.

The North Koreans will not forget the "Kenya's" guns in 19 bombardments, including the heavy shelling of Inchon before and during the landing there last September. The "Kenya" has fired at the enemy nearly 3,000 six-inch, 2,242 four-inch and 14,240 forty-millimetre shells. Nearly all this shelling was observed fire, and "Kenya" is officially credited with having killed many hundreds of enemy troops, destroyed many shore batteries, barracks, war factories, ammunition and supply dumps, pill-boxes, and entrenched positions.

Virtually all of the "Kenya's" service has been done on the West coast with its fierce tides and dangerous shoals, and the ship's company refer to Inchon as their second home port. Most of its personnel have been ashore there

and know its shell-torn streets as well as those of their home towns. British troops have visited the "Kenya" when she has been in Inchon and there is a strong camaraderie existing between the two Services.

During the patrols the "Kenya," like the rest of the units of the Fleet, has had to maintain constant vigil against enemy air attacks, mines and possible submarine attack. Her rifle men and close range gun crews have destroyed 15 mines.

Frequently the cruiser has gone on errands of mercy, and has effectively answered signals from starving or sick lighthouse-keepers or villagers on friendly islands. On one occasion she rescued 10 men from a "ditched" American aircraft, and she has helped hundreds of refugees to escape from the Communists in fishing craft, and has "mothered" many a small ship of the Republic of Korea Navy.

The "Kenya" has a young ship's company—young, that is, in age, but already veterans in service. The majority have been with the ship for nearly two years. They are proud and jealous of their ship's record.

For nine months of the war the "Kenya" was commanded by Captain P. W. Brock, D.S.O., R.N., who was relieved in April of this year by Captain T. E. Podger, R.N.

The British frigate, H.M.S. "Morecambe Bay," after 15 days train-wrecking bombardment on the East Coast of Korea, has also been the recipient of congratulations. The sender on this occasion was Vice-Admiral H. M. Martin, Commander of the U.S. 7th Fleet.

The "Morecambe Bay," whose Captain is Commander James Farnol, D.S.C., R.N., and who was formerly Commander-in-Charge of Gunnery Training at the Royal Navy's Gunnery School,

H.M.S. "Exoellent," accurately plastered road and rail communications with 1,000 rounds of four-inch shells.

By day her guns wrecked roads and tore up rail tracks, damaged bridges and destroyed trains. At night she lit up the area with star shells and harassed repair gangs trying to make good the damage. Her gunnery was deadly. She hit two locomotives, a diesel locomotive, a train and a mobile repair unit. She cut the rail track in dozens of places, damaged several bridges and military buildings and killed a number of enemy troops.

When she shelled the two locomotives, one was destroyed but the other, although hit, managed to proceed into a tunnel. The "Morecambe Bay's" gunners promptly attacked the tunnel and blocked the entrance. The diesel locomotive and the mobile repair unit were destroyed and the train was set on fire.

In a message to the ship Admiral Martin said the exploits of her gunners had been followed with interest and admiration. They had shown alertness and an aggressive spirit.

This is but one incident among a number in which British Commonwealth ships sharing continuously in the preponderantly American siege of Wonsan and Chongjin have played a successful part. Night and day interdiction fire has cut and crippled one of the enemy's main supply lines bridging ammunition, troops and provisions to his front line.

During this time and since, aircraft from H.M.S. "Glory" have often spotted for the "Morecambe Bay" and blasted with rockets what was left of the target. Sea Furies and Fireflies from the "Glory" have also ranged over the West Coast from North of Pyongyang to the rear of the enemy lines, raking with rocket or cannon fire wherever a target showed.

A SAFE COURSE

By Douglas Vermont, Gen. Secretary, N.E.O.U.
(From the "Merchant Navy Journal")

One of the most difficult positions in which a junior navigating officer (M.N.) can find himself may develop when he begins to feel some personal concern about a particular course which he has been instructed to maintain.

His immediate duty is, of course, to haul out from the nearest danger and send for the master.

After doing this, experience shows that—on fortunately rare occasions—he may be unfortunate enough to suffer an implied rebuke by having the ship put back on her original course and the watch handed back to him, when his position becomes extremely embarrassing. In addition, any future action he might feel impelled to take to safeguard the ship will be naturally affected by such an incident.

Exactly this position developed last year in a ship on passage from Sydney, Cape Breton, to Montreal. The ship had been on a course of 302 degrees, from which she was put on to 298 degrees. The second officer, who was in charge at the time, took a fix by cross-bearings and decided that the vessel was getting too close into the land.

He therefore hauled out to 308 degrees.

A few minutes later the master came on to the bridge and put the vessel back on her original course of 298 degrees before going below again. Half-an-hour later the second officer obtained other bearings which put the vessel in very close. The master returned momentarily to the bridge, altering course to 314 degrees. Thirty minutes later cross bearings again put the vessel close-in and, despite hauling out 6 degrees, the vessel stranded within five minutes.

At a subsequent inquiry the master's certificate was suspended for two years. In its findings, the court stated that it had no doubt that the countermanding of the previous action taken by the 23-year-old second officer led to the latter taking the view that the master had sized up the situation and knew best. Consequently the second officer was caused not to take the action which he otherwise would have done.

The problem described above is one of extreme complexity and normally it would be better, perhaps, for no reference to be made to such an incident, as such questions can unquestionably best be settled by the tact and good sense of the shipmasters and officers concerned. Unfortunately, however, on two occasions in recent months the question has arisen at courts of inquiry held in this country, and it is felt that there may be a few junior watchkeeping officers who would appreciate some guidance as to their duties and responsibilities if they have reason to believe such a situation is developing.

Undoubtedly, one of the greatest safeguards from any officer's point of view is the making of full and correct entries in ships' log books and other contemporary records. This point was touched on in the notes which were featured in the Summer, 1950, issue of the "Merchant Navy Journal," when I stated that:

"The value of well-kept scrap logs in those ships which keep them cannot be over-emphasised. They provide permanent evidence of action taken prior to any incident involving the vessel, and experience in the past has shown that the information contained in

such logs is so valuable that, on occasions, after its consideration at a preliminary inquiry, the Minister of Transport has found it necessary to order a further formal investigation. They also enable the officers concerned to show in a clear and undisputed manner the way they carried out their duties.

The recording of actual events by watch-keeping officers is a comparatively simple matter, but the other problem outlined above is one which obviously bristles with difficulties. On the one hand, every shipmaster is entitled to the loyal support and co-operation of his officers in the efficient carrying out of orders based on the experience and professional knowledge of the one who is ultimately responsible for the safety of a ship, her crew, and an often very valuable cargo.

On the other hand, a watch-keeping officer knows that his actions are also liable to be considered and examined at a formal investigation should he be involved in a casualty. He knows, too, that the higher the grade of certificate he holds, and the longer his experience at sea has been, the more responsibility he is expected to assume, and the greater the part he has to play in ensuring the vessel's safety.

The reconciliation of these interests on the fortunately rare occasions when they may perhaps be considered to conflict is, as I have stated above, a matter for the utmost good sense and tact on the part of those concerned.

It is certainly a matter on which there should be no misunderstanding as between a master and his officers, and experience has shown that the majority of watchkeepers, in efficiently—and contentedly-run ships are fully aware of what is expected of them and of the amount of understanding approval which they will receive from a captain after taking well-judged and prudent "immediate action" to avert a dangerous situation.

"TINGIRA" MEMORY

By D. J. Moat (Ex-"Tingira" Boy)
Divisional Executive Officer, N.S.W. Division.

Only those who have been through the training ship "Tingira" will realise what a valuable part of Australian naval training service has passed on.

Apart from the romantic aspect of training afloat, the "Tingira" attracted the "Sea Mind" of the boy. I well remember, just prior to my entry into the Navy, how I would longingly gaze at the magnificent white ship as she swung to her moorings in Rose Bay, and feel that I would give anything to be aboard her.

To watch the spic-and-span boats running to and from the ship, and to see smart boys drilling in Lyne Park stirred a desire to adopt the sea as a career.

It was a proud day for me when

I was accepted for the Navy, and instead of gazing from the shore at the "Tingira" could proudly gaze at the shore from her snow-white decks.

Training was strict, and a few months made boys hardy and ready for drafting to the sea-going units of the Service. Our young minds readily assimilated instructions, and, above all, the routine gave us the right spirit of obedience and the necessary activity required for efficient service to superior officers.

And so it is with Sea Cadets who, like the "Tingira" boys of past years, take to training more readily than their older brothers, because they have not had time to develop on other lines. As well,

they find the excitement of the sea, ships and boats a romantic calling, even though Sea Cadet Service is voluntary.

It is surprising that a number of people still believe that the "Tingira" was a reformatory ship for uncontrollable boys. This idea was undoubtedly caused by the fact that "Tingira" was at one time "Sobroan," a reformatory ship. Later, however, she was taken over by the Navy and converted into a "Naval Training Ship," to which only boys of undoubtedly good character were admitted.

There is something about training afloat that can never be substituted by shore training. Whilst afloat the sailor very rarely wants to do his "Depot Time." This, though, is essential for his advancement. All the schools are situated on shore at Flinders Naval Depot, which is a self-contained "town," where the sailor has every comfort and facility to aid him in his study for higher ratings.

Like the passing of the old "Australia," sunk off Sydney Heads, the passing of the "Tingira" brought a sigh from many of the old hands who had served in her, and I feel sure that many of us would like to see her in full commission again, or some ship like her, once more training the boys for our fighting ships.

If the routine for training boys in the Sea Cadet Corps proves instrumental in inspiring the sea-minded with a desire to serve afloat, it is hoped that this training will in some way assist them to realise what is before them, and that it will give them an understanding of the discipline they will be expected to observe. This preliminary knowledge prevents a shock when one is thrown into the rigid discipline and routine which greet recruits to a Naval Training Establishment. They have every convenience at hand at their Depot, and with a little knowledge of their duty towards their superiors they should be very contented and happy during their training period.



Navy Training Ship "Tingira" brings back many fond memories of training days.

CONDITIONS AT SEA IN MERCHANT NAVY

ADDED REWARD FOR ADDED RESPONSIBILITY.

Sir Gilmour Jenkins, Permanent Secretary to the British Ministry of Transport, speaking at the 94th Annual General Meeting of the Maritime Marine Service Association, had some very pertinent things to say recently on conditions at sea which, he said, "had improved out of all knowledge in the last few years."

Everybody, Sir Gilmour pointed out, had taken an enormous interest in the improvement of crew accommodation and amenities at sea, and he did not think it was too much to say that some of the accommodation for seamen that he had seen would have been regarded with envy by first-class passengers in passenger liners not so many years ago. The new standards were so high and had been achieved voluntarily that they scarcely required any regulations, but the Ministry of Transport was now engaged in drafting regulations to put the matter on a legal basis for the ratification of the International Labour Convention on Crew Space and Accommodation in ships. In the task of drafting and getting things straight they had had enormous help from both sides of the industry.

Comfort aboard ship was very important, but was not so important as safety, continued Sir Gilmour.

In that direction there had been great advances, partly arising out of experience during the war in scientific knowledge, and the application of that knowledge which went on during the war. All those things had been now harnessed to the causes of peace. There had been great development in the use of radar, and those present at the meeting, particularly ships' captains, might be interested to know that there were now over 1,000 of our ships fitted with radar, and ships were being fitted now at the rate of 25 a month. Its use was

being developed very rapidly and soon we should have all important ships and a great many smaller ships fitted with radar.

There had also been great development of the Decca Navigator, with which equipment over 600 ships had been fitted, and there were new chains being developed both in the north and south-west of these (British) islands which, when finished, towards the end of this year, would give a complete coverage of all the water round our coasts and for a good distance to sea. The Ministry of Transport had instituted, in consultation and in conjunction with the industry, training courses for ships' officers in the use of radar for observation purposes, and also in the maintenance of radar. There were five courses going on all the time for each of these, and over 1,200 observer's and nearly 500 maintenance certificates had been issued. A new paper was being inserted in the master's examination dealing with the general principles of electronics and the use of radar apparatus, and, also, the master's and mate's examinations were being revised at the moment to take account of a new form of abridged nautical almanac.

These things, continued Sir Gilmour, were all examples of the extent to which we had all to keep abreast of technological advances, and their value was practically nothing unless people were trained in their use and tested in examinations. They could then come along with the proper qualifications, and owners would know they had the men they wanted, with the proper qualifications, to take full advantage of every device which was invented in these days for the safety, as well as the comfort, of the people who went down to the sea in ships. . . . Our life depended on the Merchant Navy and the proper use of our ships.

Concluding on an appropriate, but long-overdue note on the prevailing inequality of treatment, Sir Gilmour stressed the need for a new deal for shipmasters, and said:

"It is very gratifying to see the added rewards which are in contemplation for added responsibilities. There has been inevitably a great tendency in recent years, in raising the standing of lower-paid people, to narrow the gap between them and the people who are carrying great responsibilities, and it is very gratifying to see that tendency is being reversed, in the present instance, and proper reward and proper regard being paid to the responsibility of the people at the top."

R.A.N. ELECTRICAL SCHOOL

Extension To Be Opened At Flinders Naval Depot.

An extension of the electrical school at Flinders Naval Depot at which instruction in radio maintenance would be given was opened on August 24 by the Third Naval Member (Engineer Rear-Admiral J. W. Wishart, C.B.E.), who was accompanied by the Director of the Naval Electrical Branch (Captain (L) A. M. Newcombe, R.A.N.) In announcing this recently the Minister for the Navy (The Hon. W. McMahon) said that, until now, ratings of the Royal Australian Navy had received radio maintenance instruction at the navigation direction school, H.M.A.S. "Watson," at South Head, Sydney, as a temporary measure. The term "radio" included wireless, radar, certain navigational aids and other related subjects. With the opening of the extension it would be possible to instruct a large number of ratings at one time in the various sections of the electrical school.



The Frigate H.M.A.S. "Barcoo" seen from the conning tower of the British Submarine "Thorough" during exercises off the Sydney Heads. Both ships were doing anti-air and ship destruction training. —S.M.H.

JOYOUS WELCOME FOR "WARRAMUNGA"

There were many joyous scenes when H.M.A.S. "Warramunga" was welcomed home in Sydney on September 6 after over twelve months' service in Korean waters.

Several hundred relatives and friends, mostly women and children, awaited the ship as she swung into her berth at Garden Island, and almost everyone, both on board and ashore, was soon waving and calling as they recognised those they had for so long been waiting to greet.

The picture was a gay and happy one as the Eastern Command Band, with customary fine presentation, played "There's A Boy Coming Home On Leave" and "Abadaba Honeymoon."

As the destroyer drew alongside,

sailors jumped over the ship's side and ran to embrace their sweethearts and wives. When the ship tied up, relatives and friends rushed on board. Soon children were playing on the deck with Japanese toys; and in the captain's cabin several mechanical bears were lumbering ponderously about.

Most of the crew were given overnight leave, and about two-thirds of the men went on long leave the next day.

At Darwin, on her way home, the "Warramunga" received the following message of greeting and congratulation from the Minister for the Navy (the Hon. W. McMahon):

"On behalf of the Government I wish to extend to you a hearty

welcome on your return from Korean waters and to congratulate you on your distinguished service under arduous conditions with the United Nations forces."

The Commanding Officer of the "Warramunga," Captain O. H. Beecher, D.S.C., R.A.N., replied:

"Your message on behalf of the Government is much appreciated by all in 'Warramunga.' We are happy to be home."

In her period of service in Korean waters the "Warramunga" steamed over 70,000 miles. She holds the record among British Commonwealth ships for the greatest number of miles steamed and for the highest total steamed in one month—8,625 miles.

"SYDNEY" SAILS FOR KOREAN WATERS.

The aircraft carrier H.M.A.S. "Sydney" "dressed ship" and a squadron of 12 planes flew low in salute, presenting an impressive sight, as the great warship moved down Sydney Harbour on her way to Korean waters.

The carrier was given a stirring farewell by hosts of the crew's relatives and friends who lined the wharf and the Domain foreshores at Woolloomooloo. The "Sydney" looked bright and formidable as she proceeded slowly into the stream, assisted by two tugs. A cheer went up and the whole scene was animated by hundreds of waving handkerchiefs and flags when the carrier steamed ahead.

The Battle class destroyer H.M.A.S. "Tobruk" sailed with her, having practically at the last moment taken the place of H.M.A.S. "Bataan," which was to have been her escort but which developed boiler trouble at her trials some few days before she was to have sailed.

The "Tobruk" and "Sydney" engaged in continuous exercises on their way to Korea. The first of the exercises began almost as soon as the ships passed through Sydney Heads.

DEATH OF COMD. F. W. NIXON, O.B.E.

It is with deep regret we announce the death of Commander F. W. Nixon, O.B.E., at the age of 89 years, following a short illness.

Commander Nixon was a son of the late Captain Francis Nixon, R.N., who was stationed in Sydney in the fifties of last century, and who afterwards took charge of the Sydney shore establishment of the Navy.

Commander Nixon will always be remembered for his keen interest in naval and nautical affairs, both at home and abroad. He was honorary secretary of the Navy League of Australia, chairman of the Royal Shipwreck Relief and Humane Society, chairman of the Council of the Sydney Sailors' Home for many years, and a member of the board of Royal Naval House, Sydney, being largely instrumental in the success of that body.

He became a Commander in the New South Wales Naval Brigade, which was a volunteer naval reserve raised and commanded by his father.

In addition to his naval and general nautical interests, Commander Nixon was a director of the Permanent Trustee Company, the United Insurance Company, the Illawarra and South Coast Steam Navigation Company Ltd., and the Newcastle Wallsend Coal Company.

He was also a member of the Council of the Sydney Church of England Grammar School. In 1920 he was made an Officer of the Order of the British Empire in recognition of his work for the Australian Comforts Fund.

At the funeral service held for the late Commander in the chapel of the Sydney Church of England Grammar School, on September 19, about 100 friends and representatives of organisations with which the late Commander was associated attended.

It was an impressive service. A choir of boys from the school led the singing, and the service was conducted by the school chaplain, the Rev. Nigel Backhouse. Among the mourners were Mr. and Mrs. F. D. Nixon (son and daughter-in-law), and Lady Fairfax (sister). The late Mrs. Geoffrey Fairfax was also a sister.

In a fine tribute to the late Commander, Mr. L. C. Robson, headmaster of the school, referred particularly to the deceased's work for the school and for Royal Naval House.

"He belonged to a generation in which the standards of industry, devotion, and integrity were very high, and he was a fine representative of that generation," said Mr. Robson.

The service was followed by cremation at the Northern Suburbs Crematorium.

Commander Nixon will be greatly missed by his many friends and acquaintances and by the organisations to whose welfare he devoted so much of his life.

THE BRITISH SHIPPING INDUSTRY

QUESTIONS OF TONNAGE REPLACEMENT AND OPERATING COSTS
(Adapted from "The Navy League Digest")

The question of replacement of tonnage and the effect thereon of the British Exchequer policy in regard to initial allowances has been one of the principal topics in British shipping circles in recent weeks. Bound up with this, however, is the question of operating costs, which continue to increase. It was stated at the annual general meeting of the Union-Castle Company, reported in the "Shipbuilding and Shipping Record," 14th June, 1951, that: "The voyage costs of Union-Castle ships in 1950 showed an increase of more than £1,200,000 over similar costs in 1949. This was mainly accounted for by the increased cost of oil fuel, repairs and maintenance, wages, port charges, and cargo handling. Unfortunately, so far from falling, the trend of costs continues definitely upwards."

The matter of costs was the principal subject of the presidential address at the annual meeting of the Baltic and International Maritime Conference, reported in the "Shipping World" of June 13. The retiring president, Mr. Hogberg, of the Svea Company, Stockholm, mentioned that, while gross rates of freight were at present high, they did not necessarily bring a high net freight to shipowners. Among the reasons for this he mentioned: "the steadily increasing cost of building and repairing vessels, of operating them, exorbitant bunkering prices and the heavy expenses resulting from recent social reforms on board ships, not to speak of the long delays and slow turnaround of ships in many ports... Turns of one or two weeks' waiting for a berth are not uncommon."

On stevedoring costs Mr. Hogberg quoted the sawnwood trade from Finland to the United Kingdom: "Before the war we figured with 4s. to 6s. per standard for loading and about 7s. per stand-

ard for discharging. Today it costs as much as 30s. to get one standard loaded and 20s. to 25s. to get it discharged, and the time spent in the port is, as a rule, much longer... Before the war bunker coal cost 12s. to 15s. per ton on the Continent and in the United Kingdom... Now shipowners have to pay 95s. per ton for bunker coal in British coal ports and \$24 in Poland... I am sure that the man in the street does not realise what the increase in coal price alone means... When we turn to overseas countries—Australia, New Zealand, India, Brazil, and so forth—record delays in those ports are our chief worry. Never was expensive tonnage worked under such difficulties. In Australia and New Zealand, vessels have had to stay two to three months in port to discharge and load cargoes which in a modern port could be dealt with in less than two weeks... During the war we lost large numbers of our best vessels, and for many of those which remained it was very difficult, and in many cases impossible, to get the ordinary maintenance and classification. All this work had to be completed after the war. Owing to this, and the orders placed for new ships, the time of delivery and prices have increased enormously. The amount of capital invested in ships in different countries is very great..."

As a comment on Mr. Hogberg's last quoted remark, it was stated at the P. & O. meeting on the 6th June last that at 31st March, 1951, the group's shipbuilding commitments amounted to £30,000,000.

The promised amendment to the British Government's Finance Bill, to cover the question of initial allowances on ships, was brought in on June 8, 1951. The terms of it did not, however, satisfy the shipping industry, and

various amendments were put down on behalf of the industry. After some debate in the House of Commons the Economic Secretary to the Treasury agreed to look into the matter further, to see "whether it is possible for us to agree that ships contracted to be bought before Budget day shall get the benefit."

In a comment on June 6, 1951, the "Shipping World" wrote that: "there is no doubt that unless the shipping industry is exempted from the suspension of the initial allowances, at least for a sufficiently reasonable time ahead, the development of the British Merchant Navy will be seriously handicapped at a critical moment... It is unrealistic to treat the Merchant Navy as separate from rearmament, since an adequate and efficient Merchant Navy is indispensable to the existence of the nation in peacetime, let alone in time of war."

The tendency of British Ministers of State in the past has been to think of war primarily in terms of tanks and man-power and to forget that Britain is a land completely surrounded by the sea. In the last analysis, it should never be forgotten that victory for an island Power rests today on sea-air power and, particularly, on ships capable of carrying foodstuffs and raw materials without which it cannot live and fight.

And this, of course, applies in more or less degree to Australia, which is also an island nation. The maintenance of our sea communications by means of adequate merchant shipping and an adequate and efficient fighting navy, with its sea-air power, to safeguard it on the seas, are the prime essentials to the survival of Australia in time of war. As we have said before: "It is for us never to forget the strategic importance of that historical lesson."

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ADMIRALTY HEADS MAKE HISTORIC FLIGHTS.

During visits recently to H.M.S. "Illustrious" (the Royal Navy trials aircraft carrier) and naval air establishments in the South of England the Ministerial heads of the Admiralty made flights of historical significance.

Lord Pakenham became the first Lord of the Admiralty to land on the deck of an aircraft carrier at sea when he flew from Northolt airport near London to the "Illustrious" in the English Channel after attending a meeting of the British Cabinet. Earlier in the month Mr. L. J. Callaghan became the first Parliamentary Secretary of the Admiralty to fly in an aircraft which had been catapulted into the air.

While his aircraft circled above the carrier before landing on, the First Lord was accorded a 17 guns salute — probably the first gun salute fired in these circumstances — by the "Illustrious."

The Flag Officer Air (Home), Vice-Admiral G. E. Lambe, C.B., C.V.O., who had embarked in the carrier at Portsmouth, met Lord Pakenham when he stepped from the aircraft and accompanied him on a tour of the ship.

After lunching on board, the First Lord and the Flag Officer Air (Home) took off from the carrier and flew to the R.N. Air Station, Yeovilton, Somerset, escorted by a Squadron of naval aircraft. Lord Pakenham later went to the Flag Officer's headquarters at Lee-on-Solent and on the following day he met other Flag Officers of the Royal Air Command and Commanding Officers of many Naval Air Stations and establishments.

The Parliamentary Secretary was catapulted in a naval aircraft at Farnborough when he began his flight to the "Illustrious." He also landed on the carrier's deck as she was steaming in the English Channel. Accompanying the Parliamentary Secretary was the Vice-Controller (Air), Rear-Admiral B. M. C. Abel-Smith, C.B., C.V.O.



HUGE WAVE BATTERS SHIP'S OFFICER TO DEATH.

The first mate of the Swedish freighter "Barramunda" was battered to death by a gigantic wave while the ship was between Cape-town and Australia. The "Barramunda" arrived in Sydney on August 22. The ship came direct to Sydney from Gothenburg, Sweden, after a storm-tossed 42-day voyage. The officer killed was Erik Olsson, 40, of Gothenburg, and he had sailed on the Swedish-Australian Line, to which the "Barramunda" belongs, for six years. The wave, tremendous in its volume and force, swept across the deck one night and caught Olsson, who suffered a deep wound in the groin and died twenty minutes later from internal bleeding.

JAPANESE POACHERS.

The District Court at Manus Island on August 28 fined the captain of the Japanese vessel years, and will make added de- without a licence within Australian territorial waters. An official of the Department of Territories announced in Canberra at the time that the ship would be impounded until the fine was paid, and if it is not paid within 60 days the vessel will become the property of the British Crown. The District Commissioner at Manus also detained the captain and the crew pending investigation of further com-

MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

plaints against them. The "Kyoyo Maru" was caught red-handed poaching trochus shell in the Hermit Islands, west-north-west of Manus Island.

BERMUDA LINER "OCEAN MONARCH".

The new Furness Bermuda liner "Ocean Monarch," which recently made her inaugural voyage, is said to be an outstanding example of British commercial enterprise, and of the fine craftsmanship of British shipyards. Although by modern standards a relatively small ship, she has cost approximately the same as the famous Western Ocean "Olympic." "If the world remains peaceful," writes Captain W. H. Coombs, C.B.E., President of the Officers' (M.N.) Federation, "she will presumably spend the whole of her working life plying from New York to Bermuda or farther afield, never to return to her country of origin. Throughout the ages, British ships have had to go in pursuit of remunerative trade in support of Britain's economy, and to the enhancement of her prestige."

LAST OF THE WIND. JAMMERS IN GERMAN HANDS.

The former Finnish barques "Pamir" and "Passat," old-time sailors to Australian ports, and recently sold for breaking up, are now to be reconditioned, fitted with auxiliary motors and placed

in service again. They have been bought by German shipowners for use as school ships carrying some 60 to 80 officer-cadets, but will also be employed for the carriage of cargo. The "Pamir" and "Passat" were originally built at Hamburg in 1905 and 1911 respectively, and their new home port is to be Lubeck.

EXPANSION OF JAPANESE TRADE.

Two official moves recently by Occupation authorities opened the way to Japan to resume full-scale trading operations with the world. They were: (1) The signing of a sterling payments agreement between Japan and Britain; and (2) An Occupation Headquarters announcement that from September 1 Japan would assume control of her sterling balances. These amount to somewhere near £40,000,000 sterling.

R.A.P. TANKER COMMENDED.

The Royal Air Force tanker "Wave Laird" recently returned to the United Kingdom after having spent some time on Eastern service under the command of the Commander-in-Chief, Far East Naval Station. In a report on the services of the "Wave Laird" the Commander-in-Chief has commented on the excellent manner in which the ship's company carried out their duties, and the value of the work done by the ship in those waters.

YACHT'S WORLD CRUISE.

The Sydney yacht, 45 ft. cutter "Waltzing Matilda," anchored off Cowes, Isle of Wight, on August 6 after a 46-day voyage from Brazil. On a world cruise in "Waltzing Matilda" are Phil Davenport, his wife, Rosita, his brother, Keith, and Don Brown. The cutter left Sydney in October, 1950, and travelled by way of New Zealand, Cape Horn, the Straits of Magellan (after heavy storms had beaten the craft back from Cape Horn), Buenos Aires, and Rio de Janeiro. Since their arrival in England they have competed in yacht races round the English coast.

RADAR TRAINING CENTRE.

A radar training centre has been opened at the Watt Memorial School, Greenock. This is the first radar installation set up in the West of Scotland for the training of students in this particular subject, and the area covered by the scanner includes the whole of the Clyde anchorage, an interesting one at all times.

GROWTH OF THE TANKER FLEET.

On a number of occasions during late years, in speeches, in official reports, and in periodicals such as the "Merchant Navy Journal," as well as in this journal, reference has been made to the rapid and unprecedented growth of the tanker section of the British shipping fleet. This tendency has been strikingly brought into focus recently by the announcement that the Anglo-Saxon Petroleum Company have placed orders for the building of no fewer than forty-six tankers of a total dead weight of nearly 900,000 tons. All of these will be delivered within the next four years and will make added demands on the manning facilities of the British Merchant Navy.

"PALANA" INQUIRY.

A court of marine inquiry held recently exonerated three officers from blame for the grounding of the P. and O. cargo ship "Pal-

ana" (11,063 tons), off Pine Peak Island, Qld, on 3rd January of this year. The officers were the master, the pilot, and the third officer. The "Palana" went aground on a voyage from Brisbane to Townsville, but was refloated within a few days, and, as told in the April issue of "The Navy," subsequently towed to Sydney for repair. The court found that the ship ran aground on an uncharted reef, and that the accident was caused by an unexpected set to the north.

U.K. BUILDS SHIPS FOR U.S.

The first of four 12,000-ton prefabricated motor tankers being built in England for an American company was launched in September, a mere seven months after the keel was laid. The four ships are part of a 20 million dollar order placed by the Overseas Tankship Corporation, New York, with British shipyards.

NAVAL COURT FINDING ON M.V. "LAUTOKA".

At a Naval Court held at Vila, New Hebrides, it was found that the cause of the stranding of the merchant M.V. "Lautoka" of Suva in Vila Harbour was due to the error of the Master in neglecting (a) to verify the exact position of his ship; (b) to alter course; (c) to reduce speed; (d) to keep a proper look-out; and (e) to heave the lead. For these omissions the Master was severely reprimanded. The Third Officer was found to be in error in neglecting to verify the exact position of the ship, and was reprimanded.

MARINE COURT INQUIRY ON S.S. "IVOR JENNY".

A Marine Court of Inquiry was held at Suva, Fiji, in January of this year to investigate the circumstances of the stranding of the s.s. "Ivor Jenny" on Horseshoe Reef, near Suva, in December, 1950. The Court found that the stranding was due to the mis-

conduct of the Second Officer in that he failed (a) to carry out the Master's orders; (b) to ascertain whether the ship was in a dangerous position; (c) to ascertain the position of the ship, relative to the Horseshoe Reef; (d) to inform the Master of his doubt regarding the position of the ship; (e) to alter course; and (f) to stop or go astern. His Certificate of Service was suspended for six months.

"CUTTY SARK" MOORED AT ROTHERITHE.

The famous old clipper "Cutty Sark," notable in shipping history for her fast Australia-England voyages in the days of sail, was surveyed recently in dry dock, the London County Council having allocated about £3,000 for the cost, to ascertain whether it was possible for her to be preserved. She proved to be in remarkably good condition regarding her hull, and is to be moored off Rotherhithe during the Festival of Britain.

DECCA RADAR FITTED TO M.T. "ATHELRING".

One of the best representatives of modern tanker design is the motor vessel "Athelring," owned by the Athel Line, Limited, and built on the Tyne by R. and W. Hawthorn Leslie and Co., Limited. Among her many up-to-date fittings is the ship's planned navigational Decca radar installation. The "Athelring" is one of 100 tankers totalling more than 500,000 gross tons being fitted with the Decca radar navigational aid equipment.

WORLD JEEP VOYAGERS.

Those two adventurous jeep voyagers, Australian-born Ben Carlin and his 27-year-old American wife, recently completed another stage of their journey by crossing the English Channel in their jeep. They left Calais in stormy weather and sprung a leak when half way across. The Carlins, who have already crossed the Atlantic, plan to sail their amphibious jeep around the world.



TANKER SHUTTLE SERVICE.

Six fast tankers will run a shuttle service between oil fields and the projected new £7,500,000 Vacuum Oil Company's refinery to be built at Altona, near Melbourne, Victoria. These tankers will carry 15,000 tons of crude oil each and arrive at Altona at the rate of at least one a week. The crude oils would come from Dutch New Guinea and the Middle East.

and the refinery will probably be operating at full capacity in two to three years time. It will produce half a million gallons of petroleum products a day—seven times the output of the existing Vacuum refinery at Altona, built in 1949. The new refinery will produce 60 millions gallons of motor spirit a year, also turbo jet oil, diesel fuel, power kerosene, and fuel oil.

Chief Petty Officer G. Greer helps Able Seaman Ken Simmer into his immersion suit on board the British Submarine "Thorough" off the Sydney Heads. These suits, in addition to the standard D.S.E.A., are made of a very light water-proof material, bright yellow in colour, so that they can be easily observed from the air. It is so designed that the wearer is kept quite dry, except for his face, during his period of immersion, and on reaching the surface it is easily inflated and will remain afloat for an indefinite period.

—S.M.H.

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FESTIVAL OF BRITAIN.

"Sea And Ships" Exhibition.

One of the pavilions at the South Bank Exhibition of the Festival of Britain, on show practically since the day of opening, is called "Sea and Ships." It traces the story of shipbuilding and marine engineering in Britain throughout more or less all their history. It also shows how passengers and freight are transported.

A navigation display has been arranged to convey the atmosphere of a ship's bridge with typical equipment on view in the chart room. A ship's radar display unit is also on view, on which the picture changes every few seconds and illustrates a ship's voyage from London to Antwerp.

The aircraft carrier "Campania" has been fitted out as a floating exhibition ship. It was programmed to visit ten of Britain's major sea ports during the English summer. There is room on board for about 2,500 visitors at any one time, and the whole of the display is contained in the hangar, the dimensions of which are 300 feet by 70 feet by 25 feet. The display is similar to that of the South Bank Exhibition in miniature.

The "Campania" is manned by a Merchant Navy crew of about 120, and carries about the same number of Exhibition staff. The vessel is being managed by the Prince Line on behalf of the Festival of Britain authorities. The crew wear ordinary Merchant Navy uniform with the Festival symbol incorporated in the cap badge.

A land travelling exhibition opened in Manchester in May. It includes many early and modern gas turbine engines illustrating the story of British achievement in developing this type of engine, not only for aircraft but also for road, rail, and sea transport and for the generation of power for industry.

There are also countless other exhibits of differing yet associated aspects of the shipping industry and the sea.

NEWS OF THE WORLD'S NAVIES

U.S. ROCKET PLANE BREAKS WORLD'S ALTITUDE RECORD.

An A.A.P. cable from San Francisco on August 31 reported that the U.S. Navy the night before announced that a rocket-powered Douglas Skyrocket plane on August 15 broke the world altitude record of 72,394 feet and exceeded 1,000 miles per hour. The naval spokesman refused to reveal the exact height or speed. The flight apparently took place over the Mojave Desert, California. A bomber launched the Skyrocket at 35,000 feet and the pilot then exceeded 1,000 miles while climbing for the altitude test. The previous record was set in 1935 by two U.S. Army captains, Orvil Anderson and Albert Stevens, who reached 72,394 feet in a balloon.

N.Z. FRIGATE SAILS FOR KOREA.

The New Zealand Frigate "Taupo" sailed from Garden Island on the morning of September 13 for Korean waters. The "Taupo", which arrived in Sydney on September 1, had since her arrival been undergoing anti-submarine training with the British submarine H.M.S. "Telemachus" and R.A.N. ships.

THE "BATAAN" SUFFERS ENGINE TROUBLE.

The Australian destroyer "Bataan" blew out her boiler tubes during routine trials off Sydney Heads at the last August weekend, and did not sail for Korea with the aircraft-carrier H.M.A.S. "Sydney" on August 31. The destroyer "Tobruk", one of the latest Australian-built Battle-class vessels, replaced the "Bataan." The "Bataan's" crew was hurriedly transferred to the "Tobruk." They took with them their special arctic clothing and supplies issued for the rigorous Korean winter.

ATOM-POWERED SUBMARINE.

The United States Government announced recently that a contract had been awarded the Electric Boat Company, of Groton, Connecticut, for the construction of the first atom-powered submarine. No details were given, but it is believed that the submarine, because of the weight of the atomic plant plus the elimination of the present-day batteries, will be of a completely new design.

DEFENCE OF THE U.K.

The British Government announced recently that the responsibility for the defence of the United Kingdom in the event of war should be exercised by three commanders-in-chief responsible to the Chiefs of Staff. The three commanders-in-chief will be: Commander-in-Chief, Portsmouth (Commander-in-Chief, Home Station) at present held by Admiral Sir Arthur Power; Commander-in-Chief, United Kingdom Land Forces, General Sir Miles Dempsey; and Air Officer Commanding-in-Chief, Fighter Command, at present held by Air Marshal Sir Basil Embry.

WELL-STOCKED CARRIER.

The "Sydney" was a well-stocked ship, prepared for the Korean winter, when she left Garden Island for the Far Eastern waters on August 31. The ship's store, which caters for a complement of some 1,300 and is staffed by 30 officers and ratings, contained, among other things, 10,000 lb. of bacon, 10,000 lb. of butter, 36,000 dozen eggs, 70,000 lb. of flour, 41,000 tins of milk, 40 tons of meat, 25 tons of potatoes, 7,000 tins of fruit. As for clothing and bedding apart from equipment on issue to the crew, 3,300 pairs of winter underpants and 3,000 extra blankets are in store

to be issued when required. Also in readiness for Korea's arctic winter weather, a big supply of warm clothing for deck and air personnel was taken aboard and more will be loaded in Far Eastern ports.

NEW TERM FOR "COMBINED OPERATIONS".

It has been announced by the British Ministry of Defence that the term "Amphibious Warfare" will in future be used instead of "Combined Operations" to describe operations involving two, or all, of the fighting Services. Towards the end of World War II, and afterwards, the term "Combined Operations" tended to be used increasingly for those in which the fighting Services of two or more Allied countries took part. The former Combined Operations Headquarters accordingly becomes Amphibious Warfare Headquarters.

H.M.S. "SUPERB" VISITS U.S.A. AND CANADA.

H.M.S. "Superb", flagship of Vice-Admiral Sir Richard Symonds-Taylor, K.B.E., C.B., D.S.C., Commander-in-Chief, America and West Indies Station, sailed from Bermuda on July 23 for a two months' cruise along the eastern seaboard of North America, during which she was programmed to visit ports in the United States and Canada. The cruiser called at the American Naval Base at Norfolk and subsequently proceeded to Canada for visits to St. Johns (Newfoundland), Halifax and St. John (New Brunswick). H.M.S. "Superb", commanded by Captain E. W. Banks, R.N., later returned to the United States for further visits. In September she spent a week both at Boston and Philadelphia and eight days at New York.

DANISH WARSHIP VISITS LONDON.

The Royal Danish Frigate "Holger Danske" (Commodore G. Paulsen) visited the United Kingdom between July 24 and 28 and berthed in the Thames, above Tower Bridge. The "Holger Danske" is a training ship with 35 Midshipmen and Cadets on board. During the visit calls were exchanged with the Lord Mayor of London and the Commander-in-Chief, The Nore, Admiral Sir Cecil Harcourt, K.C.B., C.B.E. The Officers and ship's company during their stay visited the Festival of Britain and places of historical interest in London. The "Holger Danske" left London to continue a training cruise, the next port of call being the French port of Bordeaux.

ADMIRAL TOVEY RE-OPENS CATHEDRAL CHAPEL.

A George Cross Trawler Captain of World War II, an eleven-medal M.N. Chief Engineer who served in both World Wars, and a man who was among the company of an H.M. Ship during the Boxer Rising in China, were included in the processional escort for Admiral of the Fleet Lord Toovey of Langton Matravers, G.C.B., K.B.E., D.S.O., when, on June 2, he unlocked the mediaeval gates of the refurbished and newly adorned Seamen's Chapel of St. Andrews in Lincoln Cathedral, dedicated to the memory of Lincolnshire Naval and Merchant seamen who lost their lives in World War II. The service was attended by more than three thousand people, including serving officers, and men of the Royal Navy and the Merchant Marine, together with many relatives and friends of men who died at sea during the last war.

BRITISH FRIGATE RETURNS HOME.

The British frigate, H.M.S. "Veryan Bay," returned to Devonport at the beginning of the English summer after five years' foreign service, during which she served on both the Far East and

Mediterranean Stations. Last year she was one of two Mediterranean Fleet frigates sent to New Zealand in exchange for a N.Z. frigate. The exchange was for training purposes and lasted about six months. After her return to the Mediterranean from New Zealand waters the "Veryan Bay" was attached to the 5th Flotilla based at Malta.

FOUR R.A.N. G.P.V.'s FOR MALAYAN WATERS.

The Minister for the Navy (the Hon. William McMahon) announced on August 29 that the Royal Australian Navy had agreed to lend the Royal Navy four G.P.V.'s (general purpose vessels) for general duties in the Malayan area. The first two would be towed to Darwin shortly where they would be taken over by Royal Navy crews. Mr. McMahon said that the R.A.N. was proud to be able to help the Royal Navy by making the G.P.V.'s available. This was another example of the close link which existed between the two Navies and the different parts of the British Commonwealth to which they belonged.

FRIGATE'S WORK IN MALAYAN WATERS.

An odd mixture of operational and social activity was experienced by the British frigate H.M.S. "Hart," which returned to Devonport early in the English summer after six years' service in Far Eastern seas, though not with the same crew.

The "Hart" was for many months employed patrolling in Malayan waters and the unpredictable day-to-day tempo of life in Malaya, due to the guerilla warfare waged by Communist bandits, is illustrated in a report from her Commanding Officer, Commander H. H. H. Mulleneux, D.S.C., R.N.

The ship had to be prepared to patrol off shore, land Naval parties, or bombard targets one day, and to give a cocktail party on board or play a football match

with a local team on some village ground the next day.

It was possible for the ship's company at times to associate sporting activities with military operations. When they were supporting Gurka troops, the "pengulu" or head-man of a Malay village approached the officer in charge of a boat party responsible for landing an ambush group and intimated that the village would like to challenge the ship at football. As the military operations were drawing to a close the offer was accepted and the match was played.

The match against the bare-footed villagers may, perhaps, have contributed as much to the overall military aim as the show of force on the previous day, which took the form of a bombardment. As the village football had been lost, or destroyed, and a coconut was the only substitute the villagers could provide, H.M.S. "Hart's" football was presented to the village at the end of the match.

During another spell of duty the ship's company entertained hundreds of children on board at Penang, and some of the ship's officers and men subsequently attended numerous functions ashore, finding the standard of entertainment lavish.

H.M.S. "Hart's" duty in Malayan waters included the prevention of illegal immigration and trafficking in war materials and food, the conducting of screening operations in co-operation with military and police forces, the bombardment of specified targets, and the normal duty of an H.M. Ship in foreign waters of "Showing the Flag."

The "Hart" went to the Far East before the defeat of Japan and formed part of a task group assembled to receive the official surrender of the Japanese in New Guinea on board the light aircraft carrier "Glory" in St. George's Channel, south-east of Rabaul. For this ceremony the "Hart" brought Japanese naval and army Commanders-in-Chief from Kabanga Bay.

MERCHANT NAVY OFFICERS MAY NOW JOIN ROYAL NAVAL RESERVE.

The General Service Section of the Royal Naval Reserve is now open to Merchant Navy Officers holding Home Trade Masters' Certificates of Competency in addition to those holding Foreign Going Certificates.

Officers between the age of 21 and 26 years inclusive and holding Home Trade Masters' Certificates are now eligible for entry as Probationary Sub-Lieutenants, and at the discretion of the Admiral Commanding Reserves older men up to the age of 30 may also be entered.

Confirmation in the rank of Sub-Lieutenant, which is normally granted after 17 weeks continuous Naval training, with a suitable recommendation, and also promotion to Lieutenant, is subject to the same qualifications as for officers with Foreign Going Certificates. Promotion to Lieutenant-Commander and above is limited to Home Trade Certificated Officers with Foreign Going Masters' Certificates and eight years seniority, but the Admiralty may select as Lieutenant-Commanders, officers with Home Trade Masters' Certificates only who are considered suitable for service as Commodores of Coastal convoys.

Temporary Royal Naval Reserve Officers with Home Trade Masters' Certificates should be eligible for transfer to the Permanent List under conditions similar to those laid down for temporary officers with Foreign Going Certificates.

Applications by Home Trade Certificated Officers for entry into the Royal Naval Reserve should be addressed to the Registrar General of Shipping and Seamen at Cardiff, U.K.



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PERSONAL PARAGRAPHS

R.A.N. RESERVE OFFICER AWARDED U.S. DECORATION.

The American Bronze Star Medal was presented to Lieutenant Commander B. J. B. Morris, R.A.N.V.R., at Flinders Naval Depot (Victoria) on Friday, 31st August, by Commander R. D. Macklin, U.S.N., on behalf of the President of the United States of America. The citation reads—

"For heroic achievement as Principal Beachmaster and Commanding Officer of the Royal Australian Naval Beach Commandos during the Amphibious Assault against enemy Japanese-held Balikpapan, Borneo, from July 1 to 3, 1945. Fearlessly braving the enemy's devastating artillery, mortar and sniper fire to direct the landing and unloading of troops, equipment and supplies on shore, Lieutenant Commander Morris calmly traversed the entire Glandan beachhead area in the early stages of hostilities, organized his men and welded them into an effective team for carrying on the fight to establish a foothold on this vital hostile stronghold. Calm and courageous throughout three days of bitter action, he continued his gallant efforts, supervising the salvage and disposal of damaged planes and landing craft and the rescue of injured crew members. By his leadership, aggressiveness and devotion to duty in the face of danger, Lieutenant Commander Morris served as a constant inspiration to his officers and men and contributed materially to the successful capture of Balikpapan, Borneo."

Lieutenant Commander Morris, Electrical Commission of Hobart had five years' service in the Royal Australian Navy in the Second World War. He is at present undergoing a six weeks' gunnery course at Flinders Naval Depot as part of Naval Reserve training.

NEW COMMANDER-IN- CHIEF, PLYMOUTH.

The appointment is announced of Vice-Admiral M. J. Mansergh, C.B., C.B.E., as Commander-in-Chief, Plymouth, in succession to Admiral Sir Rhoderick R. Mc-

Grigor, who will in December become First Sea Lord. Admiral Mansergh was until recently Fifth Sea Lord and Air Arm Member of the Board of Admiralty. His new appointment will take effect in November.

NEW FLAG OFFICER COMMANDING INDIAN SQUADRON.

Rear-Admiral N. V. Dickenson, D.S.O. and bar, D.S.C., has been appointed Flag Officer Commanding Indian Naval Squadron in succession to Rear-Admiral G. Barnard, C.B.E., D.S.O. and bar, the appointment to take effect in October, 1951.

"WORCESTER" CHAPLAIN.

The Rev. Charles Strong, M.B.E., has been appointed Rector of Greenhithe and Chaplain to the training ship H.M.S. "Worcester." Mr. Strong, who is a master mariner, served for a number of years on the Representative Council of the Officers' (M.N.) Federation as a representative of the New Zealand Merchant Service Guild. He was awarded the M.B.E. for his services while a prisoner-of-war of the Japanese in Hongkong. The Church to which Mr. Strong has been appointed has had close associations with H.M.S. "Worcester" since 1871.

YOUTHFUL EXTRA MASTER.

Among successful candidates for Extra Master last year in Britain was Mr. H. M. Preece, a member of the Navigators' and Engineer Officers' Union (of Great Britain), who succeeded in passing this examination at the early age of 25. All who have had the experience of the scope of this voluntary examination will agree that Mr. Preece has done very well indeed to obtain this high Merchant Navy qualification at such a relatively early stage in his professional career.

CAPTAIN OF "WARRAMUNGA" TO NAVY OFFICE.

The Minister for the Navy (the Hon. William McMahon) announced on August 29 that Captain O. H. Becher, D.S.C., R.A.N., commanding officer of H.M.A.S. "Warramunga" (which arrived recently in Australia from Korean waters) had been appointed Deputy-Chief of Naval Personnel and Director of Personal Services at Navy Office, Melbourne. Captain Becher, who has been commanding officer of "Warramunga" since she left Australia for the Korean area twelve months ago, was, before receiving that post, commanding officer of the R.A.N. Radar School, H.M.A.S. "Watson", at South Head, Sydney. Previously to that he was executive officer of the aircraft carrier "Sydney."

Mr. McMahon also announced that Commander J. H. Ramsay, R.A.N., at present Director of Plans at Navy Office, would be commanding officer of "Warramunga." Before Commander Ramsay was appointed to Navy Office he was navigating officer of H.M.A.S. "Sydney."

Commander Ramsay will be relieved as Director of Plans by Lieutenant Commander W. J. Dovers, D.S.C., R.A.N., at present First Lieutenant of H.M.A.S. "Australia."

Lieutenant-Commander I. H. Cartwright, R.A.N., who commanded H.M.A.S. "Labuan" on her voyage to Heard Island and back earlier this year, has been appointed to H.M.A.S. "Australia."

KOREAN VETERANS DECORATED.

Captain O. H. Becher, who commanded H.M.A.S. "Warramunga" in Korean waters, has been decorated by the King with the award of the Distinguished Service Cross for his "high example, courage and devotion to duty."

FIVE-NATION EXERCISES IN MEDITERRANEAN.

On completion of its Summer Cruise (referred to in an article on N.A.T.O. Exercises in the August issue of this Journal), during which H.M. Ships visited Italian, Greek, and Turkish ports, the Mediterranean Fleet embarked on a further series of exercises, which extended throughout the summer, and included many which were held in conjunction with other navies in the Mediterranean.

In July, a ten-day minesweeping exercise took place in which the dummy mines, previously laid, were swept by the combined force of Italian, British, and United States minesweepers under the direction of the Italian Senior Officer.

In August, the annual "Defence of Malta" exercise was expanded to include not only the British Mediterranean Fleet, the Royal Air Force, and the Malta garrison, but also the United States Sixth Fleet, French air squadrons operating from Tunisia, and Italian coastal forces and aircraft. The maritime aspects of this three-day exercise were, it is understood, conducted by the British Commander-in-Chief, Mediterranean, for the "defenders" and the Commander, United States Sixth Fleet, for the "attackers."

Later in August, the British Mediterranean Fleet, operating alone, carried out tactical and weapon training exercises in the Eastern Mediterranean.

In September, a cruiser, a number of destroyers, frigates, and submarines went to Athens to take part in a ten-day exercise period with the Royal Hellenic Navy, the exercises being set by the Commander-in-Chief, Royal Hellenic Navy, in conjunction with the Flag Officer, Second-in-Command, British Mediterranean Fleet.

Concurrently with the Anglo-Greek exercises, other destroyers, frigates, and submarines were engaged in anti-submarine exercises



'Shellback' Tom Haines could tell a tale or two about his sea-faring days. As the youngest First Mate with the mines "lover" line he travelled the world many times under sail. Now, just to keep his hand in, he spends his spare time holding raffish the ketch Sea Drift—and what he doesn't know about sailing isn't worth knowing!

with units of the Italian Fleet. These exercises were set by the Commander-in-Chief, Italian Fleet, and conducted by the Admiral Commanding the First Division, Italian Fleet, and the Flag Officer (Destroyers), British Mediterranean Fleet.

Finally, during October, the French and British Fleets will meet off the South of France and carry out a programme of exercises arranged by the Admiral L'Escadre and conducted, on the British side, by the Flag Officer (Destroyers), Mediterranean.

Meantime, the composition of the British Mediterranean Fleet has been strengthened by the in-

clusion of one aircraft-carrier (H.M.S. "Ocean"), one destroyer (H.M.S. "Cheviot"), one fast minelayer (H.M.S. "Manxman"), and two submarines (H.M.S. "Tudor" and "Sanguine"). Meantime also, the cruiser H.M.S. "Cleopatra," after refitting at Chatham, has replaced the cruiser H.M.S. "Phoebe," which recently returned to the United Kingdom. The frigate H.M.S. "Pelican," which returned to Home ports earlier this year, has been replaced by the frigate H.M.S. "Cresset," recently refitted at Portsmouth. In addition, the submarine H.M.S. "Sturdy" has been relieved by the submarine H.M.S. "Sentinel."

SEA-ODDITIES

Although usually found in tropical latitudes, many valuable "finds" of ambergris have been made on beaches in Australia, New Zealand, and Tasmania.

In 1929, two brothers in New Zealand, when walking along Kaipara Heads beach, discovered a lump of ambergris that weighed 224 lb. This was an unusually large piece and the market value of it at £10 an ounce, which is what it brought, amounted to nearly £36,000. It was, of course, the best of ambergris, the greyish amber, and not much of this high quality stuff is found. However, even the inferior grades bring as much as £2 an ounce.

About twenty years ago two fishermen at Port Davey, in Tasmania, were given the remains of a whale which, they discovered, contained a quantity of this substance which, when sold in London, netted them nearly £10,000. Another large lump of ambergris valued at some £10,000 was found inside a whale that had been stranded at Cape Providence, New Zealand.

Adam Adamson, the so-called "Ambergris King," who died at Stewart Island, off the coast of the South Island of New Zealand in 1934, was probably the world's greatest authority on ambergris. Practically all his life he was a professional fossicker of it and in the end made a fortune out of the rich hauls he made of this valuable waste product of the sperm-aceti whale.

The location of treasure trove is always a popular subject among the pearl and beche-de-mer fishers of the northern Australian seas. It is a general belief among coastwise Northerners that many an old treasure ship lies buried among the coral reefs of the Gulf of Carpentaria and the Torres Straits. Round Stephens Island, Bramble Cay, and their vicinity a

number are said to lie, wrecked apparently in attempting to run down the Great North-East Channel. Some of the stories current lead us back to the sea history of Spain, to the days when the pirate ships manned by swarthy, swashbuckling crews, sailed the seas, chasing, plundering, sinking every ship that they could over-haul. Certainly, on some of the islands enough has been found—old coins, swords, rusted anchors and their chains—that point conclusively to Spanish ships and Spanish voyagers. The islands of the blue north hold many secrets.

The migratory movements of birds have always formed a subject of great interest to naturalists, and the study of this phenomenon has brought into being several influential societies whose primary object is to further its pursuit. Among the many observers they have enlisted in their work are the lighthouse-keepers, not only in Australia but also throughout practically all the world. When the migratory seasons open the most extraordinary scenes are witnessed at night around the great lanterns of the lighthouses. Attracted by the glare of the powerful beam, vast flocks of migratory birds flutter round the lantern, somewhat like driven snow-flakes in a storm. Hundreds of these birds batter themselves against the glass panels of the lantern, and often of a morning many lie piled with broken wings or necks on the platform around the light. The observations of lighthouse-keepers have given much valuable knowledge to the scientific study of birds and their ways.

What is known as the Nelson gold robbery took place in Hobson's Bay, Victoria, in April, 1852. The ship "Nelson," which had arrived the day before from Geelong with a big consignment

of gold from the Victorian diggings, was boarded stealthily by a gang of robbers and plundered of about £24,000 worth of the precious metal. A Melbourne store-keeper is said to have met the robbers on the beach, probably by pre-arrangement, and bought the gold at thirty shillings an ounce. He then sailed for England and was never prosecuted. However, four men were indicted for the robbery itself and found guilty. One was ultimately released, his arrest being found to be a case of mistaken identity.

An instance which gives grim food for speculation about the fate of vessels that have vanished without trace or message is provided by the extraordinary case of the Danish training sailing ship "Kobenhavn." Carrying 70 cadet-officers, the ship put into Buenos Aires en route to Melbourne. She sailed from B.A. in December, 1928, but was never seen again. Nor was she ever heard of again, except for a routine "All's well" message which she flashed on her wireless from far southern latitudes. Silence, utter and profound, settled over the fate of the "Kobenhavn." Not a spar, buoy, lifebelt, boat, or the smallest piece of wreckage of any description has ever been found to help solve the mystery of her disappearance, although a specially chartered steamer made a long and extensive search for the missing vessel.

Occasionally sea birds often stray far from home. The appearance of seagulls on the shores of the salt lakes of Central Australia is not uncommon; and the present writer once saw a white-bellied sea eagle, essentially a coastland bird, following the course of the Murray River in the neighbourhood of Renmark, South Australia.

H.M.S. "VIDAL" LAUNCHED

SURVEY SHIPS AND THEIR WORK.

The first survey ship to be equipped with a helicopter flight deck, H.M.S. "Vidal," was launched at Chatham, England, on July 31.

Since the war R.N. frigates have been converted during the building stage into survey ships, but H.M.S. "Vidal," the first of a new type, has from the start been designed by the Admiralty for hydrographic surveying and chart production. H.M. Dockyard, Chatham, is responsible for both her hull and main machinery.

With a length of 315 feet and a beam of 40 feet, she has a hangar and a deck arrangement designed to make possible the flying off and flying on of a helicopter, the purpose of which will be for air survey photography and the transport of parties to shore observation stations. She will carry three surveying motor boats equipped with echo-sounding apparatus.

The latest electronic aids to surveying and navigation will be incorporated, and there will be a large process camera and a lithographic printing press to enable the results of surveys to be reproduced on board. The main propelling machinery consists of four diesel engines, driving two shafts through reverse and reduction gear boxes. The engines have been designed at H.M. Dockyard, Chatham, in conjunction with the Admiralty Engineering Laboratory and the Engineer-in-Chief's Department of the Admiralty and manufactured in H.M. Dockyard, Chatham.

Electrical power is provided from 360 kw. 220-volt direct current diesel-driven generating sets.

Among the special features of the "Vidal" is her air-conditioning plant installed to make her living spaces and offices comfortable in all climates from the Equator to the Poles. Operating on the reversible heat pump principle, this 750 B.Th.U./hr. plant is capable of heating or cooling the ship. When used for heating, it extracts heat from the sea, and it can do this even when the sea is at arctic temperature.

This method saves considerable electrical load. Only 120 kw. do the work which would be done by 220 kw. in a direct heating plant.

The British Admiralty's present survey fleet consists of H.M. Ships "Challenger," "Cook," "Dalrymple," "Dampier," "Franklin," "Owen," "Scott," and "Sharpshooter."

That the work done by these brave little ships is of the utmost importance and value goes without saying. Survey vessels serve in every sea and in all conditions.

Only recently two survey ships, H.M.S. "Dalrymple" and H.M.S. "Owen," returned to the United Kingdom after completing in each instance 2 years' hydrographic surveying work in the Mediterranean and the Persian Gulf. The results obtained by them in those waters will be of great navigational utility.

H.M.S. "Cook," completed in the autumn of 1950, had for her "shake-down" cruise the survey of

a "ground" about 200 miles south of Ireland, where there is believed to be a deep submarine canyon. The existence of such a canyon affects marine life, in that in deep places certain forms of plankton life, a food of fishes, are liable to breed, and when carried into the waters above they affect the feeding habits of fish.

The water is often rough on the "working grounds" of the survey ships and hence it gave the new ship's company of "Cook" an opportunity of learning to work together in difficult conditions. In addition to echo soundings and lead soundings, the surface of the bottom was sampled by means of an "armed" lead. After this short cruise and a return to Plymouth H.M.S. "Cook" went to the West Coast of Scotland to check charts. Her work there included the re-survey of Gunna Sound, a famous "short cut" for fishermen.

As a final instance of the work of the survey ships we need but cite the recent announcement by the Admiralty to the effect that it had received news from the naval survey ship "Challenger" that a depth of 35,640 feet has been sounded in the Pacific Ocean. This is the greatest sea depth officially recorded.

It is understood to have been made between Guam, in the Marianas, and Yap, an island of the Caroline Group. The previous deepest sounding was made by a United States vessel on July 14, 1945. This depth was 3,740 fathoms, equal to 34,440 feet.

A SPECIAL REQUEST!

Several copies of the 1948 April and May issues of "The Navy" are required to complete official files! Can you help us? We will gladly extend the subscription of anyone who can produce any of these back copies, or forward reimbursement of 1/- per copy immediately upon receipt.

—Editor.

SPEAKING OF SHIPS

Japan is now exporting scrap iron and steel to the United States, from whom she took colossal quantities before the Second World War.

Leaflets reported to have been found in British ships after leaving Naples and other Italian ports contained detailed Communist instructions for sabotage on ship-board.

The Prince Line won its case in the Cairo Court of Appeal, and was absolved from liability to pay tax on commercial and industrial profits carrying cargo to and from Egyptian ports.

Indian shipowners are only prepared to raise 25 per cent of the capital necessary for the ships planned and suggest that the Government should advance the rest at a low rate of interest.

Following the action of the United States, the British Board of Trade has announced that it has decided not to ask Parliament to ratify the Havana charter for freeing international trade.

The Japanese attempts to persuade the Allies to permit them to build up their Merchant Navy are being resisted on account of the certainty of unfair competition with low Japanese rates of pay.

Out of the 37,000 seamen employed in Norwegian merchant ships between 5,000 and 6,000 are foreigners.

Britain was only third in the table of dollar tourists in 1950, France being first and Italy second.

The revenue officers at Hong Kong have recently made very large seizures of gold, both being smuggled into and out of the colony.

The Lamport and Holt Line are building or have placed with shipyard orders for building three motorships similar to the "Defoe" and also one steamer.

Investigations into claims on damaged cargo suggest that 20 per cent. were due to bad packing, 3 per cent. to damage during loading, 15 per cent. during unloading, 7 per cent. through bad stowage, and 1 per cent. through pilferage.

The hire of the 15 refrigerated ships for storing meat in British ports between August, 1949, and March, 1950, cost the British Ministry of Food £609,248, two-and-a-half times what it would have cost to store the meat on land.

The export of British motor cars to Australia is being curtailed through lack of shipping space; only 15,000 tons were allocated to it in March against a former 140,000 tons a month.

The question of foreign ships buying foodstuffs in British ports at subsidised prices was raised in the House of Commons, when the British Ministry of Food stated that the matter was being examined but that there were serious administrative difficulties in recovering the subsidy.

German shipowners have practically exhausted the quota of 300,000 gross tons of dry cargo ships and 100,000 tons of tankers which they were allowed to buy abroad under the Washington Agreement. Most of the ships are very old.

During the reconstruction of the C.G.T. liner "Liberte" (formerly the "Europa"), special attention was paid to the fire-proofing and fighting arrangements; those fitted in Germany were severely criticised when she was handed over to the United States.

The Swedish Brostrom Group has 18 ships building or on order, including the Swedish-American passenger liner being built in Holland.

The passenger bookings on the South African route this year are heavier than ever before and many of the ships have their accommodation in all three classes booked for months ahead.

Owing to increased running costs, the Conference freight rates to East African ports from north of Beira to Guardafui have had to be increased.

During the Festival of Britain Lloyd's held an exhibition in the gallery overlooking the underwriting room, which included a replica of the 17th Century coffee house in which Lloyd's started.

The Egyptian Government is considering subsidising Egyptian shipping up to £125,000 per annum.

The experiment of the Canadian Pacific in making the liner "Empress of Scotland" call at the Clyde during her summer season resulted in over one-third of her Eastbound and a quarter of her Westbound passengers landing or embarking at Greenock.

In the shortage of tramp tonnage owing to the coal situation cargo space in liners is in such demand that many of them have had to shut out cargo, particularly on the Australian route.

The British Railways are to try the Denny-Brown ship stabiliser in either the "Cambria" or "Hibernia" on the Irish Sea Service.

With the placing of a new type of lifeboat at New Brighton the life-saving organisation at the mouth of the Mersey has been reorganised, two boats of improved type doing the work of three.

R.N. OFFICERS LEAD EXPEDITION TO GREENLAND'S INTERIOR.

To explore a remote and mountainous part of Greenland, a scientific expedition consisting of three Royal Naval officers and a Royal Marine officer left England recently in an R.A.P. Coastal Command flying boat, which is visiting Greenland on the course of routine flying training.

The object of the expedition is a preliminary survey for a more ambitious expedition planned for next year, when geological, glaciological, meteorological, and biological work would be carried out.

The expedition, which is privately sponsored and has the approval of the learned societies, including the Royal Society, the Polar Institute, and the Royal Geographical Society, will spend a month to six weeks in Greenland.

Led by Commander (L) C. J. W. Simpson, D.S.C., R.N., the party includes Captain M. E. B. Banks, R.N., Lieutenant F. R. Brooke, R.N., and Lieutenant Angus Erskine, R.N. The Captain of the Sunderland flying boat on which they will travel is Wing Commander G. G. N. Barrett, A.P.C., R.A.P.

About nine-tenths of Greenland, which is Danish, consists of a sheet of ice 1,600 miles long and 600 miles wide, and rises in the centre to a height of about ten thousand feet. While surveys of the mountainous coastal ranges surrounding the ice cap have been nearly completed, little is known of the interior. It is, however, known that in the region designated as Queen Louise Land in 77 degrees North Latitude, there is a range of rocky mountains 100 miles long, 40 miles wide and rising to about 7,000 feet. They are Nunataks — the explorers' name for a mountain which rises beyond an ice field. These mountains are terra incognita. To reach them entails crossing a 20-mile wide glacier.

This year's party intends to

land on a long lake near the coast and to make its way by a rubber boat to the glacier. With the aid of a Greenland trapper and dog sledges it would cross the glacier and survey a second lake about three miles long that lies along the eastern edge of Queen Louise Land. It is hoped to find on this lake a site for a base camp for further exploration, which, as already stated, it is hoped to carry out next year, and to discover whether this lake would offer a suitable landing for float planes which may be used by the main expedition next year.

It is also intended to bring back geological specimens and to reconnoitre a suitable sledging route through the mountains to the in-

land ice lying beyond to the westward.

The plant and animal life of Greenland are, of course, of the Arctic type. There are no forests; the dwarf willow and birch are the chief trees; strange flowering mosses flourish and the yellow poppy and other wildflowers. The chief wild animals are the white polar bear, the polar fox, the arctic hare, and the reindeer. The birds comprise in the main the eider-duck, the guillemot, and the ptarmigan. Seals are numerous and sealing is an important industry of the Danes and Eskimos who inhabit the land.

The expedition should return with an interesting and valuable record of its survey.

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R.A.N. COLLEGE ENTRANCE EXAMINATIONS

OVER 500 BOYS CHOSEN.

The Minister for the Navy (the Hon. William McMahon) announced on September 4 that 529 boys would sit on 4th and 5th September for the educational examination for entry into the Royal Australian Naval College at Henders Naval Depot, Victoria.

Last year 386 boys sat for the examination.

The examination beginning on September 4 would be held at one hundred and twenty city and country centres throughout the Commonwealth and would last two days.

Mr. McMahon added that the boys had either attained, or would attain, their 13th birthday this year.

Boys who wished to enter the College under the Intermediate Entry would not be required to pass a special educational examination as 13-year-old boys were. Those from Victoria, New South Wales and South Australia would, however, need to have passed the intermediate certificate examination and those from Western Australia and Queensland the junior public examination.

A certificate from a headmaster that a boy had finished his third year at a high school, or its equivalent would be accepted from Tasmanian applicants.

Those who succeeded in the educational test would have to submit to an extensive medical examination and, if they passed it, would be interviewed by a committee of senior naval officers, who would make the final selection. Last year the committee selected twenty-eight boys.

The boys chosen this year would enter the College on January 29th, 1952, as cadet-midshipmen and eventually become permanent officers of the Royal Australian Navy. They would spend four years at the College before they went to the United Kingdom to

join the Royal Navy training cruiser. At the end of three and a half years abroad they would return to Australia as sub-lieutenants.

The following list shows the various centres at which the examinations were held and the number of boys who sat at each centre.

Queensland.	
Brisbane .. 23	Marcella .. 1
Bacalline .. 1	Maryborough .. 1
Bundaberg .. 1	Montu .. 1
Cairns .. 2	Mussman .. 1
Caloundra .. 1	Mount Isa .. 1
Charlton .. 1	Oakey .. 1
Towers .. 1	Proserpine .. 1
Gympie .. 4	Rockhampton .. 6
Heldon .. 1	Southport .. 3
Kingaroy .. 1	Townsville .. 3
Mackay .. 2	Tully .. 1
Maleny .. 1	Warwick .. 2
Total .. 62	

New South Wales.	
Sydney .. 120	Gunnedah .. 1
Albury .. 6	Ivanhoe .. 1
Armidale .. 2	Katoomba .. 6
Bathurst .. 2	Kooragang .. 1
Bega .. 1	Lismore .. 2
Billanudgel .. 1	Macksville .. 1
Bowral .. 2	Moree .. 1
Broken Hill .. 1	Mungindi .. 1
Canberra .. 3	Newcastle .. 9
Coff's Harb. .. 2	Nowra .. 1
Cooma .. 1	Orange .. 1
Cootamundra .. 1	Tamworth .. 3
Corowa .. 3	Tafee .. 1
Glen Innes .. 1	Wagga Wagga .. 1
Gosford .. 4	Wauchope .. 2
Goulburn .. 3	Wellington .. 1
Grafton .. 1	W. Wyalong .. 3
Gulgambone .. 1	Wollongong .. 3
Total .. 193	

Victoria.	
Melbourne .. 104	Mildura .. 2
Alexandra .. 2	Pemonal .. 1
Acarat .. 3	Portland .. 1
Avoca .. 1	Pyramid Hill .. 2
Bairnsdale .. 3	Rupanyup .. 1
Ballarat .. 4	Salé .. 1
Bendigo .. 2	Shepparton .. 4
Cheshunt .. 1	Swan Hill .. 3
Cohuna .. 1	Terang .. 1
Colac .. 2	Traralgon .. 1
Daylesford .. 2	Wangaratta .. 2
Echuca .. 1	Warracknabeal .. 2
Geelong .. 2	Warragul .. 3
Hamilton .. 3	Werrimul .. 2
Kymeton .. 1	Yallourn .. 2
Lorne .. 1	
Total .. 160	

South Australia.	
Adelaide .. 21	
Bordertown .. 1	
Kadina .. 2	
Port Lincoln .. 1	
Port Pirie .. 2	
Whyalla .. 1	
Yankalilla .. 1	
Total .. 33	

Western Australia.	
Perth .. 34	
Albany .. 2	
Bruce Rock .. 2	
Bunbury .. 1	
Busselton .. 1	
Carnarvon .. 2	
Harvey .. 4	
Kalgoorlie .. 1	
Nannup .. 1	
Norseman .. 1	
North Dandalup .. 1	
Yampi Sound .. 1	
Total .. 51	

Tasmania.	
Hobart .. 13	
Burnie .. 1	
Currie, King Island .. 2	
Devonport .. 7	
Launceston .. 1	
Rosebery .. 1	
St. Marys .. 1	
Scottsdale .. 1	
Smithton .. 1	
Total .. 28	

Northern Territory.	
Darwin .. 1	
Central Pacific.	
Nauru .. 1	
Summary.	
Queensland .. 62	
Nauru .. 1	
New South Wales .. 193	
Victoria .. 160	
South Australia .. 33	
Western Australia .. 51	
Tasmania .. 28	
Darwin .. 1	
Total .. 529	



The Navy

SEAFARERS' EDUCATION SERVICE.

Three hundred and four seafarers and lighthouse-keepers contributed some 500 entries in competition for the prizes offered in 1950 by the Seafarers' Education Service. The Service has its headquarters at Selwyn House, Endsleigh Street, W.C.1, London, England.

LINER TEARS HOLE IN TUG.

The tug "Toorong" with a huge hole torn in her side, was lucky she did not sink in the Yarra River, Melbourne, after she had been struck by the liner "Ormonston" late in the afternoon of September 6. As it was, with water almost instantly 6ft below decks, she had to be beached on the edge of the Yarraville swinging basin. In the collision one man was injured—a fireman on the "Toorong" who was cut in the leg and bruised. The accident happened when the "Toorong" was edging the 5,500-ton freighter "Carronpark" into a berth.

AFRICAN DEFENCE PLANS

A message from Nairobi, Kenya Colony, on September 1 announced that a series of unanimous recommendations for the defence of Africa, particularly designed to ensure the rapid movement of forces and supplies through eastern and central Africa, were adopted by the African Defence Conference. The conference, which sat in Nairobi, ended on August 31. An official communique said Britain and South Africa agreed to consult the other participating Governments and then consider what further action was required to implement the recommendations if such movements seemed necessary.

JET-TIPPED HELICOPTER.

A helicopter capable of carrying 100 passengers at more than 150 miles per hour is said to be under design by the Westland Aircraft Company, Yeovil, England. Its rotor blades, measuring 110 feet across, will be whirled around by jets on their tips.

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(Federal Council)

Readers of "The Navy" may remember the Ex-Naval Men's Association's plea to the then Minister for Post-War Reconstruction, urging him to take up with the Commonwealth Government the need for assistance in adopting a long-range Fisheries plan and for Government help in the early establishment of the whaling industry in Australia. The Federal Executive of the Association is pleased with the result: the request was given full consideration and the whaling undertaking was eventually launched. The last whaling season's catch, off the Western Australian coast, was so successful that it is anticipated the return from oil will be worth in the vicinity of £1,000,000, based on the current price of £180 ton.

Another company (Whale Industries Ltd.) has since been formed to work the East coast area of Australia; this company will erect its oil extraction plant on land leased from the Queensland Government, probably Meriton Island, near Brisbane. It is understood that a permit has been granted by the Government for the company to catch up to 500 whales in the coming season of 1952.

These projects, besides securing vast quantities of edible oils, used in the manufacture of margarine, and byproducts to be used as fertilisers, etc., are also the means of creating further avenues of employment for our ex-Naval personnel who wish to continue their lives on the sea. Some members of the Association have already been working in the whaling fleets and in shore-based whale oil extraction plants.

Reports received by Federal Council, per medium of the "Fisheries Newsletter" (through the courtesy of the Commonwealth Director of Fisheries), indicate that during the last Antarctic whaling season no less than 31,072 whales, of varying species, were caught in the record time of 78 days by catchers and factory ships. The value of oil obtained being approximately £60,000,000 for 358,071 tons. Although methods of oil extraction are being continually modernised, it is reported that an additional 53,897 tons of oil could have been extracted if more up-to-date methods had been used by the factory ships. The value of the oil lost to industry would have been worth about £9,285,250. The loss of this huge tonnage through inefficiency prevented 10½ million people from securing a ration equal to 4 ozs. of margarine per week for one year. It should be pointed out that the best oil extraction methods were obtained by factory ships belonging to the United Kingdom.

Mr. J. P. C. Watson, a member of the Sydney Sub-Section, has been elected to the Federal Council as the N.S.W. Section's Federal representative Councillor, thus filling the vacancy caused by the resignation of Mr. C. Pring, last August.

During September the Federal Executive promulgated to all State and Sub-Section Secretaries a combined statement of the whole of the Association's cash assets and properties, recorded for the year ended 30th June, 1950. The Federal Secretary's report is extremely interesting and shows the continued growth of the Association throughout Australia and the

Territory of Papua and New Guinea. Quite a number of ex-Naval men are joining the new Sub-Sections formed outside the Capital Cities. Latest Sub-Sections formed are:—Mildura, Port Pirie, North Western District and Northern Suburbs of Sydney.

State Secretaries have advised Council of the passing away of the following members:—Messrs. F. J. Mackay, F. Bottomley, J. Patterson, F. Newman, H. A. Whiter, A. E. Eastlake and E. D. Bradley of Victoria, A. Gilmore, E. E. Bezer, V. R. Holt and W. J. Talbot of N.S.W.; J. Healy and J. M. McLoughlin of South Australia; A. K. Brown, A. J. Rate and H. Pegg of Western Australia.

Further reports of elections for Presidents of States and Sub-Sections are as follows:—Messrs. R. C. Davies, President of Melbourne Sub-Section; A. Fraser, Essendon; P. R. Swartz, Footscray; N. Morgan, Geelong; J. J. Hartley, Heidelberg; L. Mennic, Sandringham; W. S. Wilson, Mildura; J. C. Whitman, Sydney; W. Nye, Newcastle; W. L. Johnson, Canterbury Bankstown; V. M. Banks, Parramatta; A. F. Parker, St. George; F. W. Holloway, Northern Suburbs; J. Williams, North Western Districts; P. R. Buring, South Australian State President; G. Bennett, Adelaide; L. Walton, Northern Suburbs; M. Allchurch, Port Pirie; H. N. Campbell, President, A.C.T. Section; N. Murphy, Western Australian State President; H. Triggs, Papua New Guinea Section President; R. Duff-Jones, Vice-President; F. C. Hill, Hon. Secretary; and I. McDonald, Hon. Treasurer.

Mr. M. G. Rose (Tasmanian

State President) has resigned from office owing to his recent transfer to a position in Sydney. This vacancy will be filled at the next meeting of the State Executive and in the meantime the President's duties will be carried out by a Senior Vice-President of Tasmania.

Mr. N. C. Plant, Immediate Past-President of Papua Section, is endeavouring to interest the Naval Authorities on the question of Naval Reserve Training for ex-personnel residing in the Territories of Papua and New Guinea.

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ATOM-POWERED PLANE.

According to the "Journal-American" the United States has started to build an atom-powered aircraft. The newspaper says authoritative sources are saying that work on the airframe has been assigned under the highest priority to an unnamed company. This follows the announcement by the U.S. Atomic Energy Commission in March last that the General Electric Company of America had been commissioned to make an atomic-plane engine.

SHIPBUILDING INCREASES

The flood of orders for merchant shipping is still accumulating. In 1949 the total number of orders placed in the shipbuilding yards in Britain was for fewer than 400,000 tons; in 1950 it was 1,570,000 tons. From 1st January of this year (1951) to 30th March, the total number of orders placed was for 1,466,000 tons.

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"GLORY" AIR GROUP TO TRAIN AT NOWRA.

The Minister for the Navy (the Hon. William McMahon) announced on August 23 that, while the Royal Navy aircraft carrier "Glory" was being refitted in Sydney later this year, the 14th Carrier Air Group, which had been serving in her in Korean waters, would do shore-based training at the R.A.N. air station, H.M.A.S. "Albatross," at Nowra. "Glory" will arrive in Sydney in October. She will be relieved in the Korean area by H.M.A.S. "Sydney." ("Sydney" sailed for Korean waters on August 31. Ed.)

Mr. McMahon said that the 14th Carrier Air Group, whose pilots flew Sea Fury fighters and Pirelli anti-submarine and reconnaissance aircraft, would, on "Glory's" arrival in Australia, be disembarked at Jervis Bay, 22 miles from Nowra. After leave, members of the group would engage in day and night flying training, anti-submarine training, bombing and rocket firing, aerodrome dummy deck landing and other activities. They would re-embark in "Glory" after her refit had been completed.

"It is a tribute to the high standard of efficiency that has been attained at H.M.A.S. 'Albatross,'" Mr. McMahon added, "that the station, which was established only a little more than two years ago, is capable of continuing the training of skilled and experienced pilots and observers of a carrier air group which has gained a worthy reputation in recent operations against Communist aggressors.

"The fact that the Admiralty is only too willing to allow skilled Royal Navy airmen to train at 'Albatross' shows that the training which R.A.N. carrier air groups receive there is of first-class quality, and the fact that the Royal Navy is going to avail itself of the facilities at Nowra demonstrates again the close link that exists between the R.N. and the R.A.N."

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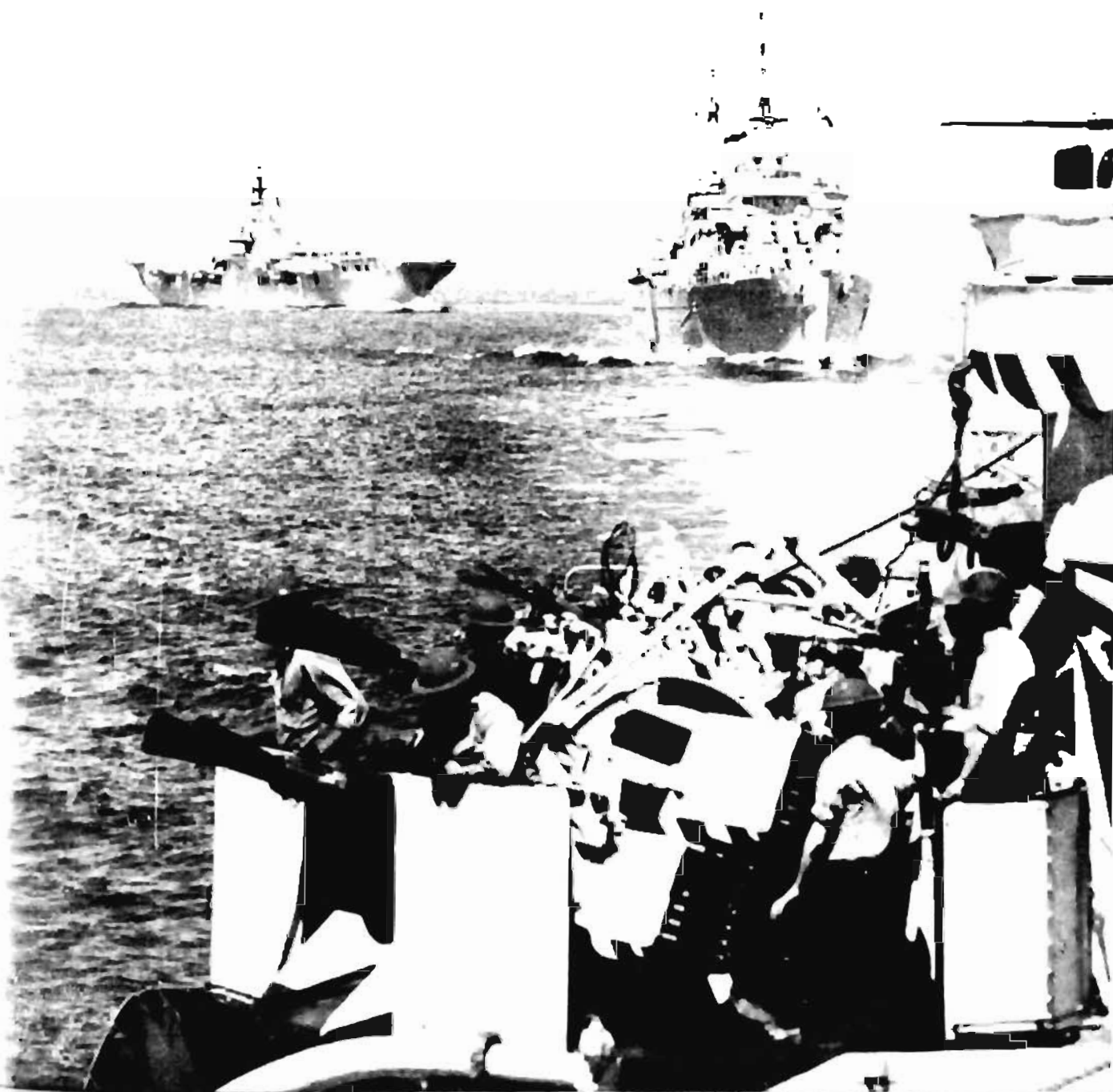
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ATLANTIC PLANNING GROUP.

The decision of the Atlantic Council to appoint a 12-member committee to plan how to meet the defence needs of the North Atlantic Treaty Organisation without wrecking the economies of the 12-member nations is, it is felt, both wise and timely. The incalculable value to the general strategy of the Western powers of such a decision must be obvious to all.

The committee is to make an analysis of military needs in Europe and the ability of treaty members to fill those needs. With these needs determined prior to war, if war there is to be, the Allies' overall strategy should be able to fall into place without any undue delay. There will never again be any so-called "All Quiet" periods to war, as happened in the early months of World War II. World War III, should it come, will be a matter of "all out and all in" from the first tap of the gong. The committee was ordered to complete its work by December 1.

The Atlantic Council concluded its work on September 20 and at once issued a formal announcement of some of the secret decisions taken

during the five-day conference at Ottawa.

High among the pronouncements was the recommendation that the existing 12-member treaty organisation be expanded to take in Greece and Turkey. The inclusion of Greece and Turkey was assured—at least provisionally—on September 19 when Denmark approved the plan. The 11 other N.A.T.O. nations had already given approval. It is said that, in the light of this expansion, military leaders are mapping plans already for a new command to handle Middle East defence.

However, Atlantic Council approval does not automatically extend membership to Greece and Turkey. The move has to be ratified by Parliaments in most member nations. Non-ratification, however, is extremely unlikely.

In regard to Italy's position, informed sources say that the Foreign Ministers of the United States, Great Britain, and France will seek a revision of the Italian Peace Treaty. Italy's military and naval forces at present are limited to 250,000 men. It is considered possible that the treaty will be set aside by declaration on the ground that Italy as a defeated nation has met all of the obligations imposed on it at the end of the war. Russia, as a treaty signatory would, of course, be invited to participate in the declaration. If the Russians opposed the treaty changes, they could easily be overruled, as no doubt they would be.

THE COCOS ISLAND AIR BASE.

A far wider public than Defence Service leaders will give support to the Australian Government's decision to build a big air base on Cocos Island, Australia's newest possession. Indeed, it has become more than a decision; the great £700,000 work has already begun.

Strategically placed 12 degrees south of the Equator, 130 miles west from Christmas Island, the Cocos or Keeling Islands are of considerable importance to Australia, as a link in an Indian Ocean Air Service connecting Australia to South Africa.

As an essential stopping place in this trans-oceanic service, and as an ideal base for the supervision of Empire sea routes in the event of war, Cocos's chief defence value to Australia is that it will provide an alternative air route to the United Kingdom should ever the Far East routes be closed or Nor perhaps is that all. No magic wand will ever dissolve Australia's proximity to the Asian continent and the great archipelago that provides a series of stepping-stones to this country. The fact is, we are overshadowed by the countries of Asia, and our nearest neighbour-State has a population nearly ten times our own. In the defence of our country, or in the defence of our country's interests, the big air base on Cocos may yet prove far from unhelpful.

SCIENCE AND LIFE.

There is little doubt that the great achievements of Science, pure and applied, in all their vast profusion, have caused confusion, and even no little aversion, in the minds of many people. The fact is, our generation is somewhat overwhelmed by Science. Science has moved so fast and into so many new realms, that the public has failed to keep pace with it.

To the Man in the Street, Science seems some unintelligible activity with which he is but remotely connected.

That is where most of us err. For, in all kinds of unsuspected ways, Science is affecting our daily lives in a greater and greater degree throughout almost every week that passes.

From atomic development, with all its fearful as well as beneficial potentialities, down to the last small invention, Science challenges, and will continue to challenge, the attention of every citizen from the cradle to the grave. He is inescapably caught up in its tremendous ramifications, despite his confusion and lack of knowledge of his place in it.

Here is perhaps the most vital educational problem of our time. The solution, however, does not

lie in the halting of Science. It demands that the multitudes of non-scientists—that is, the vast body of the people—should be taught more about the methods and significance of Science. Only by a general recognition of this fact in the educational system of democracy can the permanent human values be adequately understood and adjusted in terms appropriate to a scientific age. Thus it remains true that the able expositor of Science, no matter in what branch of it he works, is today a priceless asset in any community.

And as in civil life, so in the Services. Probably few quarters are more aware of this momentous trend than the British Board of Admiralty. The result is that Science today is affecting the life, equipment and methods of the Naval Service as never before in history. As an index to this significant and inescapable development, we need but point, to give but three instances, to the recent appointment by the Admiralty of a sea-going Fleet Scientific Officer to the staff of the Commander-in-Chief, Home Fleet, to the rapid development of the jet-propelled aircraft, and to the fitting out of the scientific-age "cruiser" *"Cumberland"*.

Today nothing is static. Science moves on, whether we like it or not. Only if we so regard it, only if we keep pace with it, can victory, either in peace or war, be won.

NEW ROCKET MOTOR FOR JET PLANES.

According to a correspondent in London, a new rocket motor, which will double the power and increase the speed of the fastest jet planes in climbing and in level flight at high altitudes, has passed its tests in Britain.

It is called "The Snarler" and it has been tested extensively in Hawker experimental aircraft. The managing director of Messrs. Armstrong Siddeley, Mr. H. T. Chapman, said:

"Rockets have already been used to assist take-offs, but they are solid propellant motors and burn to exhaustion once they have been ignited. 'The Snarler', however, can be switched on and off at will, and the pilot can use it for take-offs or for ultra-rapid climbing, or even for performance boosts in combat or pursuit."

"The Snarler" is the first of its type to be built in Britain. It develops, we understand, the enormous power of 2,000 lb. thrust at sea level, yet it can be fitted into a space measuring six feet by three feet, and its weight is 215 lb.

It uses a fuel made of liquid oxygen and a water-methanol mixture.

Aviation experts claim that "The Snarler" takes British aviation past another milestone in its world lead.

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TREASURE-HUNTERS OF THE SEA-BED

By YANN LORANZ, of the "UNESCO Courier"

TELLING HOW HISTORIANS IN DIVING SUITS ARE EXPLORING THE SEA DEPTHS FOR THE WRECKED GALLEONS AND GALLEYS — WITH THEIR LEGENDARY CARGOES OF JEWELS AND GOLD — OF MEDIEVAL AND ANCIENT TIMES.

Throughout the ages, man has tried to wrest from the sea its treasures. As I write, in front of me is a map of the world on which hundreds of little crosses mark in the cemetery of the sea the resting places of legendary ships and their cargoes of jewels and gold.

Here are the ships of the Invincible Armada, there the "Elizabethville" with her 13,000 carats of pure diamonds, further on the frigate "Lutine" with her gold ingots, or there the "Orient" with the wealth of the Knights of Malta. Elsewhere are the galleons of Philip II or the galleys of Cabigula. This map reminds me of the day in 1934 when, aboard the little Italian cargo boat "Artiglio" I saw the first dredger bucket opened, revealing the gold sovereigns which had just been taken from the shattered hull of the steamship "Egypt."

Until a few years ago, it was the hope of making money that led sailors to carry out salvage operations. Such treasure hunters needed only a little more audacity and physical endurance than those prospecting for gold in Alaska.

Now a band of newcomers have joined the wreck-hunters on the sea-bed — a handful of men who are not motivated by thought of personal gain. In fact, I think their research costs more than they get in return. These men, who are inspired solely by their concern for history and science, are the underwater archaeologists.

Underwater archaeology, a new science which still needs definition as well as organization, owes its existence to a new diving technique, made possible by a self-contained diving suit. Following the pioneer work of Le Prieur, this suit was perfected by Commandant Cousteau, of the French

Navy, and a French engineer named Gagnan.

CLUBS TO HISTORY.

During the past 15 years, historians have left their libraries, and biologists their laboratories, to don diving suits and carry out methodical investigations off the shores of the Mediterranean. Sometimes, because of technical difficulties, governments have called in professional divers — and their reward comes when some remarkable object is brought to the surface. There was, for instance, the famous bronze statue of Zeus of Artemision which, thanks to the Greek Government, was brought up on the shores of Greece, where it had lain since the fifth century before Christ.

The uninitiated wrongly imagine that the underwater archaeologists have only one aim — to recover artistic treasures hidden in the Mediterranean. The great Middle Sea, which was the scene of intense maritime trade in ancient times, hides mainly relics — wrecks and various objects — whose shape and location provide clues to important historical facts, as well as enabling techniques of a new science to be evolved. True archaeology — whether terrestrial or underwater — does not aim at pillaging the past, but at studying and reconstructing it. Certain outstanding findings have recently been totally destroyed by the depredation of amateurs, and there is, therefore, an urgent need for underwater relics to be protected by law in the same way as historic sites and monuments on the ground.

M. Philippe Diol, one of the promoters of underwater archaeology and certainly its greatest authority, has urged that these discoveries should be treated with re-

spect in their proper surroundings. Underwater archaeology should not entail the breaking up of articles with the sole aim of raising them to the surface, reconstituting them, and making them museum pieces. First of all it is necessary to study them closely where they are found, to clear the sites and to photograph the objects, preferably before handling them.

AN EMPIRE'S JUNK

The "materials" awaiting searchers are of two kinds. Wrecks are the most usual, but there is also a multitude of objects which people, in all eras, have got rid of by throwing away into harbours. These are objects which, after the mud protecting them has been cleaned off, constitute the most interesting materials for study, and which provide experts with real "archaeological layers."

Among the wrecks, two have for long attracted the interest of divers: the Antheor and the Albenga, discovered by members of the Club Alpin Sous-Marin off the Italian coast. Both contain large numbers of jars, not of marble, as has been said, but pottery made of common clay, which in Roman times preceded the cask — a Gallic invention. This shows that the Antheor and the Albenga were not therefore galleys, as has been claimed, but cargo boats bringing food to the Roman capital.

When one thinks of the many ports which were used by the Roman fleet, and the number and variety of objects thrown into the water by seamen or port-dwellers, one gets an idea of the task still to be undertaken.

In any case, underwater archaeology has already proved its

efficacy with the French excavations at Possum-Mer, where divers had to work with pickaxes to get to the newly discovered relics. Ceramics (articles of pottery, often decorated, i.e., ceramic art) found under the sea-bed enabled them to fix — as archaeologists and historians had never been able to do — the date of the city of Marius; the end of the second or the beginning of the first century before Christ.

Similarly, the team of divers led by Father Poidehard, after exploring the waters of Tyre and Sidon, were able to trace accurately the plan of these ancient ports.

CITIES UNDER THE SEA.

There are many legends which tell of cities under the sea. The old fishermen of Douarnenez, for example, claim that at certain tides one can see the ruined walls of the proud city of Ys which, the story goes, sank below the waves off the Brittany coast.

Though such stories may belong to the realms of fancy, traces of other cities have actually been found. Near Hyeres, for example, the divers of the Cannes Club discovered the underwater relics of a former Greco-Roman colony, similar to those of Vercuranum, near the town of St. Honorat. At Olbia, a town which digging operations had already partly revealed, other divers brought to light part of a stone jetty and other construction remains.

The new science of underwater archaeology is still in the early pioneer stage. It lacks followers — not scientists, as such, but scientist-divers. This is a vocation which will not take long to capture the imagination of youth, and it is to be hoped that soon new teams will go to the bottom of the sea to help the development of this new field of scientific investigation.



Royal Naval Reserve Patrol Service

NEW RANKS FOR OFFICERS AND NEW CONDITIONS OF SERVICE.

The distinctive Skipper ranks of the Royal Naval Reserve Patrol Service, drawn entirely from the men of Britain's fishing fleets, may gradually disappear as a result of the approval of H.M. The King of new conditions of service, which have been introduced to bring these officers into line with those of the Merchant Navy in the Royal Naval Reserve and also to lower their age of entry and to provide improved prospects of promotion.

Instead of the familiar Skipper Class appointments introduced in 1910 for the old R.N.R. Trawler Division, which preceded the present Patrol Service, and held by men who during two World Wars have manned and commanded minesweepers and anti-submarine trawlers with outstanding success, officers possessing the necessary qualifications will be entered in the future as Probationary Sub-Lieutenants with the same promotion to Lieutenant and Lieutenant-Commander as R.N.R. (General Service) Officers.

The special small ship experience of the Patrol Service is, however, to be retained and it is not intended that officers should be appointed to vessels bigger than trawlers in time of war.

Officers now on the active list of the Patrol Service are being given the option of transferring, if selected, to the new ranks, remaining in their old ranks under the existing conditions of service or retiring immediately.

The official announcement of the new regulations states that they are designed to "bring the rank and status of these officers more into keeping with the responsibilities which they now hold both in peace and war."

It is realised that the modern long-distance trawler is a big ship with the latest navigational appliances, while her commanding of-

ficer is a fully qualified navigator with training and experience in radar and radio. In the Admiralty's view the duties such officers perform, both in the fishing fleets in peace and in the Royal Naval Reserve in war, will in future be as skilled and responsible as R.N. and R.N.R. (General Service) officers.

An important feature of the new service conditions is the provision of a lower age of entry for young officers in order that they can complete their initial Naval training before entering the critical period in their fishing careers when they are first appointed to a command.

Candidates between the ages of 21 and 30 years fulfilling the necessary conditions of service and accepted by Interview Boards held from time to time at the principal fishing ports of England, Wales, and Scotland will be eligible for entry as Probationary Sub-Lieutenants. They can be promoted to Lieutenant after three years' service as Sub-Lieutenant and to Lieutenant-Commander after eight years' seniority as Lieutenant. They will receive the same rates of pay and allowances as are applicable to the R.N. whilst under training and when called out for active service.

Chief Skippers transferring to the new ranks will, if selected, be given the ranks of Lieutenant or Sub-Lieutenant according to their present seniority with an allowance made for higher ranks held during war service. Skipper Lieutenants, if selected, will become Lieutenant-Commanders.

Skipper Class Officers who held temporary commissions in the last war and who are employed in the fishing industry will also be considered for transfer to the permanent Royal Naval Reserve in the new ranks.



The Commander-in-Chief of the Far Eastern Station, Vice-Admiral Sir Guy Russell, chats with a rating while inspecting the crew of H.M.A.S. "Cutlass," new flagship of the Far Eastern Fleet.

R.N.'S FIRST OPERATIONAL JET BOMBER

Britain's first operational Squadron of Naval jet aircraft was officially formed at the Royal Naval Air Station at Ford, Sussex, on August 22. It will have a front-line strength of eight Attacker aircraft and later will be embarked in the new aircraft carrier, H.M.S. "Eagle", who commissions this year.

This is the first squadron to be equipped under the R.N.'s programme for re-equipping front line fighter squadrons with jet aircraft.

The Supermarine Attacker P.1 is a single seater jet fighter which successfully carried out deck landing trials in H.M.S. "Illustrious" in October, 1951. It is powered

by one Rolls Royce Nene centrifugal flow turbine jet engine.

A prototype Attacker established a new international speed record for the 100 km. closed circuit with a speed of 564.881 miles per hour on February 27, 1948. For this flight the Attacker was piloted by Lieutenant-Commander M. J. Lithgow, R.N. (Retd.), now chief test pilot for the Supermarine Company, and formerly an operational pilot in the Royal Navy. The aircraft carried its full military equipment and was standard in every respect.

The new Squadron, known as 800 Squadron, is commanded by Lieutenant-Commander George Clifton Baldwin, D.S.C. and bar. Lieutenant-Commander Baldwin

joined the Royal Navy shortly before the outbreak of World War II. and was employed on full flying duties in several aircraft carriers, including H.M.S. "Furious" and H.M.S. "Indomitable". He won the Distinguished Service Cross in 1941 for outstanding zeal, patience, cheerfulness and wholehearted devotion to duty. The bar to this decoration was awarded to Lieutenant-Commander Baldwin for distinguished services, efficiency and zeal while serving in H.M.S. "Attacker" and with light coastal forces during the clearance of the Aegean and the relief of Greece. He is a highly skilled aviator and one of the Navy's most experienced jet pilots.

"WALCHAREN" 1ST. NOVEMBER, 1944

By R.P.H.

FOR SHEER COLD BLOODED COURAGE AND DETERMINATION IN THE FACE OF TREMENDOUS ODDS IT WOULD BE DIFFICULT TO FIND ANOTHER ACTION FOUGHT AT SUCH EXTREMELY SHORT RANGE AND SO TRULY IN THE NELSON TRADITION.

Although it was one of the most fiercely contested Combined Operations of the European Theatre during the last war and its successful conclusion was of great strategical value to the Allies, very little is known in Australia of the British Assault on Walcharen Island in the Scheldt Estuary on the 1st November, 1944.

The capture intact of Antwerp, at long last gained for the Allies a ready-made and splendidly equipped port. Before its facilities could be fully exploited, however, it was necessary to sweep clear of mines the Scheldt Estuary, which forms an approach channel approximately 70 miles long.

The Germans were still in possession of the northern shores of the estuary which comprised the heavily fortified islands of North and South Beveland and Walcharen, and they were thus able to prevent our minesweepers from accomplishing their task. The island of Walcharen was also being used as a launching base for the V.2 attacks then in progress on the London area.

In order to remove the obstruction, planning for an assault on Walcharen Island from three directions began in September, 1944, and was pressed forward with all haste. The main frontal attack was to be made from seawards by Naval Force "T", while elements of the Canadian Army advanced from the rear across the causeway which connected the three islands to the Eastern mainland. From the south the Canadians were also to launch a waterborne assault from Breakins, aimed at Flushing.

In "Kingsmill", a frigate which

had been adapted as a headquarters ship for the Normandy landings, we were hastily recalled from the exciting occupation of chasing "E" boats at night in the Channel, and dispatched to Southampton where Force "T" was being assembled.

This Force consisted of a close support squadron made up of Landing Craft Gun (LCG) and Landing Craft Flak (LCF) manned mostly by Royal Marines, and armed with guns ranging from a destroyer's 4.7" to the Oerlikon type of cannon. There were also numbers of Tank and Infantry Landing Craft (LCT and LCI).

The senior officers of the three services were located in H.M.S. "Kingsmill" from which ship the operation was to be directed. Most of the personnel forming the Force had seen service in previous combined operations and there was little need or time to carry out the usual pre-operational exercises with the landing craft. Communications, however, were rehearsed constantly night and day.

After embarking about eighty additional men, which caused a tremendous crush in an already overcrowded ship, "Kingsmill" sailed from Southampton in a flat calm and arrived at Ostende, her forward base, without incident, after passing through the Dover Straits close to the beleaguered German garrison holding Dunkirk.

At Ostende the destruction of harbour facilities was a typical example of Teuton thoroughness. Great gaps had been torn in concrete quays and lock gates, and cranes were spread-eagled in grotesque attitudes. The berths

alongside were jammed with sunken ships and barges, railway rolling stock and motor vehicles. Coaling gantries and bridges were all ruthlessly demolished. In spite of all this chaos, however, British Harbour Clearance Units already had a number of berths in working order and a small basin teemed with M.T.B.'s and other small craft.

The task of strategically loading the vehicles and equipment was begun immediately landing craft arrived from England, and as each little ship completed her complement, she was moved elsewhere and another took her place at the ramps. Most of the vehicles taken aboard were of the amphibious variety, and bore such odd names as "Weezles", "Buffaloes", "Duckw" (ducks). It was reasoned by the planning staff that some difficulty would be experienced with the waterlogged terrain of the islands and so mobility was sacrificed for armour. There were, however, some specially waterproofed light tanks to provide support.

October 31 was a day of conference and there was much coming and going of senior officers, among whom was Admiral the late Sir Bertram Ramsay, then Allied Naval Commander-in-Chief.

Just before we slipped from our berth in Ostende, several War Correspondents were added to our teaming numbers aboard, and I was fortunate to attend a press conference at which the operation in all its phases was explained to the newsmen before they were assigned to the various craft of the Force. Some of these photographers and reporters later lost their lives when the vessels

in which they were observers were hit.

About the beginning of October, 1944, the R.A.F. had made an accurate bombing attack on the dyke on Walcharen Island, near the town of Westkapelle. A breach approximately 380 yards wide was torn in the wall and as a result the sea flooded practically the whole of the island. However, many of the fortifications had been built into the sea wall and on the higher ground, and these unfortunately survived.

Two small beaches were soon formed by the tides rushing in and out of the gap, and it was at these points that the principal frontal assault was to be launched by our Force "T". It was taken for granted by the planning staff that the element of surprise was already forfeited, and so "H" hour was fixed for 9.45 a.m. in broad daylight, at extreme low water. This time had the advantage that most of the additional beach obstacles added to the defences since Normandy were visible to the craft commanders, and therefore to some small extent, avoidable.

As Westkapelle was only 28 sea miles from Ostende the Force did not sail from the latter port until 5.0 a.m. on D Day, 1st November, 1944. The weather was a source of great concern to the Senior Naval Officer, as the decision to continue or postpone the operation after arriving at the point of assault rested with him. The sea was calm but a groundswell rolled in from the North-west, and reports stated that surf was estimated to be four feet high on the beaches. A light westerly was blowing out of an overcast sky, and visibility in the direction of the land was poor. It was a bleak November morning, and as I inflated my life jacket, I thought, not a very suitable one for a swim.

In formation behind a pair of mine sweepers, the little squadron approached the land just as the sun was rising in golden glory

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out of a line of low sandhills. It was obscured almost at once by a heavy bank of clouds and once more a gloomy light settled over all.

At this juncture we were to have witnessed what promised to be a spectacular rocket attack by R.A.F. Typhoons on the fortifications immediately surrounding our objective. Unfortunately the English and Belgium aerodromes from which these fighters operated were shrouded in fog, and the Force was therefore without close air support, at a time when it was

most needed, for the initial strafing and for the observation of the preliminary naval bombardment.

For the purpose of softening up the defences, a mile or so to seaward, and beautifully silhouetted against a light sky, was the battleship "Warspite", making one of her last appearances in action. Also in attendance were the monitors "Erebus" and "Roberts".

About 7.15 a.m. the decision to proceed with the operation was taken, and the "Warspite" and her consorts began firing shortly

after. At first only single ranging shots rumbled across the water, but as each ship found her pre-arranged target, great salvos went rushing overhead like express trains.

So far there had been no indication that any resistance was to be offered to our progress, but soon a Motor Launch leading a line of Infantry and Tank landing craft through the surrounding minefields was heavily shelled, and received a direct hit from a four-inch shell, which passed through her bridge and wheel-house without exploding. The shell killed her Captain, Coxswain, and two ratings. At this time a number of heavy batteries on the island were observed in action, but they were firing towards Flushing and not for the present bothering Force "T".

About 9.30 a.m. the covering Naval bombardment was lifted to enable the support craft to attack the pill boxes and immediate beach defences. At a range which was rapidly closed to about 300 yards, it was practically impossible for the enemy to miss, and it is not surprising therefore that the casualties amongst the support group mounted rapidly.

A great deal of moral effect was lost in the initial stages of this duel when the Rocket Support Craft short-ranged, and sent their terrifying showers of explosive perilously close to our own craft, instead of upon the beach defences.

It had been found in previous operations that the German had a tendency to fire at the object which was causing him the most discomfort, and in so doing at Walcharen, by concentrating his fire upon the support squadron, he allowed the Infantry and Tank Landing Craft to beach with only slight opposition. Once ashore, however, the Royal Marine Commandos met very heavy mortar and small arms fire, but they eventually broke out of the beach head and proceeded with the task of liquidating the beach perimeter defences and capturing the heavy

gun batteries around Middelburg and Domburg.

In the support squadron the fate of two of a new type of LCC, operational for the first time, was watched with interest. Armed with two staggered 17 lb. anti-tank guns in turrets, their object was to sit on the beach, flood special tanks which would hold the craft on the shore, and so provide a steady platform for the gunners. Both LCC's were lost in the operation.

It was rumoured that flame-throwers had been turned on them after they had beached, but survivors from LCC 101 informed me that a great volume of small arms fire had been concentrated on the turrets, and that some of it passed through the sight apertures and killed or wounded most of the personnel inside. LCC 101 had eventually tried to unbeach, but was so badly damaged that she quickly capsized, and sank on reaching deep water.

Most of the other craft reported appalling casualties and damage caused by hits from shells of up to 5.9 inches in calibre, which passed right through hulls and superstructure without exploding.

By about 11 a.m. the sea off the beach at Westkapelle was littered with furiously burning hulks. Some of these drifted into the nearby minefields and were sunk, while others went ashore and became the recipients of further punishment.

Small craft full of wounded and survivors continuously arrived alongside "Kingsmill," which was about a mile from the shore, and attracting only spasmodic gunfire, and it was not long before our decks literally ran in blood. Specially fitted Hospital Landing Craft took as many casualties as possible to nearby Ostende, but we still remained the clearing station, and Mess Decks and Wardroom alike were pressed into service. Our Doctor and Sickbay staff, supplemented by volunteers, were unable to cope with the rush, and a medical officer was sent from "Warapite." This of-

ficer was later transferred to the beach, and for his splendid work there was awarded the D.S.C.

Meanwhile, as the hours went by, the progress of the Marine Commandos ashore could be judged by the triumphal columns of smoke which ascended from the various gun positions as each was taken from the rear. By the evening of 1st November, only one battery remained which could fire on the beach, at the gap in the dyke. These guns clearly had the range almost to a yard, and prevented urgently needed supplies from being landed in daylight. Two LCT's attempted the journey at dusk, but they were so accurately shelled that they were forced to withdraw. At this time, an ammunition dump near the beach received a direct hit, and blew up in a fantastic display of fireworks.

After sunset "Kingsmill" retired to seaward as the presence of "E" Boats was suspected. We passed a quiet although uneasy night, and returned to the beach-head at dawn. By this time the weather had deteriorated considerably, and a blow set in from the North West. This brought conditions which very much restricted the support which the Naval squadron could give the men ashore, and at the end of D. plus 1, having first assured ourselves that the Marines were well on their way, we mustered the battered remnants of Force "T", and escorted them back to Ostende.

The Royal Marines Commandos had been able to accomplish their task, but at a fearful cost. Of the 28 craft which were employed in the Support Squadron, 9 were sunk, 11 were badly damaged, 1 was damaged but still capable of service, and 7 remained undamaged.

On 28th November, the Scheldt estuary channel to Antwerp was opened to shipping, and at once began the steady stream of materials which launched the Allies on the road to Berlin and final victory.



National training recruits on the stern of the frigate H.M.A.S. "Culgoe" watch as a depth-charge from the ship explodes. —"S.M.H."

TRAINEES LEARN THE NAVY'S WAY

H.M.A.S. "Culgoe" was huck-
tiff north-east gale.

An 18-year-old "macker," his face turned from greenish-yellow to flat white, appealed to Chief Petty Officer R. J. Bell: "Please, sir, put me off the ship at Sydney. I can't stand it, and I'll never be a sailor."

The boy was one of 80 National Service trainees in the frigate.

The old hands call them Mackers because of their tremendous appetite for macaroons.

And whatever may be happening in the other Services, the Navy is not handling its trainees with kid gloves. Officially, they are treated exactly the same as ordinary R.A.N. recruits; they have the same food, quarters, amenities and discipline.

As one of the frigate's officers put it, unable to resist a friendly nudge at the "junior" Services: "It seems the greatest tragedy that can befall a National Service trainee in the Army is for his bedside lamp to fail, and in the Air Force for the entire dish at dinner to be luke-warm. We're trying hard to shield our trainees from these disasters."

COLOURFUL CAREER OF NAVAL VESSEL

Lieut.-Com. G. M. DIXON, D.S.C., R.A.N.V.R.

The paying-off of H.M.A.S. "Labuan" brings to an end for a time the colourful career of one of His Majesty's Australian ships which has rendered so much excellent service to Australia during the few years she has been operating with the Royal Australian Navy. For a time she will be virtually put away in moth balls. Swinging lazily round a buoy to the fancy of the changing winds and tides or moored peacefully to a jetty in company with other vessels of the reserve fleet, where, proud of her efforts and her part in the history of Australia, she may dream such dreams of the past as may stir the souls of ships. Memories bright with colourful scenes of the East and of tropic islands or of battles fought with the mighty Grey Beards of the Southern Seas. Ghosts of the penguins and seals, once her passengers, who made the voyage from their homes in the far South between her decks, to the zoos of Sydney and Melbourne, will be recalled by the plaintive cries of sea gulls in whose company she will be.

Lovers of the Zoo will also mourn the passing (from active service) of another L.S.T., H.M.A.S. "Tarakan," on whose deck, as tiny cubs, the present tigers at Taronga Park made the journey from their jungle homes in Malaya to Australia. Many rare birds from the jungle of New Guinea, which delight visitors to Taronga Park, were also passengers in "Tarakan."

One of a class of Naval vessel which played such an important part in every major amphibious operation, from the Mediterranean, Pacific and Indian Ocean to the landing in Normandy was L.S.T. (Landing Ship Tank).

Several designs of this type of

ship were built during World War II from the earliest type, which were converted oil tankers, to the final L.S.T. built in the United States of America, Great Britain and Canada to which class H.M.A.S. "Labuan" belonged.

Built in Montreal, Canada, as L.S.T. 3501, she was launched on 17th August, 1944, and under the command of Lieut.-Commander R. C. Wyman, R.C.N.V.R., made her maiden voyage from Quebec to the Naval Port of Plymouth in England, where she arrived in May, 1945, and after a short stay there, sailed for the East to take part in the recapture of Singapore from the Japanese.

Although Japan sued for peace on 15th August, 1945, and hostilities ceased, this operation was carried out. The story is told of how the captain of one L.S.T. beached his ship at such a speed during this operation that she careered into the jungle, rending a path through the coconut trees, where she remained for 12 days until the next Spring tide, when she was floated off.

For many months, L.S.T. 3501 was employed ferrying troops and vehicles in the Middle East, until finally she completed her commission and was paid off at Trincomalee in Ceylon, where she was moored with a number of her class, until with 5 other L.S.T.s she was recommissioned and joined the Royal Australian Navy on 1st July, 1946, forming one of the 10th (Australian) L.S.T. squadron. The squadron arrived in Sydney in September of the same year and was employed in transporting valuable military and road-making equipment back from New Guinea and other Islands of the Pacific to Australia. An amusing

incident occurred at Madang in New Guinea. When beaching to unload, the native labour recruited to handle the cargo, took one look at this monster charging the shore and straight away vanished into the jungle from whence it took some time before they could be persuaded to return.

In 1947, L.S.T. 3501, as she was still known, was selected to carry the first party of scientists to establish Meteorological stations on Heard and Macquarie Islands, which are situated in the storm-ravaged seas of the Sub-Antarctic.

After some months spent at Garden Island, Sydney, where she was fitted out to meet the conditions of the sub-Antarctic, L.S.T. 3501, conspicuous in a new coat of orange paint, sailed for Melbourne on 17th October, 1947, to load a vast amount of equipment and stores necessary to lay the foundations of the weather station at Heard Island which has been planned to operate there for five years. This was a tempestuous voyage where she encountered some of the worst weather ever recorded in these seas.

During the stay at Heard Island, an important ceremony was carried out. . . . The Australian Flag was raised, thus transferring from Britain to Australia the guardianship of this lonely island. Next, she made the voyage to Macquarie Island to establish a similar weather station there. In 1948 she was renamed H.M.A.S. "Labuan."

Between voyages to the sub-Antarctic, she transported stores and equipment to and from Darwin and Islands in the Torres Straits, and was also employed to transfer the Australian Naval Base from Dreger in Papua to the site of the old American Base on Manus Island.

It was during her fourth and last voyage, whilst returning from Heard Island this year, that somewhat tired after so many miles of ploughing the ocean she succumbed to the violence of the Southern Seas and has now merited a well-earned rest.



OCEANOGRAPHICAL SURVEY IN SOUTHERN OCEAN.

The Royal Research Ship, "Discovery II," operated by the National Institute of Oceanography, Great Britain, is now on the third stage of her circum-polar voyage. She is carrying out a general oceanographical survey of the biological and physical conditions in the Southern Ocean. She was expected to arrive at Simonstown, South Africa, at the end of July. She was then to visit Durban before starting on the last stage of the voyage, which includes a visit to the French scientific expedition on the island of Kerguelen. The "Discovery II" carries a scientific staff of eight members, headed by Dr. H. P. P. Herdman, of the National Institute of Oceanography, and a crew of 48 officers and men. The Master is Commander J. F. Blackburn, D.S.O., R.N. (retired).

HITLER'S LUXURY YACHT BROKEN UP.

A United States mobilisation official applied a cutting torch to Adolf Hitler's £2,000,000 yacht, "Grille," at a New Jersey port recently. The ceremony was the first step in the breaking-up of the 476 ft. vessel for scrap urgently needed for making war material. It was estimated that the "Grille," built for Hitler in 1935, would yield 3,000 tons of high-quality scrap steel. Speaking at

the ceremony the U.S. Assistant National Production Authority Administrator Norman Foy, called on United States industry and farmers to turn in scrap at an increased rate "lest steel production be crippled."

SOME CATCH.

A Laeoe fisherman of Denmark, Laurits Petersen, brought into the Jutland port of Frederikshavn recently, 24 cases containing 576 bottles of brandy which he fished up during the night in the Cattegat. It is believed that the brandy, together with cognac, was dumped by a Dutch ship engaged in smuggling into the Continent.

"WAHINE" COURT OF INQUIRY.

A recent magisterial Court of Inquiry, held at Wellington, N.Z., into the stranding and loss of the vessel "Wahine" on Marsela Island in the Arafura Sea on August 15, found that no blame was attached to the master, Captain P. D. Johnson. The Court ordered the return of certificates to the master and the chief officer, and it found that the stranding was caused by an inexplicable variation in the set of the expected westerly drift, against which the master took all precautions. It also found that the "Wahine" was properly manned and equipped and that the absence of radar was not a contributing factor to the stranding. It praised the conduct of all aboard.

MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

MASTER'S DAMAGES FOR SLANDER.

A Reuter message from Bonn, quoted in a Lloyd's List of comparatively recent date, revealed that the captain of a British steamer had been awarded damages for slander amounting to about £1,000 sterling against the captain of an Italian steamer. The two vessels had been in collision earlier in the year, and the Italian master accused the captain of the British vessel in local newspapers of ramming his vessel to avoid running aground. The court decided that the ramming was accidental and the accusation groundless.

NOVEL JACKS.

Last year it was decided that, as supplies became available, all Clan Line vessels would fly a tартan flag on the forward jack-staff while in port, the tartan being that of the Clan after which the vessel had been named. The house flag would still be flown from the main mast as usual. That course is now being followed and adopted.

TRIBUTE TO MERCHANT NAVY.

Those sea-going officers of the Merchant Navy who listened in to the speeches at the recent Royal Academy Banquet in London must have found much pleasure in the striking tribute to their Service with which Admiral of the Fleet Lord Cork and Orrery opened his speech in reply to the

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toast of The Fighting Services. In effect, Lord Cork and Orrery said—as this journal stressed in its editorial last month—that the whole scheme of Britain's Naval, Military, and Air Defence ultimately depended upon the Merchant Navy being able to do its job in which it had never failed. The owners, officers and men of the Merchant Navy have earned this generous but rightful recognition by centuries of magnificent service.

FINED FOR CONTRAVENING REGULATIONS.

Recent fines imposed on ships' officers by magistrates in courts in the United Kingdom include one of £55, with £2/12/6 costs, imposed on the master of a Greek vessel who pleaded guilty to summonses of contravening regulations in that the level of the deck to the bottom of No. 5 hold was not maintained, and there was not safe access from the deck to the hold in which work was being carried out; in that certain shafting of the winch at a bunker hatch was not securely fenced; not having the safe marking load marked on a derrick in use at the same bunker hatch; and not taking adequate measures to prevent steam to a winch at the bunker hatch obscuring part of the deck where a person was employed.

SYDNEY YACHT'S TRANS-PACIFIC CRUISE.

The 36ft Sydney sloop "Solveig" sailed into Sydney Harbour on the night of 28th September to end her trans-Pacific cruise from Honolulu, which she cleared on August 12. "Solveig" was shipped, it will be remembered, from Sydney to San Francisco in June to take part in the recent Los Angeles-Honolulu yacht race. She raced with a crew of five Australians, three of whom left her at Honolulu to come home by air. The remaining two brought the sloop home with the help of an American, who joined up at Honolulu as navigator and who cele-

brated his 60th birthday on the day of the "Solveig's" arrival in Sydney. The last three days of the voyage were spent battling gales off the Australian coast. Until then, the "Solveig" averaged 128 miles sailing a day.

HUGE OIL FIRE IN BRITAIN.

Britain's biggest peacetime oil blaze was extinguished, following herculean efforts, in September after it had destroyed 14 million gallons of oil in 38 hours at Bristol. Twenty storage tanks were ablaze at the height of the fire, and there were many explosions. Damage and losses were estimated at £1,000,000. Two oil workers were missing, believed dead in the fire, and 32 firemen were treated for burns.

FREIGHTER SINKS OFF JAPAN.

The 6,600-ton Belgian freighter "Rubens" burst into flames and sank off the Japanese coast recently. Japanese salvage crews had refloated the ship after it had run aground some few days before. However, all 40 of the ship's crew were saved. The "Rubens" was carrying soybeans from California to Yokohama.

HUGE RADAR NET COMPLETED.

A message from New York reports that the General Electric Company on October 10 announced that it had completed installing the largest radar system ever produced. The system will guard the United States and Canada against air attack. Spoken men for the company said that the number and exact location of the radar posts are secret, but some are in Arctic areas. Equipment is housed in rubberised fabric "radomes", supported by a pressure and -resembling huge pumpkins, which protect equipment from wind, snow and ice without hindering their operation. Each post needs some 400 men to operate it on a 24-hour basis and can intercept several raids simultaneously.

FIRE ABOARD THE "SONOMA".

A fire in No. 5 hatch of the U.S. vessel "Sonoma," berthed in Walsh Bay, Sydney, damaged twenty bales of cotton on October 18. Firemen from the Sydney Fire Brigades prevented serious damage to the ship and the rest of cargo in the hold. The cause of the fire is unknown.

TYPHOON VICTIM.

The 7,081-ton United Nations transport "Kongo Maru" was driven on to a reef during the typhoon which raged in the Eastern seas in mid-October. The 400 Allied soldiers aboard and some of the crew were taken off by the American attack transport "George D. Clymer," with the help of two tugs, the day following the stranding. A U.S. Navy announcement said that the Captain and the remainder of the crew would stay aboard unless forced to leave the ship. The typhoon, one of the worst experienced in years, reached 135 m.p.h. when it roared across the southern tip of Kyushu island to the Sea of Japan.

DINGOES SAVES STRANDED CREW.

Wild dingoes saved the lives of four crew members of the 40-ton landing barge "Maude" when it was wrecked on its way from Darwin to Wyndham on September 20. The men contrived to reach the mainland shore, but their water supplies gave out. They were returning to the wrecked barge, tongues swollen and almost mad with thirst, when they stumbled across a dingo-dug soak on the beach, filled with beautiful fresh water.

SEA TRAGEDY.

The United States freighter "Southern Isles," with a crew of 24, broke in two and sank in the Atlantic on October 5. Coast-guard officers said that only seven of the crew had been saved and one of these had died later. Heavy

seas resulting from a hurricane struck the ship and she broke apart and went down 200 miles south-east of Cape Hatteras, North Carolina.

NEW ITALIAN LUXURY LINER.

The 14,000-ton Flotta Laura luxury liner, "Roma," said to be a "ship that will not burn," arrived in Sydney on October 11, on her maiden voyage from Genoa. Originally built in the United States as an aircraft carrier, the total cost of the ship, including conversion, was about £3,300,000. The ship has unusual lines; for instance, a blunt stem-head and a back-sloping streamlined funnel. Luxury features include murals in pastel colours, swimming pool, open air beer garden, an arcade of shops, American bar, and spacious and well-furnished state-rooms. Much of her interior fitting is of marinite, a non-combustible material somewhat similar to fibro-cement.

FIREMEN OVERCOME IN SHIP'S FIRE.

Ten firemen from the Sydney Fire Brigades had to be dragged out from the huge copra fire in the deepest hold of the Burns Philp motor ship "Bulolo" in Walsh Bay recently. One hundred city firemen and members of the "Bulolo" crew fought a desperate battle to extinguish and control the raging fire. The vessel developed a sudden 25 degrees list and crashed against the wharf, while the heavy cover of one of the sealed hatches was hurled high into the air after a surging roar and tremendous explosion. The ship had eventually to be towed to Berg's Bay, where the fire was ultimately extinguished. Fire officers said the blaze was one of the most difficult to fight in Sydney's history.

NO "MAGIC" ATOM WEAPONS YET.

At present the United States did not possess "magic" atomic weapons, the United States Secretary of Defence (Mr. Lovett) told the American Legion on Oc-

tober 15. It had no arms that can win a quick, easy or magic victory, he said. Hopes that super-weapons were ready for fighting and winning wars, were exaggerated. The plain fact is, he added, that until new weapons and military applications of atomic energy have proved their reliability and are available, we will have to depend on sufficient trained and equipped ground, naval, and air forces, and use them effectively. In short, there was nothing as yet in the atomic field that could magically fight or win a war.

NEW RUSSIAN JET FIGHTER.

The sleek-built new Russian jet fighter, the MIG-19, is said to be an even faster version of the MIG-15 which has outflown and outclimbed the United States F-68 Sabre in Korea. The MIG-19 is believed to be capable of speeds greater than sound, which varies from 761 m.p.h. at sea level to 663 m.p.h. at 40,000 feet. The American Sabres can fly at 676 m.p.h.

"MURCHISON" HOLED, BUT SAFE.

A message from Tokyo on October 9 said that Communist shore batteries recently holed the Australian frigate, H.M.A.S. "Murchison," wounding four of her crew. In one of two engagements in the Han River Estuary, on the West Coast of Korea, the frigate received five direct shell hits and one mortar burst. The frigate replied with four direct hits on a gun emplacement. In a second engagement two days later, a Communist 25mm shell holed the ship above the waterline, and another shell twice skippered on the surface of the water and then burst in the "Murchison's" engine room. Miraculously only two engine-room hands were wounded superficially. Three other shells then crashed into the "Murchison," which was firing back all the time with every gun that could bear.

NEWS OF THE WORLD'S NAVIES

"MURCHISON" IN DARING RAID.

The British Admiralty announced recently that the Australian frigate, H.M.A.S. "Murchison" and six other frigates had sailed 30 miles up a river behind enemy lines in Korea and plastered Red troops, supply dumps and trains. The daring naval operation took place about 25 miles west of Kac-song, in West Korea. With the "Murchison" were the British frigates "Cardigan Bay", "Murecambe Bay" and "Mounts Bay", the New Zealand frigates "Hawea", and "Rotorua", and a South Korean frigate. The Admiralty described the raid as "one of the navigational feats of the war". The crews of the frigates were asked to volunteer for the operation and, said the Admiralty, "they leapt at the chance."

NEW CAPTAINS AND COMMANDERS, R.N.

The Admiralty has announced its bi-annual selection of 40 executive Lieutenant-Commanders and 20 executive Commanders for promotion to the rank of Commander and Captain respectively. The average age of the new Captains is 41 years 8 months, and that of the new Commanders 35 years. The youngest selections in each rank are Captain E. T. L. Dunsterville, R.N., aged 38 years 5 months; and Commander D. A. Dunbar-Nasmith, D.S.C., R.N., aged 30 years 4 months. The selections include officers with Aviation, Gunnery, Torpedo, and A/S, Signals, Submarine, and Surveying specialist qualifications. Seven promoted executive Lieutenant-Commanders and three executive Commanders are naval aviators. In addition, three Lieutenant-Commanders (E) who are qualified pilots, are included in the promotions within the Engineering Branch.

R.N.V.R. MOTOR LAUNCHES VISIT DENMARK AND NETHERLANDS.

Operating together for the first time this year, four motor launches attached to the Solent Division of the Royal Naval Volunteer Reserve, which has its headquarters in H.M.S. "Derg" at Southampton Docks, visited Denmark and the Netherlands recently with sixteen R.N.V.R. officers and fifty-six ratings on board. The four boats sailed from Southampton via Brunsbutel and Kiel for a four-day visit to the Danish port of Nyborg.

"FRONT LINE" AIRCRAFT FOR R.N.V.R.

A start, was made recently in Britain with the re-equipment of the three fighter and two anti-submarine air squadrons flown by pilots and observers of the Royal Naval Volunteer Reserve with modern aircraft.

R.N.V.R. MINESWEEPING EXERCISES.

During the English Spring five Naval Volunteer Reserve Divisions—three in England and two in Scotland—combined to form the 101st Minesweeping Flotilla and take part in an exercise in Kirkcaldy Bay in the Firth of Forth. It was the first time since the war that a minesweeping flotilla had been composed entirely of R.N.V.R. manned ships.

BRITISH MINESWEEPER VISITS SWEDEN.

H.M.S. "Curzon", motor minesweeper attached to the Sussex Division of the Royal Naval Volunteer Reserve, with its headquarters at Hove, sailed from Shoreham recently for her first foreign cruise of the year. She had some thirty R.N.V.R. officers and ratings on board and spent seven days at Gottenburg, the port on the Swedish west coast.

R.M.F.V.R. DIRECTOR INSPECTS MERSEYSIDE CENTRE.

The Director of the Royal Marine Forces Volunteer Reserve, Colonel R. W. B. Simonda, R.M., made his annual inspection of the Merseyside Centre of the R.M.F.V.R. at Morphett Dock, Birkenhead, Cheshire, recently. He inspected the permanent staff, buildings, and equipment and a parade of all ranks of the R.M.F.V.R.

SUBMARINE EXERCISES IN IRISH SEA.

More than thirty surface vessels and eighteen submarines took part in the "Summer War" of the Flag Officer (Submarines), Rear-Admiral S. M. Raw, C.B.E., in the Irish Sea and Britain's Western Approaches. The exercise was on similar lines to those organised annually since 1946. Ships taking part included the aircraft carrier "Vengeance", the cruiser "Sheffield", the submarine depot ships "Maidstone" and "Montclare." A number of the submarines involved, including the submarines "Zeeland" and "Tijgerhaai", of the Royal Netherlands Navy, joined in the exercises after taking part in a large scale N.A.T.O. exercise.

H.M.S. "READY" TRANSFERRED TO BELGIAN NAVY.

H.M.S. "Ready," the Algerian class minesweeper, has been transferred to the Belgian Navy. The ship was formally handed over at Portsmouth by Rear-Admiral J. F. L. Reid, C.B., the Chief of Staff to the Commander-in-Chief Portsmouth, and she was accepted on behalf of the Belgian Ministry of National Defence by Lieutenant-Colonel E. Delellenne, Belgian Military Attaché in London. The "Ready" is the third ship of this class to be transferred to the Belgian Navy. H.M.S.

"Liberty" was handed over at Portsmouth in November, 1949, and H.M.S. "Cadmus" was accepted by the Belgians at Chatham in January, 1950. The "Ready" is a ship which performed important mine clearance work in the Scheldt towards the end of World War II.

RECORDS SET BY H.M.S. "GLORY".

The 14th Carrier Air Group of H.M.S. "Glory" (Captain K. S. Colquhoun, D.S.O., R.N.), during the early part of her operations in Korean waters, set up a record by launching 46 sorties of rocket assisted take off in a day. In doing so she became the first carrier to operate a Sea Fury Squadron by the rocket take off method. Another record for carriers was made by the "Glory's" Air Group in flying 350 sorties in seven days.

R.N.V.R. AIR SQUADRONS STRENGTHENED.

The British Admiralty has taken steps to increase the personnel of the three fighter and two anti-submarine air squadrons manned by Royal Naval Volunteer Reserve by strengthening their pool of "reserve fliers"—those pilots and observers serving on List 11 and increasing the number of active non-aircrew officers attached to each of the squadrons. The overall strength of aircrew is to go up. Apart from National Servicemen completing their period of part-time service this will allow the entry of 200 ex-service pilots and 115 observers, mainly from the Royal Naval Volunteer Supplementary Reserve, for service on List 11 as "second-line" fliers.

ROYAL AUSTRALIAN NAVY TO ACQUIRE FLEET TANKER.

The Minister for the Navy (the Hon. William McMahon) has announced that the Federal Government had decided to buy a 15,000 ton fleet tanker for the

Royal Australian Navy at a cost of £2,620,000. It was hoped that the tanker would join the Australian Fleet by June, 1953. Mr. McMahon said that the acquisition of the tanker would make it possible for ships of the Royal Australian Navy to be fuelled at sea. "It was clearly demonstrated during the Second World War," he added, "that, if the maximum operational use was to be made of a fleet, all its units must be capable of remaining at sea for extended periods away from bases. In peace-time, the tanker, which will be manned by a Merchant Navy crew, will exercise naval units in fuelling at sea under varying weather conditions, so that fuelling operations could be carried out efficiently if war broke out. When the tanker is not exercising in peace-time she will be used for freighting to Australia, naval fuel oil at present carried in Admiralty tankers. The tanker has been ordered through the British Admiralty, which has been negotiating with major oil companies in the United Kingdom for the taking over of several tankers at present being built there. They have been designed to enable them to operate with fleets of the Royal Navy as required. At the request of the Australian Commonwealth Naval Board, the Admiralty will take over an additional tanker for use with the Australian Fleet. "It would not be practicable to build a suitable tanker in Australia because of lack of man-power, the over-taxing of facilities and the disproportionate demands that would be made upon the shipbuilding industry. Mr. McMahon said that the decision to buy the tanker was another instance of the determination of the Government and the Naval Board to maintain the Australian Fleet at the utmost possible efficiency in keeping with modern developments so that, if it became necessary, it could co-operate adequately with other Navies of the British Commonwealth and its Allies.

CANADIAN NAVY VESSELS "OUT OF 'MOTHBALLS'".

The Royal Canadian Navy has begun to take its reserve ships out of "mothballs"—the plastic preservative with which the vessels were treated at the end of World War II. The first of 16 frigates and 20 minesweepers held in reserve at Sorel (Quebec) have been delivered to shipyards for refitting and re-conditioning.

H.M.A.S. "ANZAC" IN GUN DUEL.

H.M.A.S. "Anzac," the Australian destroyer during her service in Korean waters, went into action for the first time on September 8 and fought with brilliant success. Standing three miles off the west coast of North Korea, near Haeju, she engaged a Communist coastal gun. Most of the "Anzac's" shells were dead on the target, and two 4.5 inch shells blew the aperture of the coastal gun's emplacement wide open. It is almost certain that at least one of the shells passed right through the aperture and exploded in the gun chamber.

35-KNOT ATOMIC SUB.

According to "All Hands," an official United States Navy publication, a gigantic atom-powered submarine is now being built which will have an underwater speed of 35 knots. The submerged speed of the most modern submarines at present in existence is not more than 23 knots. Official American sources say that "a single charge" of uranium in the motor of the atomic submarine will propel it "tens of thousands of miles." The only factors requiring the craft to surface would be air for the crew members and the time they could endure confined quarters.



R.N. Ships in Trafalgar Day Celebrations



Right: H.M.S. "Glory," shown here Sydney-bound, was open to the public during the display.

Below: H.M.S. "Thorough" gave exhibition dives in the dock during the afternoon.



TRAFALGAR DAY CELEBRATIONS

COLOURFUL NAVAL DISPLAYS IN N.S.W. AND VICTORIA.

146 years ago at Cape Trafalgar the British Navy, under the Command of Admiral Lord Nelson, defeated the Spanish and French Fleets and broke down Napoleon's plans to invade England, and still, to-day, the men of the British Navy are proving themselves to be the living embodiment of the unquenchable fighting spirit that has found expression in every naval action from Trafalgar to Normandy and the Pacific.

From the "Bismarck" and "Graf Spee" actions, through strenuous convoy years in the Atlantic and the Mediterranean, and Indian and Pacific Oceans, fleet units of all dimensions enhanced their unblemished naval tradition



and went from glory to glory in a steady crescendo of unselfish and magnificent achievement.

During World War II land and air forces were required in all theatres to achieve victory, but sea power was the foundation and base of almost every allied success. Without our Navy America could not have deployed her huge armies in Europe and allied nations would have been unable to operate in various theatres of war.

If Britain and the scattered members of her vast Empire are to retain their integrity and freedom, no treaties, ideologies or international agreements can replace British sea power.

To commemorate the Battle of Trafalgar the Royal Australian Navy, on 27th October, staged a Trafalgar Day display at Captain Cook Dock, which was open to the public.

From 1 p.m. to 5.30 p.m. the dock and its workshops, the British aircraft-carrier H.M.S. "Glory", the submarine H.M.S. "Telemachus", and H.M.A.S. "Barcoo" were open to visitors.

An exciting feature of the afternoon, and the one which attracted the most attention, was the British submarine "Thorough" making exhibition dives in the dock. While the submarine was submerged the public was able to see men "escape" by means of the Davis Submarine Escape Apparatus. When they were making practice escapes prior to the opening of the display, a Navy spokesman said it was the first time Davis gear had been used "cast of Suez."

The other main attractions at the dockyard display were—

- Modern naval dockyard and workshops in operation;
- Naval firefighters walking through flames and staging

a mock rescue from a burning aircraft;

- Naval divers working under water;
- A floating dock lifting a ship;
- Exercises by air search and rescue craft; and,
- Displays of naval equipment.

The 10,000-ton cruiser "Shropshire" was on view in the dry dock and many thousands of people took the opportunity of seeing what a heavy cruiser looks like "from down there", but the young and adventurous went to the other extreme and rode high over the dock in the bucket of the giant crane.

At 2 p.m., as thirty Navy planes flew in formation over the Dock, Nelson's famous signal "England Expects That Every Man This Day Will Do His Duty" was hoisted on the Garden Island flagstaff. The planes, Sea Furys and Fireflays were from H.M.S. "Glory" and H.M.A.S. "Albatross."

H.M. Aircraft-carrier "Glory," recently returned from Korea, was moored alongside Garden

Island, and approximately 30,000 took advantage of the unique opportunity of seeing at close range a sample of those marathons of naval might that held the enemy at bay through the anxious and strenuous years of World War II.

An unusually colourful Trafalgar Day ceremony and display, in which officers and ratings and Wrens from Flinders Naval Depot, the Depot Band in full blue, scarlet and gold ceremonial dress, and cadet-midshipman from the R.A.N. College took part, was held at Como Park, Victoria.

The Governor of Victoria (General Sir Dallas Brooks) was present and took the salute at the march past. The First Naval Member (Vice-Admiral Sir John Collins) and other members of the Naval Board, as well as many other leading citizens, also attended.

The principal features were the parading of the White Ensign before a Guard of Honour and the dignified impressive "Death of Nelson and Victory of Trafalgar" ritual in which the Guard of Honour, other officers and ratings, buglers and the band combined.

PERSONAL PARAGRAPHS

NEW DIRECTOR OF NAVAL CONSTRUCTION, ADMIRALTY.

The First Lord of the Admiralty has approved the appointment of Mr. V. G. Shepherd, C.B., M.I.N.A., as Director of Naval Construction, with effect from 1st October, 1951, in succession to Sir Charles Lilliecrapp, K.C.B., M.B.E., M.I.N.A., who retired on 30th September, 1951.

DANISH DECORATION AWARDED CAPTAIN R. RHOADES.

Captain R. Rhoades, D.S.C., R.A.N., has been awarded the decoration of the Chevalier of the Order of Danebrog by King Frederick of Denmark. Announcing this at Canberra on October 2, the Minister for the Navy (Hon. W. McMahon) said Captain Rhoades was commanding H.M.S. "Opportune," one of the ships on escort duty during King Frederick's recent State visit to the United Kingdom. Incidentally, Captain Rhoades, who is at present on exchange duty with the Royal Navy, was born at Double Bay, Sydney, in April, 1909. He served with distinction in the Second World War, in which he was awarded the Distinguished Service Cross, for good service in the Mediterranean.

HIGH COMMAND FOR VICE-ADMIRAL THE EARL MOUNTBATTEN OF BURMA.

The Lords of Admiralty announced on October 11 the appointment of Vice-Admiral the Earl Mountbatten of Burma as Commander-in-Chief, British Mediterranean Fleet, in succession to Admiral Sir John Edlsten, the appointment to become effective next May.

Vice-Admiral the Earl Mountbatten of Burma, who is 51 years

of age, will become a full admiral when he takes over his new appointment. Every Australian sailor, soldier and airman who fought under this intrepid leader will be delighted by the announcement of his appointment to this high post.

The Earl Mountbatten has had an inspiring career. Since the beginning of the Second World War, when he was a captain in command of a destroyer flotilla, he has been Chief of Combined Operations and a member of the British Chiefs-of-Staff, 1942-43; Supreme Allied Commander, South-East Asia, 1943-46; Viceroy of India, March-August, 1947; Governor-General of India, 1947-48; Flag-Officer Commanding First Cruiser Squadron, Mediterranean Fleet, 1948-49. At present he is Fourth Sea Lord in charge of Admiralty Supplies, in which post he will be succeeded by Rear-Admiral Sydney M. Raw, now Flag-Officer, Submarines.

Of Royal blood, and possessed of immense riches, Vice-Admiral the Earl Mountbatten of Burma could have led a life of luxurious ease. Instead he has grappled with Service and public problems of the first magnitude, always with effectiveness and success. He has won success through inherent greatness—a greatness arising from inspiring courage, marked intelligence, and great personal appearance and charm.

R.A.N. OFFICER APPOINTED A.D.C. TO KING.

The Minister for the Navy (the Hon. William McMahon) announced in Canberra that Commodore H. J. Buchanan, D.S.O., R.A.N., had been appointed Aide-de-Camp to the King. Commodore Buchanan, who is at present Commodore Superintendent of Training at Flinders Naval Depot, Victoria, succeeds Captain

H. L. Howden, C.B.E., R.A.N., who has vacated the appointment as A.D.C. on reaching the retiring age for his rank.

REAR-ADMIRAL VISITOR.

Rear-Admiral A. D. Torlesse, D.S.O., who commanded H.M.S. "Triumph" during the first three months of the Korean campaign, arrived in Sydney by B.O.A.C. Constellation from London on October 15. He travelled on to Melbourne for consultation with the Australian Naval Board. Admiral Torlesse spent two weeks in Australia.

NEW ADMIRAL SUPERINTENDENT, H.M. DOCKYARD, PORTSMOUTH.

Rear-Admiral A. V. G. Hub back, C.B.E., has been appointed Admiral Superintendent, H.M. Dockyard, Portsmouth, in succession to Vice-Admiral W. Y. La R. Beverley, C.B., C.B.E. The appointment took effect in October.

AWARDS TO R.A.N. PERSONNEL FOR SERVICES IN KOREA.

The Minister for the Navy (the Hon. William McMahon) announced in Canberra that His Majesty the King had been graciously pleased to approve further recommendations for awards to officers and men of the Royal Australian Navy for their services in the Korean area.

Mr. McMahon said that the list of awards was additional to one issued last May in which it was announced that Commander W. B. M. Marks, R.A.N., then commanding officer of H.M.A.S. "Bataan" and now commander of the Royal Australian Naval College, had been mentioned in despatches, and Chief Petty Officer W. A. Roe, coxswain of "Bataan," had been awarded the Distinguished Service Medal.

The new awards are as follows:—

Distinguished Service Order
Captain O. H. Becher, D.S.C., R.A.N. (Commanding Officer, H.M.A.S. "Warramunga").

British Empire Medal

Chief Engine Room Artificer J. Boyd, of the R.A.N. (H.M.A.S. "Warramunga").

Mentioned in Despatches

Lieutenant P. R. Burnett, R.A.N. (H.M.A.S. "Bataan").

Lieutenant (S) W. A. Kemp, R.A.N. (H.M.A.S. "Bataan").

Lieutenant (L) S. G. Cantor, Senior Commissioned Electrical Officer (L), R.A.N. (H.M.A.S. "Bataan").

Chief Petty Officer Stoker Mechanic W. C. Forbes, of the R.A.N. (H.M.A.S. "Bataan").

Petty Officer Cook (S) J. O'Connor, of the R.A.N. (H.M.A.S. "Warramunga").

Chief Petty Officer C. Haynes, of the R.A.N. (H.M.A.S. "Bataan").

The citations accompanying the recommendations read as follows: Captain O. H. Becher.

Captain Becher has been noticeable in the forefront of the Commanding Officers both in his skillful and determined handling of H.M.A.S. "Warramunga" and in his personal drive and dash. He has inflicted great damage on the enemy by bombardments. He has patiently carried out long patrols. His was one of the ships to enter Chinnampo estuary at night in bad weather to assist in the evacuation of military forces. His ship played an important part in tackling the enemy mining campaign. Recommended for D.S.O. for his high example, courage and devotion to duty.

Chief Engine Room Artificer J. Boyd.

He has performed duties of Senior Engineer with outstanding zeal and devotion to duty. The efficient running of the engines of the ship is largely due to his forceful leadership, knowledge and judgment.

Lieutenant P. R. Burnett.

During the evacuation of Chinnampo on 5th December, 1950, H.M.A.S. "Bataan" was called upon to make a hazardous night passage to that port. Throughout the operation Lieutenant Burnett carried out his duties as Navigator with calmness and efficiency which contributed greatly to the safe passage of the ship.

Lieutenant (S) W. A. Kemp.

This young officer, who is the Supply Officer of H.M.A.S. "Bataan," has, throughout the Korean campaign, carried out his very responsible duties most capably and efficiently and has shown ability consistently in excess of that expected of an officer of his age, seniority and experience. H.M.A.S. "Bataan" carries her own accounts and Lieutenant (S) Kemp has had to deal with large sums of money in as many as five different currencies. During long periods of patrols off Korean coast, this officer has been responsible for maintaining high standard of victualling, thus fostering morale of ship's company.

Lieutenant (L) S. G. Cantor.

This officer carries out both Flotilla and Ship's Electrical duties and has undertaken this work with keenness and efficiency throughout the Korean campaign. Through this officer's personal efforts a high degree of co-operation was early established and maintained with United States Naval Base and Depot Ship Staffs wherever met, and this proved of great benefit to the ship.

Chief Petty Officer C. Haynes.

This Chief Petty Officer is the Chief Bow's Mate and Rate Officer of H.M.A.S. "Bataan" and has, since the commencement of hostilities in Korea, carried out his executive and gunnery duties with commendable keenness and efficiency. During the bombardment of Chinnampo on 5th December, 1950, his accurate observation of fall of shot contributed to the good results achieved.

Chief Petty Officer Stoker Mechanic W. C. Forbes.

This Chief Petty Officer is the Chief Stoker of H.M.A.S. "Bataan" and has carried out his duties efficiently and cheerfully throughout the Korean War, during which time the ship has steamed over 40,000 miles and has fuelled some 50 times. H.M.A.S. "Bataan" sustained damage in collision on 30th December, 1950, when Chief Petty Officer Stoker Mechanic Forbes showed exceptional ability in his damage control duties which contributed greatly to the safety of the ship.

Petty Officer Cook (S) J. O'Connor.

Petty Officer Cook (S) O'Connor, as Petty Officer in charge of the ship's company galley, has displayed zeal and ability above the average. During periods when ship has been closed up at first degree of readiness, the smooth running of Action Messing arrangements has been attributable to his initiative and devotion to duty.

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SEA-ODDITIES

How long do diving birds stay under water, and at what speeds do they travel under water when in pursuit of their prey? These questions rouse many highly controversial points, but it is apparent that though some exaggerated figures have been given, the feats of birds in these respects are far from being unspectacular. Stead, in his "Life Histories of New Zealand Birds," says the blue penguin can attain 12 miles per hour and may possibly reach 18 miles per hour when pursuing a fast fish. As for underwater dives and depths attained by diving birds, Dr. Dewar, in his exhaustive book "The Bird as a Diver," says that "the most carefully ascertained figures are two minutes for the dive [that is, the duration of it] and 10 fathoms for the depth attained."

What happens when a sword fish hurls itself against the side of a ship, as has happened more than once? In the Museum of the College of Surgeons, London, is a section of the bow of a whaling ship impaled by one of these swordfish. At one single blow the fish had plunged his sword through, and completely transfixed, 134 inches of solid timber. The sword had broken off and because of it, had prevented a leak in the ship that might well have proved dangerous. A second example of the might of this fish is to be seen in the British Museum. Again a ship's side is shown with the sword of a swordfish fixed in it. The sword had penetrated no less than 22 inches into the timber. Nor are these the only records we have of this fish.

"When His Majesty's ship 'Leopard'," writes Frank Buckland in one of his books, "was repairing in 1795, after her return from the coast of Guinea, a sword of one of these fishes was found to have gone through the sheathing one inch, next through a 3-inch

plank, and beyond that 44 inches into the firm timber; and it was the opinion of the mechanics that it would require nine strokes of a 25-pound hammer to drive a bolt of a similar size and form into the same depth into the same bulk; yet this was accomplished by a single thrust of the fish."

How long can whales stay under water? F. W. Lane, in his book "Nature Parade," says:

"The main food of the sperm whale is the giant squid, which lives at great depths. But the sperm is specially adapted for reaching the deep sea home of its prey. A large sperm whale can stay below the surface for over an hour—probably obtaining a supply of oxygenated blood from its curious vascular system."

"As the sperm frequently dives to a depth of over half a mile (and on occasions to a depth of a mile) it must be able to withstand immense pressures. How it is equipped to resist such pressure is not definitely known. It is probable, however, that the whale possesses the power of contracting its body, which movement would both sink it and help it to withstand the pressure."

"It appears that the record for staying below water is held by the cachalot whale. It often feeds near the bottom at depths of over a mile. One cachalot whale has been known to stay below water for one hour and forty-five minutes."

The large and dreaded reef-eel of the northern Australian coasts has been known, on several occasions, to disembowel a human diver with one slash of its powerful and murderous jaws. It has been recorded that one diver had a leg snapped clean off just below the knee by a single bite from this reef-infesting eel.

The suction power possessed by certain life-forms is another very interesting subject. The humble little limpet, for instance, can exert tremendous pressure proportionate to its size. When a limpet decides not to budge, it can hold on with a tenacity that a force of 62 pounds, or nearly two thousand times its own weight, is required to dislodge it.

But that fearsome ogre of the sea rocks, the giant octopus, is probably Nature's record-breaker for inherent suction power. A giant octopus, carrying two hundred and forty suckers, can rip up the toughest deep-sea diving suit as though it were cellophane.

Who among us has not marvelled at some of the amazing habits of many of our sea birds. The diving power of the well-known gannet, for instance.

"Think of it," writes Archer Russell in his recent book "Bushways". "A dive of one hundred feet or more—though, of course, the gannet frequently dives at much lower heights—is not to be undertaken lightly, except by an expert physically and instinctively adapted to withstand the shock of impact. The bird's bill, which is used to part the water, is long and powerful, the body of the bird well-formed, strong-framed and buoyant. In its plunge into the water, the bird descends to a considerable depth, where, having seized its prey with its strong serrated bill, it is propelled back to the surface largely by the natural buoyancy of its body."

"What unerring instinct directs the falling diver to close its wings in that instant before the shock of impact? By what intuitive gift is the fish it is after kept in sight during the course of that hurried plunge through the watery depths? Who would not like to know?

NAVAL AIRCRAFT MAKE LONG-RANGE CROSS-COUNTRY FLIGHT.

Six "Firefly" reconnaissance and anti-submarine aircraft left the Royal Australian Naval Air Station at Nowra (N.S.W.) for Townsville on Tuesday, October 2nd, on the first stage of a long-range cross-country flight round a large portion of Australia. The "Fireflies" were accompanied by a Dakota aircraft in which spare parts, tool kits and other equipment were carried. The flight was commanded by Commander J. H. Stenning, R.N., Commander (Air) at H.M.A.S. "Albatross," Nowra, and 14 other officers took part in it. They were officers of the 20th Carrier Air Group, a portion of which left recently in the aircraft carrier "Sydney" for Korea with the 21st Carrier Air Group.

In announcing this, the Minister for the Navy (Hon. W. McMahon) said that the itinerary of the flight would be as follows:

- Oct. 2nd.—Nowra to Townsville, 1126 nautical miles; refuelling at Amberley.
- Oct. 3rd.—At Townsville.
- Oct. 4th.—Townsville to Cloncurry, 364 nautical miles.
- Oct. 5th.—Cloncurry to Daly Waters, 492 nautical miles.
- Oct. 6th.—Daly Waters to Darwin, 295 nautical miles.
- Oct. 7th.—At Darwin.
- Oct. 8th.—Darwin to Tennant's Creek, 475 nautical miles.
- Oct. 9th.—Tennant's Creek to Alice Springs, 244 nautical miles.
- Oct. 10th.—At Alice Springs.
- Oct. 11th.—Alice Springs to Parafield, 713 nautical miles; refuelling at Oodnadatta.
- Oct. 12th.—At Parafield.
- Oct. 13th.—Parafield to Mildura, 176 nautical miles.
- Oct. 14th.—At Mildura.
- Oct. 15th.—Mildura to Nowra, 425 nautical miles. Total, 4310 nautical miles.

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training of recruits at Flinders Naval Depot and the exercising of the Australian Fleet at sea would be shown. Besides giving the officers variation from their normal training, the flight would provide, amongst other things, excellent navigation and radio training and experience for the pilots and observers in maintaining the efficiency of their aircraft on detachment service.

The flight has since been completed.

U.S. NAVY AIR BASE AT MALTA.

A recent message from London said that three hundred U.S. Navy air personnel had arrived at Malta and will be based there permanently. They are a U.S.N. patrol squadron of Privateer aircraft. An R.A.F. spokesman later announced that the squadron is intended to strengthen North Atlantic Treaty forces in the Mediterranean generally, rather than for the defence of Malta.

SPEAKING OF SHIPS

The Australian authorities have decided to limit the quantity of dangerous cargoes entering Australian ports in any single ship, the quantity varying with the nature of the cargo and the berth to which the ship is to go.

Over two-thirds of the crew of the Cunard liner "Queen Mary" volunteered to be X-rayed to help with the investigation into the prevalence of tuberculosis among seamen.

The Marine Society (of Great Britain), in its present policy of helping boys of all grades to go to sea, spent three times as much in providing outfits for cadets and apprentices in 1930 as it did in 1949.

The Atlantic (Shipping) Conference decided that, in spite of the constantly rising cost of operation, passenger fares will not be increased in 1951 and at the same time the owners increased the free allowance of baggage by 25 per cent.

A young Czech, who stowed away in the "Queen Mary" at New York and landed at Southampton without difficulty was not suspected until he voluntarily surrendered to the immigration authorities several days later.

The Hudson Bay Company's archives, believed to be the most complete and valuable of any private concern in the world, are being microfilmed in conjunction with the Public Archives of Canada.

The Mersey Mission to Seamen reported a deficit of £3,085 in 1950, met by the sale of a wartime investment, but the plans for the new Central Club at headquarters had to be postponed.

The Ministry of Transport (of Great Britain), questioned as to the cost of reconstructing and fitting out the "New Australia", ex-"Monarch of Bermuda", stated that as the cost would ultimately be borne by the Australian Government the information could not be supplied until their consent had been obtained.

Both *Pametrada* and *Vickers-Armstrongs* are carrying out experiments with case-hardened and ground turbine gearing.

In the new French turbo-electric liner "Kairouan" a great deal of floor space in the engine and boiler rooms has been saved by the abnormal use of vertical spindle auxiliary machinery.

The research laboratory of the B.T.H. Company at Rugby (England) is carrying out experiments in the creep properties of metals in a special room fitted with thermostatic control.

As a result of 18 months' experience with the Doxford O/P diesel of the "British Liberty" running on heavy oil, the B.T. Company ordered seven new ships to be similarly adapted.

Messrs. Japp, Hatch and Company, shipping and forwarding agents of London and Liverpool, have decided to go into voluntary liquidation after 76 years' existence. They formerly represented a number of Continental companies.

The Turkish Government has recently been placing a number of orders for ships and marine boilers with German shipbuilding and marine engineering firms on the basis of price.

The Anglo-Saxon Petroleum Company, enthusiasts on motor

tankers for years, are putting geared turbines into practically all the ships in their new £45,000,000 programme.

Suspected cases of sabotage in His Majesty's ships are still causing a great deal of anxiety although few of them have done any great damage.

Several governments have strongly advocated an international investigation of oil pollution at sea without waiting for the Inter-Governmental Maritime Consultative Organisation to get into working order.

The Hamburg American and North German Lloyd Lines in conjunction are chartering the old liners "Homeland", "Neptunia", "Canberra", and "Columbia" to re-establish their Trans-Atlantic service.

The South African Merchant Shipping Bill, presented in slightly modified form, contains provisions for segregating the white and coloured members of the crews of ships.

The soot-cleaning plant in the funnels of the "Queen Elizabeth" have been changed from the wet cleaning to the dry cleaning system after very successful experiments with the "Queen Mary".

The New Zealand Shipping Company's 17-knot motor liner "Haparang" beat the record for delays in New Zealand ports by taking 131 days to discharge and load cargo on the New Zealand coast, the previous worst being 129 days.

The Dutch Navy and Ministry of Transport have budgeted for over 2,500,000 guilders for the defensive armaments of merchant ships, covering purchase and maintenance of material and training of crews.

BRITAIN'S HOME FLEET'S AUTUMN CRUISES.

H.M. Ships of Britain's Home Fleet sailed from their Home Ports in the first week in September for a three-months Autumn Cruise, which will include a comprehensive training programme in Home waters and at Gibraltar.

After embarking her air squadrons in the English Channel, H.M.S. "Indomitable," Flagship of Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O., the Commander-in-Chief, proceeded to Invergordon and were joined there by other ships of the Home Fleet for a month's weapon training. For the Cruise, the aircraft carrier will have on board three squadrons of aircraft, including one squadron of Netherlands Sea Fury planes now based in the United Kingdom for training purposes.

On October 10th the Fleet sailed for an important "defence of convoys" exercise. This took place over a wide area in Scottish waters, the Atlantic, and the South West Approaches, and lasted nearly a week.

In addition to the Flagship, the following H.M. Ships are taking part:

"Theseus," aircraft carrier, wearing the Flag of the Flag Officer Third Aircraft Carrier Squadron (Rear-Admiral C. John); "Swiftsure," cruiser, wearing the Flag of the Flag Officer Second Cruiser Squadron (Vice-Admiral C. A. L. Mansergh, C.B., D.S.O.); "Apollo," fast minelayer; "Agincourt," "Jutland," "Corunna," "Aisne," "Solebay," "Gabbard," "St. Kitts," "Cadiz," "Stuys," "St. James," "Battlesaxe," "Scorpion," "Broadsword," "Crossbow," destroyers; "Loch Insh," "Loch Fyne," "Loch Arkalg," "Loch Alvie," "Loch Killisport," "St. Austell Bay," frigates; "Mediator," fleet tug; "Gold Ranger," Royal Fleet Auxiliary.

At the conclusion of this exercise the Fleet will sail for Gibraltar for further training and then return to their Home Ports.

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BOOK REVIEW

"MANUAL OF SEAMANSHIP," Published by His Majesty's Stationery Office, London.

The first of a three-volume edition of the Admiralty's new "Manual of Seamanship" was published in London recently. With a completely new text and new illustrations, it will take the place of the two-volume manual, which has served as a textbook for officers and men of the Royal Navy for more than 40 years.

Written between the years 1908 and 1909, the old manual was revised several times. That a new edition would ultimately be needed has, of course, for some time been increasingly obvious.

The old edition was intended primarily for the use of junior officers and men of the Royal Navy, but was also available to the general public through His Majesty's Stationery Office. Its usefulness as a textbook for young seamen other than those of the Royal Navy was limited because it dealt only with methods and equipment used in the Service.

The new manual, on the other hand, has been designed with a far

wider scope calculated to embrace all matters of seamanship whether Service or otherwise, and it is hoped it will appeal to all seamen whether they are old or young, professional or amateur, experienced or inexperienced.

The author of all three volumes is Commander A. M. Rundle, D.S.O., R.N., who, in compiling the work, has been able to call upon the help and advice of all Admiralty Departments and of His Majesty's Dockyards. In addition, he has been given much valuable help and advice by experienced seamen of both the Royal and Merchant Navies, and by civilian firms whose interests lie in ships and seamen.

A feature of the new manual is the manner in which it has been illustrated. Most of the drawings are in perspective and have been executed by Messrs. Chamberlain's Studios, working in close co-operation with the Directors of Navigation, Admiralty Office.

The first of the three volumes

deals with the elements of seamanship and is intended primarily for young seamen and for use in the Royal Naval Training Establishments; it contains 290 pages and 245 illustrations and is available to the public at 8/6 net. The second volume, which is in an advanced stage of printing, will contain 700 odd pages and 420 illustrations, and is intended to serve as a textbook and book of reference for junior officers and all seamen from A.B. to Boatswain. The third volume, which is nearing completion, deals with the higher aspects of seamanship such as ship-handling, towing, salvage, etc., and is written for seamen of experience whether old or young, of high rank or low rank.

The first impression of 75,000 copies of Volume One is already over-subscribed and a second impression is in hand. Large numbers have been ordered for the Royal Navy and also for Commonwealth Navies. In order to make a reasonable number of first impression copies available for the general public, arrangements have been made by His Majesty's Stationery Office to meet a proportion of the original demands from the second impression.

H.M.S. "KENYA" TO REFIT

The cruiser H.M.S. "Kenya" (Captain J. E. Podger, R.N.), whose story was told in the October issue of this Journal, has left the Korean waters to refit and recommission at Singapore. She has been in the Far East from the beginning of hostilities and is the veteran ship of the Korean war zone.

During her period of duty she has carried out 19 offensive patrols, each lasting between 14 and 40 days, and has steamed a total of 63,117 miles. She has fired 3,386 six-inch shells, hitting the enemy and their lines of com-

munication with approximately 183 tons of steel.

The "Kenya" played a very important part in the Inchon landings, and during the bitter Korean winter at one time or another with her accurate gunfire succeeded in destroying 15 floating mines which were imperilling our ships.

She rescued a total of ten carrier-borne aviators who had had the misfortune to ditch in the Yellow Sea.

The Commander of the United Nations blockading force, Rear-Admiral George G. Dyer, U.S.N., under whose direction H.M.S. "Kenya" has carried out most of

her patrols, wished her good luck and farewell, remarking on her noteworthy contribution to the United Nations effort.

Those of her present company who have completed more than 18 months of foreign service will return to the United Kingdom in time for Christmas.

In this regard it has been announced that H.M.S. "Mauritius," cruiser, now on the East Indies Station, will exchange ship's companies with H.M.S. "Kenya" about November and then return to the United Kingdom with those men who are due for foreign leave service.

SHORT SERVICE COMMISSIONS FOR R.A.N. AIRCRAFT PILOTS AND OBSERVERS.

The Naval Board has decided to invite applications from young men in civilian life and ratings in the Australian Fleet for seven-year short service commissions as aircraft pilots or observers in the Royal Australian Navy.

Mr. McMahon, when making this announcement, said that the new scheme, which would replace an existing scheme under which four-year short service commissions had been granted to some R.A.N. aircrew, would present an excellent opportunity for young men to engage in an unusually interesting life and, at the same time, to serve their country.

To succeed in applications for engagement under the revised scheme, candidates must be aged between 17 years and eight months and 22 years and eight months.

Both those who entered from civilian life and those who transferred from the Fleet would do their earlier training — up to the stage at which they obtained their wings — as ratings. The latter part of the training of both pilots and observers would be done in the United Kingdom.

Opportunities would be given for some short service officers to obtain permanent commissions but, in any case, at the end of seven years' commissioned service all of them would (if recommended) be given the option of re-engaging for an additional four years. Whether they served for seven years or 11 years they would be required, at the end of those terms, to join the Royal Australian Naval Reserve.

Ratings who, at any stage of their training, failed to maintain the required standards would be given the opportunity, if from civilian life, of becoming telegraphists (flying) or being discharged free, or, if from the Fleet, of becoming telegraphists (flying) or retraining to the rating held on volunteering for aircrew duties.

New Flag Officer Commanding R.A.N.

Rear-Admiral J. W. M. Eaton, D.S.O., D.S.C., R.N., the new Flag Officer Commanding the Royal Australian Navy, arrived in Sydney by the P. & O. liner "Himalaya" on October 9. He was officially welcomed by Rear-Admiral J. A. S. Eccles, C.B., C.B.E., whom he has since succeeded. Rear-Admiral Eccles boarded the "Himalaya" in the stream from the admiral's barge.

Admiral Eaton prefers to call himself a "salt horse", which in Navy parlance means an executive officer who does not specialise in any one particular Naval branch. But there is no doubt about his grip of Naval affairs.

In January the same year Admiral Eaton won the D.S.C. for rescuing the destroyer "Gallant", put out of action by either a mine or a torpedo, by towing her under air attack into Malta.

Sometime later he was promoted to captain and in 1943 commanded the destroyer "Eskimo". In the invasion of Sicily he, his crew and his ship were saved by a faulty bomb fuse. "Eskimo" was attacked from the air and one enemy plane let fall a 500 lb. bomb into one of the ship's oil tanks. It didn't go off. Before World War II, he had three years in submarines.



Rear-Admiral Eaton, Rear-Admiral Eccles, and Mrs. Eaton.

In a "Guest of Honour" A.B.C. radio talk he told his listeners that "the days of ships lining up and firing away at each other are gone for good", and he holds the opinion that the most powerful unit of the modern fleet is the aeroplane—and the carrier that mothers it.

Yet the most dramatic moments of his career have been spent in "lining up and firing away"—in destroyers, in the Mediterranean during World War II.

It was in one of these ships—off Sfax on the North African coast in April, 1941—that he won his D.S.O., and, incidentally, got a ducking when his ship was torpedoed. That ship was the fa-

Admiral Eaton is a youthful-looking senior Navy officer, and, though every bit a disciplinarian, his disposition is easy-going and pleasant. Born in Rhodesia in 1902, he went to school in England when he was seven, to the Royal Naval College at Osborne, Isle of Wight, at thirteen, and to the Royal Naval College, Dartmouth, some time later.

He went to sea as a midshipman in the battleship "Barham" in 1919, and was in command of the cruiser "Sheffield", on his way to fight the Japanese, when World War II came to an end. Before coming to Australia Admiral Eaton was Director of the Royal Naval Staff College, Greenwich.

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(FEDERAL COUNCIL)

A Diploma of Merit has been awarded by Federal Council to Mr Charles Pring, for his past services to the Association as N.S.W. State Hon. Treasurer and Councillor. Mr Pring, who joined the Newcastle Sub-Section in 1934, was afterwards elected its President, holding this office until being transferred to Sydney three years later. The Federal President and Hon. Federal Secretary were guests of the N.S.W. State Council at its 27th Annual Dinner, held on Friday, 19th October. The recently elected State President of N.S.W. (Mr. Frederick Calvert) was invited to be present at the 32nd meeting of the tenth Federal

Council, held on Wednesday, 31st October.

Federal Council has extended an invitation to His Excellency the Governor of Queensland to officially open the 11th Biennial Federal Conference of interstate delegates of the Association on Tuesday, 5th February, 1952.

The Committee and members of the Queensland Section intend holding a social evening at their usual meeting place on Friday night, 7th December. It has been decided to hold the Children's Christmas Party in the Drill Hall of the Alice Street Naval Depot, Brisbane, on Saturday afternoon, 8th December.

Western Australian State Coun-

cil has informed the Federal Secretary that Messrs. N. A. Murphy (State President), A. Burwash (Hon. State Treasurer) and H. E. R. Callaghan (State Vice-President and Life Member) have been chosen as delegates to Conference. The A.C.T. Section has elected Messrs. H. N. Campbell (State President) and K. T. White (Hon. Secretary) as its representative delegates to attend the Brisbane Conference.

Federal Council has despatched the Federal Agenda, consisting of fifty-two items, to all State Councils and Sections throughout Australia and the Territories.

State Secretaries have advised Federal Council that 320 new

members have been accepted into the Association between 1st January and 30th June, 1951. The following Sub-Sections have been credited with entering the prior mentioned number:—Melbourne, 47; Footscray, 9; Essendon, 2; Sandringham, 2; Geelong, 3; Heidelberg, 28; Latrobe Valley, 6; North-Eastern, 1; total for Victoria, 103; Sydney, 38; Newcastle, 14; Canterbury-Bankstown, 18; St. George, 8; Parramatta, 1; total for N.S.W., 79; Adelaide, 35; Port Adelaide, 18; Northern Suburbs, 6; Port Pirie, 10; Headquarters, 8; total for South Australia, 77; Perth, 1; Fremantle, 3; Victoria Park, 2; Goldfields, 3; Headquarters, 3; total for Western Australia, 12; Queensland, 5; Papua, 3; Hobart, 18; Launceston, 6; Devonport, 8; Burnie, 9; total for Tasmania, 41. During the nine months ended 30th September, 1951, the Association lost 28 members through decease; of this number 14 were members of Victorian Sub-Sections, 6 from N.S.W., 6 from South Australia, and 2 from Western Australia.

In a previous issue of "The Navy" mention was made of an appeal to the Minister for the Navy to look into the matter of Prize money anomalies concerning ex-personnel of the Tug, H.M.A.S. "Reserve." The Minister has since informed Federal Council that eligible personnel of the Tugs "Reactive" and "Sprightly" may now apply for their share of Prize money.

G.W.S.



H.M.S. "GLORY" SHINES WITH GLORY

H.M.S. "Glory", Light Fleet Carrier Recently Replaced In Korean Waters By H.M.A.S. "Sydney," Sustained A Fine Service Record.

The light Fleet carrier, H.M.S. "Glory," Captain K. S. Colquhoun, D.S.O., R.N., on completion of her period of duty in Korean waters, has been relieved by the Australian aircraft carrier "Sydney." The change-over took place in September. The "Glory" has now come to Australia for a refit and to enable her officers and men to have a period of rest after five months' active service. Escorted by the Australian destroyer H.M.A.S. "Anzac," she arrived at Sydney on October 24.

It has been an arduous turn of duty in the war zone as scarcely an aircraft in the 14th Carrier Air Group on board the "Glory" has escaped damage by flak. This is accounted for by a stepping up of enemy anti-aircraft defence and the large number of sorties flown by the "Glory."

"We are daily meeting modern anti-aircraft artillery manned by people who know how to use it," said one pilot who was shot down. "Any idea that this is a one-sided war is mistaken."

H.M.S. "Glory" provided the major part of the British air effort in Korea up to the time of her relief and in the sorties deep into the heart of North Korea and along the entire battle front her aircraft gave close support to our troops.

The "Glory" overhauled some of the records of the pacemaker, H.M.S. "Theseus." Lieutenant G. W. Bricker, R.N., of Crews, Cheshire, made the 3,000th deck landing of the commission. Some operations were hampered by bad flying weather. During a tropical rainstorm, when visibility was reduced to 30 yards, several aircraft could not find their carrier until they had almost used up their petrol. One of them was flying for nearly four hours.

In a brilliant day's flying opera-

tions on September 9th the 14th Carrier Air Group flew 84 sorties, easily the highest number ever flown in any theatre by any such aircraft carrier. This outstanding effort of "Glory's" came at the end of an eight-day period of patrol during which her aircraft averaged more than 50 sorties a day.

When the "Glory" relieved "Theseus" at the end of April her Royal Marine Band played "Anything you can do we can do better." Remembering this, Rear-Admiral A. K. Scott-Moncrieff, who commands the British Commonwealth Fleet, signalled the Carrier: "Your magnificent performance yesterday marks an all-time high. Tune played on your arrival now completely vindicated. My heartiest congratulations to you all."

During the record-breaking 24 hours, every aircraft was serviceable and at one period all were airborne. Every pilot and observer of the Air Group flew at least two sorties, while nine pilots and five observers each undertook three sorties. They dropped fifty 500lb. bombs and fired 328 rockets and 15,000 rounds of 20 m.m. ammunition against the enemy.

At sunset, the "Glory's" American-manned helicopter successfully picked up the crew of a firefly which crash landed in enemy territory after being hit by anti-aircraft fire during a dive bombing attack on a road bridge.

The helicopter found the return distance to the "Glory" too great and had to put down for the night on a small island off the coast. H.M.C.S. "Sioux" took off the marooned aircrew and they were eventually transferred to the "Glory." The helicopter, after being refuelled by "Sioux," landed safely on board the "Glory" at dawn.

Well done, "Glory"!

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"KINDRED DANGERS"

On behalf of the Submarine Branch of the Royal Navy, Rear-Admiral S. M. Raw, C.B.E., Flag Officer Submarines, sent the following message to Mr. E. H. D. Skinner, Chairman of Durham Division of the (U.K.) National Coal Board, subsequent to the recent Easington Colliery disaster in Durham:

"We are all most distressed by the tragic news of the disaster which has occurred at the Easington Colliery. The thoughts of all officers and men of the Submarine Branch of the Royal Navy are with you at this time, particularly because of the kindred dangers which attend our respective methods of service to the country. Would you please convey to the relatives of those who have lost their lives in this accident the sincerest sympathy of myself and all officers and men of the Submarine Branch."

The Chairman of the Durham Division of the National Coal Board replied stating:

"The message of sympathy which you have so thoughtfully conveyed on behalf of the officers and men of the Submarine Branch of the Royal Navy has touched us all deeply. The men who have died here would, I know, be proud to be joined in memory with those of your gallant Service who, alas, are called upon to sacrifice their lives. Your telegram will be read to Members of the Easington Miners' Lodge when it assembles tonight. This reply was passed to all submarine flotillas in the Royal Navy."

NEW ROYAL YACHT AS NAVAL HOSPITAL SHIP.

The Naval hospital ship the Admiralty has planned to build will be the King's Royal Yacht in peacetime. In announcing this the Lords of Admiralty said that the new yacht will replace the present Royal Yacht, the "Victoria and Albert" which has been in use since 1899, and which is no longer seaworthy. In the event of war the yacht's luxurious fittings could be replaced with hospital equipment within a fortnight. No details were given of the new yacht's design or tonnage.

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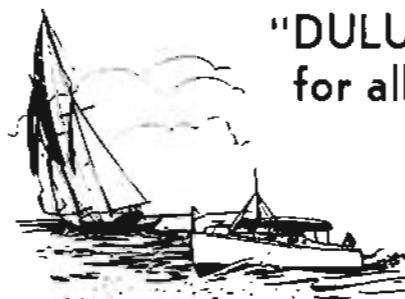
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SOVIET AND ARMED STRENGTH.

The former British Minister of Defence, Mr. E. Shinwell, made a statement on the Home Government's re-armament policy at a press conference in London just before his retirement which revealed many important aspects of the armed strength of the U.S.S.R. and her satellite powers, and these cannot be other than of particular interest to the member nations of the Western bloc.

He began by pointing out that at the end of World War II Russian production of armoured fighting vehicles was running at 30,000 a year. The Soviet Air Force possessed 23,000 aircraft and there was a production capacity of 40,000 aircraft a year. There were 215 submarines in their Navy.

"Today," Mr. Shinwell went on to emphasise, "the combined manpower strength of the Soviet Armed Forces—Army, Navy and Air Force—amounts to 4,600,000 men. Add to this a force of 1,070,000 men in Eastern Germany and the satellite countries and you get a total of well over 5,670,000. This is a formidable force, far beyond what any one country or group of countries could ever require in peacetime."

Repeating what he had said before, he estimated that the Soviet Army alone comprises some 3,200,000 men and women, organised in 175 line and active Divisions. In addition, another 40 anti-aircraft and artillery Divisions were in support making a total of 215 Divisions. That total figure could of course be doubled on mobilisation.

"Not all of these forces however, are arrayed immediately against the West," said the former Minister. "But there are known to be 22 Divisions in East Germany, of which 18 are Armoured with a total war strength of 5,000 tanks. A further 4 Armoured Divisions are near at hand. You must add to this about 70 Divisions of the satellite armies. They include an increasing proportion of Tank and Mechanised Divisions."

The strength of a Russian or satellite Division, incidentally, is about 12,000 men. The proportion of Armour in each Division is, of course, a most important consideration. One third of Soviet active Divisions are armoured or mechanised. The Russian output of armoured fighting vehicles since World War II has been at the rate of over 5,000 a year. No fewer than 25,000 tanks are already with the armed forces, and a similar number are in reserve.

Included in the overall figure of the combined Russian strength, are 800,000 men in the Air Force. There are at this moment something like 19,000 aircraft in that Force. The Soviet Union's

production of all types of aircraft, of which by far the greater number is for military purposes, is at the rate of about 10,000 a year. This includes a large and increasing number of jet fighters and bombers.

The Soviet Air Force, it is well to know, is divided into separate formations for the support of Army and Naval operations, Home Defence and long range bombing and reconnaissance. Of course its fields of possible operations go far beyond Western Europe. However, there are at present some 350 airfields on the Western perimeter of the Soviet bloc, a number of which are under active and continuous development for the latest types of aircraft. These airfields together could accommodate between 14,000 and 17,000 aircraft. The number and size of airfields in this are being steadily increased.

"Satellite Air Forces," Mr. Shinwell pointed out, "are very much smaller. They have a total manpower strength of 50,000 and an aircraft strength of about 1,100. Thus you get a figure of 850,000 for the total manpower strength of the combined Soviet and satellite Air Forces and a total aircraft strength of over 20,000."

Total Soviet strength in manpower also includes about 600,000 in the Russian Navy. The Soviet Naval units compose a powerful and modern force which includes some 300 Submarines, many of them of modern design and the whole strategically disposed over Soviet Asian and European waters. The submarine, Mr. Shinwell pointed out, could hardly be called a defensive weapon for a land power such as Soviet Russia. As for the total manpower strength of the satellite navies, this, it is thought, lies around 20,000.

Mr. Shinwell also referred to Soviet industrial production saying that the current output of crude steel is 27.6 million tons and the current output of oil is 37.8 million tons. "In coal, Russia has an annual production rate of 264 million tons, compared with the United Kingdom's 1950 production rate of 219.8 million tons. The U.S.S.R., with a population four times that of the United Kingdom, devotes only 6.7 million tons, or 2.3 per cent. of her coal resources to domestic use, as opposed to 35 million tons, or 15.3 per cent. of the United Kingdom in 1950. In electric power, the current Soviet output is 90,000 million kW. In the United Kingdom there was a total output of 55,000 million kW. In all, 13 per cent. of the national income of the U.S.S.R. is devoted to Defence expenditure—and this is only a declared percentage of her expenditure on armament. Undeclared expenditure may make the total considerably greater."

In concluding, Mr. Shinwell said that "That is a brief review of Soviet military power: a huge Army, an expanding Air Force, and one of the largest Submarine Fleets that have ever been in

existence . . . Were we standing alone it would be a very black picture indeed. Fortunately, we are not alone. We are building through the North Atlantic Treaty Organisation a barrier on which as time goes by we can place the utmost confidence. It is an entirely new conception in the Western world. It goes much further than any peacetime international agreement among the democracies that ever existed, and certainly it is a much more reassuring arrangement than any in existence before the last two wars."

As Mr. Shinwell very properly pointed out, potentially, the North Atlantic Alliance is infinitely stronger than the Russian Empire. There is no field of major production in which we do not out-match them. Between them the N.A.T.O. countries (with a population of 339 millions, as opposed to Russia's 264 millions) produce annually 811,030,400 tons of coal, 124,669,000 tons of steel and 274,620,000 tons of crude oil. And we have access to many other sources of raw material in the Western World, outside N.A.T.O.

Equally in manpower there is nothing to fear if the North Atlantic Treaty Organisation is allowed to pursue its plans. Both the United Kingdom and France are approaching the million mark in the total manpower in their Armed Services (though many of these men must, of course, be deployed outside Europe). Behind us we have the American Army which will shortly reach a total of 3½ million men.

In tank and aircraft production Britain is concentrating upon models of the latest design, and soon may begin to overhaul the Russian lead. At sea the Allied Naval forces are already in control.

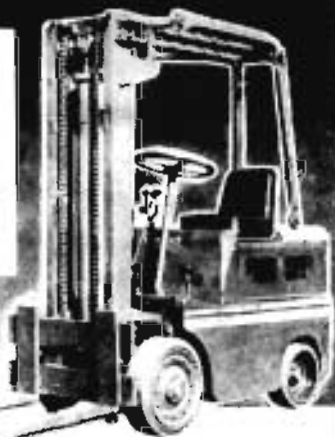
Meanwhile, on the political front, the widening realisation that Europe's best chance of survival lies in the integration of her immense resources, that the present economic map of Europe is an economic and political absurdity, is apparent not only in the Brussels Treaty and the Atlantic Pact, but even more strikingly in the creation—and survival—of a Council of Europe.

Continental progress towards unity may seem reluctant and slow in the main, but the number and influence of its supporters are steadily growing. The goal of a federated Europe may still seem a long way off. But that should only spur us to accelerate the march towards unity. Reason and logic are on the side of a speedy consummation.

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SALVAGE WORK IN U.K. AND U.S.

The salvaging of war-wrecked ships is exercising considerable interest in naval and general nautical circles to-day, now that the demand for strategic materials has become so acute. Plans in this connection go on apace both in the United Kingdom and the United States.

The United States plans to raise 197 sunken warships and merchant vessels, mostly Japanese, from near the Mariana Islands of the Pacific and break them up for scrap metal, the U.S. Defence Production Administration announced in Washington recently.

Some of the fiercest naval battles of World War II were fought near the Marianas, which the United States controls under United Nations trusteeship.

The ships to be raised include four Japanese cruisers, five destroyers, and thirteen submarines. The ships are considered by the American authorities as prizes of war and therefore at the disposal of the United States.

That Britain is out to augment her strategic materials pile by similar means is also apparent, and of these very interesting details are in hand. For instance, British Admiralty's Boom Vessel "Barglow" has been brought forward from reserve and manned with a civilian crew, under the command of Mr. D. M. Morrice (Master), to survey four wrecks lying on the bottom of the Dover Straits.

All four wrecks are of ships lost during World War II, and they

have been partially dispersed by the normal depth charge method. Further dispersal by this method having proved impractical, diving surveys are being carried out to ascertain whether greater depths over the wrecks can be obtained, either by piecemeal removal or by under-water cutting of any peaks which may be projecting above the main wreckage.

Considerable shipping traffic passes through the area in which operations are taking place, and diving is hampered by strong tides, the shifting nature of the sandy bottom and poor visibility on the sea-bed. Diving in these conditions calls for skill and good judgment, and Admiralty civilian divers, Messrs. Walker and McBride, both very experienced, have been selected for the work, which is under the personal supervision of Mr. P. Flett, a senior Admiralty salvage officer.

The wrecks to be surveyed are: His Majesty's Trawler "Aragonia," which was mined and sunk in November, 1939; His Majesty's Trawler "Elizabeth Angela," which was sunk by aircraft in August, 1940; the s.s. "Yvonne," of 668 gross tons, which was carrying a cargo of cement when she was mined and sunk in June, 1940; and the s.s. "Harcalo," which was carrying a cargo of iron ore when she was mined and sunk in June, 1940. Work on the "Yvonne" and "Harcalo" is being carried out by the Admiralty on behalf of the Elder Brethren of Trinity House.

Incidentally, television seems likely to become a valuable adjunct to deep-sea salvage work of the future. This was brought to light by an announcement by the British Admiralty on September 12 that under-water television was used to find the British submarine "Affray," which sank in the English Channel, with tragic loss, on April 16.

The Admiralty said that many old wrecks in the area made the search for the "Affray" difficult. Four naval technicians worked day and night, therefore, for three weeks to adapt portable television equipment for use under water.

Apparently they were eminently successful, and on June 14 viewers on the salvage ship "Reclaim" were able to read the name "Affray" on a screen and see other parts of the submarine.

Two hours later divers went down in 238 feet of water and identified the submarine by normal methods.

The technicians, by the way, mounted the television camera in a self-propelled watertight steel container fitted with rudders and powerful lights. The cameraman, working on the "Reclaim," trained the lens and manoeuvred the whole unit ahead or astern by remote control.

A cable carried the image to the screen aboard ship. How easily it all reads, yet what a fine piece of work!

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With the rapid post-war expansion of the Royal Australian Navy one of its most urgent needs has become an increase in the number of its officers and also of its potential officers. It does not matter how strong a Navy may be in ships, it cannot perform its functions adequately, either in peace or war, unless it has sufficient officers and men, all properly trained, to man the ships and the various shore establishments concerned in training and administration.

The initial training ground for most officers of the R.A.N.—that is, permanent officers as distinct from officers of the several reserves—is the Royal Australian Naval College at Flinders Naval Depot, Crib Point, Victoria.

It is there that boys who are fortunate enough to be chosen as cadet midshipmen obtain their first knowledge of the technicalities of naval life and learn to practise daily those qualities of loyalty, courage, initiative and leadership which will mean so much to them in the development of their characters and in their ability to deal with the heavy responsibilities they will eventually undertake.

Every year the Naval Board invites applications from boys of 13 years of age to enter the College; recently it has introduced a new intermediate entry under which boys who will be not less than 15 years and one day, nor more than 16 years and three months, on the first day of the following year can apply.

Boys in the 13-year-old group must pass a qualifying educational examination in September, an official medical examination in November and then be selected by a naval interviewing committee. Those who are selected enter the College in January to begin

a four-year course, at the end of which they pass out and go to the United Kingdom.

They then leave the United Kingdom in the Royal Navy training cruiser "Devonshire," which visits the West Indies and Scandinavia, and later do fleet training in battleships, aircraft carriers and other classes of warships. They also attend specialist courses at historic naval shore establishments in England.

Usually they remain abroad for three and a half years before they return to Australia to begin their careers with the Royal Australian Navy as sub-lieutenants. Under the exchange system arranged between the Royal Navy and the R.A.N. some of them will later serve again with the Royal Navy.

Boys who wish to join the College under the intermediate entry must pass the intermediate certificate, junior public, or equivalent secondary or technical school standard and obtain passes in English, a mathematical subject and a science subject.

Some of them enter the College in March and others in July. They remain at the College for only two years before they go to England, remain there for three and a half years as the boys of the 13-year-old entry do and then come back to Australia as sub-lieutenants.

It is often said that the Royal Australian Naval College is the most democratic educational establishment in the Commonwealth, and this statement is soundly based. No such thing as class-distinction has ever existed there, nor can it ever exist there.

Boys chosen as cadet midshipmen come from schools throughout the Commonwealth, both Government and private. They are asked only to prove that they

have good character and intelligence, that they desire to make their way in the world and that they possess the personality and other attributes that will ensure them success as officers in the Royal Australian Navy.

No parent or guardian can enter a boy at the Royal Australian Naval College by paying fees. Every boy admitted to the College wins his place in competition against other applicants by intelligence, initiative, physique and outstanding ability.

One result of this is that future officers of the Royal Australian Navy are selected from among the best examples of youth in the Commonwealth. They will inevitably uphold and carry on the great tradition which the R.A.N. has already built in its comparatively short existence.

New cadet midshipmen are asked to join only in the clothes in which they stand. Apart from that, all they require on the journey from their homes to the College is toilet equipment.

On arrival at the College they are fitted out with every article they need from a tooth brush to their No. 1 uniform. The issue list comprises many different items, varying from such a thing as a key-ring to a suitcase or a waterproof coat.

Although there are about 50 items in the list, the actual number of articles a cadet midshipman receives is much larger. For instance, socks—he is given six pairs on joining. He is also given four singlets, three blue shirts, four white shirts and so on.

All articles are issued free of cost to the cadet midshipman, his parents or his guardians and during his stay at the College he is paid a daily allowance with which to maintain his clothing and buy new articles when those origin-

ally supplied to him are worn out. The College seamstress does whatever repairs may be necessary to uniforms and other clothing.

Few educational establishments are set in more delightful surroundings than the Royal Australian Naval College; it not only lies within the beautifully kept, spacious areas of Flinders Naval Depot, but also has its own attractive grounds as a separate entity from the depot.

The depot grounds are known throughout the Commonwealth, and in many other places as well, for their lovely gardens, which at different times of the year are a mass of brilliant blooms, and for their cultivated flowering shrubs and trees, wide-spreading lawns and ornamental lakes frequented by wild-fowl and many other varieties of bird-life.

The College is separated from the depot by an asphalt roadway and a high cyprus hedge, in which a wide opening forms the main entrance to the College grounds.

These grounds are beautifully kept and consist partly of wide-spread lawns and flower beds. In the centre of them is the "quarter-deck" of the College, above which flies the White Ensign and alongside is suspended the large ship's bell originally cast for the College when it was situated at Geelong.

Every officer and cadet midshipman at the College salutes the quarter-deck when he walks on to it, just as he would salute the quarter deck of every warship on stepping aboard.

Facing on to the grounds from behind the "quarter-deck" and the lawns and flower beds is the handsome white and red accommodation block, in which the cadet midshipmen sleep in comfortable quarters, have their meals and enjoy the amenities of the gunroom, including a well-stocked fiction library.

Between the accommodation block and the study block lies the administrative building in which



Candidates for the Royal Australian Naval College found something to occupy their interest while waiting to go before the Selection Committee at H.M.A.S. "Rusheutter." Successful candidates will be trained as officers.

are the offices, used by the Commander of the College and other officers, the sports equipment stores and a large and well-fitted seamanship instructional room containing models of various classes of ships and special appliances used in imparting knowledge to cadet midshipmen.

Also in this block are the workrooms of the seamstress, who keeps the cadet midshipmen's uniforms in order, the sick bay and the canteen.

Standing in front of the administrative block is portion of a damaged range-finder from the first H.M.A.S. "Sydney," which destroyed the German raider "Emden" at Cocos Island, in the Indian Ocean, early in the First World War.

The study block contains numerous airy, well-lighted classrooms, physics and chemistry laboratories and a large reference library which is kept well up-to-date.

Near the block is a parade

ground on which cadet midshipmen are reviewed by His Excellency the Governor-General at the passing-out ceremony towards the end of each year.

The studies at the College are both practical and theoretical and some of them are undertaken in small ships and boats on Hann's Inlet, on which Flinders Naval Depot stands, and which leads out to the beauties of Westernport Bay. In addition cadet midshipmen undergo theoretical and practical instruction in engineering.

Other studies are devoted to academic subjects, such as mathematics, physics, chemistry, English, French, history, and geography, which, although they say our more of the schoolroom than does seamanship, nevertheless provide knowledge essential to the efficiency of a naval officer. Religious instruction also forms part of the curriculum and cadets attend church on Sunday.

A cadet midshipman who graduates will have attained the matriculation standard demanded for entry to most Australian Universities.

In preparing himself for his lifetime career in the Navy he will also have achieved academic proficiency which he will find invaluable. He will have learned the importance of maintaining a clear mind in a strong, healthy body and the vital need of always comforting himself in accordance with the best ideals of manliness and high character.

A SHIPOWNER'S POINT OF VIEW

Speaking at the annual meeting of the Cardiff and Bristol Channel Shipowners' Association, held recently, Mr. F. W. Jones, the newly-elected chairman of that body, made special reference to that part of the shipowner's business of owning and managing ships concerned with the officers and men who manned the ships.

Pointing out that the general well-being of the men of the Merchant Navy was not by any means neglected, he said their pay, conditions of service, and indeed a very large number of matters concerning their wealth, happiness and health were constantly being considered and adjusted by the National Maritime Board, or its District Panels. The fact that the shipping industry was singularly happy in its industrial relations was due, in no small measure to the system of regulating its affairs by collective agreement which had been practised by the Board and to the sense of responsibility and goodwill which had actuated those who had operated the system.

Mr. Jones thought that it was not perhaps generally known quite how good the conditions of service were in the Merchant Navy today. They had constantly improved during the last ten years, and anybody of good character and good health, who had a real desire to make a career at sea, could be assured of a life that

was in every sense worthwhile.

To illustrate his remarks Mr. Jones traced the career of a boy who, at the age of 16, had decided that he wanted to earn his livelihood as a deck rating until he became eligible—if he so desired—to sit for his second mate's certificate. As a junior officer, Mr. Jones pointed out, that if he joined, as third officer, a general cargo ship of just over 7,000 tons gross, he started off at £31 10-0 a month. If he decided to enter into an agreement with his company, whereby his hours were not regulated, he would, instead, get full pay between voyages, full pay during sickness, within certain limitations; and full pay again with limitations whilst studying for the normal examinations.

In addition, he would get at least 14 days' annual leave a year more than the officer whose hours were regulated; that gave him (as an Officer on General Service Contract) a minimum of 35 days leave a year. By successive stages it would be possible for this officer, soon after he had turned 40, to become a master earning (in the same class of ship) at least £770 a year which, by his fiftieth birthday, would increase to just under £1,000 a year until retirement at 65, with a pension of over at least £400 a year.

Mr. Jones summed up the position by pointing out that a man following a career as he had outlined (or he might follow with equal success a career in the engine-room) was very advantageously placed in comparison to a man in almost any shore job. He thought the industry could well be proud of its conditions of service.



The Navy

BRITAIN'S NATIONAL MARITIME MUSEUM ACQUISITIONS.

Of museum pieces of national historic worth we cannot have too many. Not only are they of great interest historically to the citizen of today and to posterity, but they are also individually and collectively a moral and spiritual stimulant and serve as a fillip to recruitment in the national defence services. The interest exhibited by boys presenting themselves for examination at H.M. A.S. "Rushcutt" recently, in the various historic pieces on show at that depot, provides a wholesome and inspiring illustration of what we mean.

An exhibition of recent acquisitions in Britain was given early in October at the National Maritime Museum, Greenwich. Among works of historical interest are Nicholas Pocock's paintings "Battle of Trafalgar, 1805," and "The Action of San Domingo, 1806"; Denis Dighton's scene on the quarter-deck of the "Victory" as Nelson fell; and J. W. Carmichael's "The 'Adventure' and 'Beagle' in the Straits of Magellan". Of these "The Battle of Trafalgar" is lent by Lady Gainsborough.

An interesting Portulan Chart is that by William Borough of about 1584 showing the way to the Baltic, while a pair of globes of about 1692 illustrates the work of Morden, Berry and Lea. Only one other pair of globes by these makers is known in the United Kingdom.

The most striking of the manuscripts is probably the Log Book kept in the "Betsy" in 1770 by the marine painter Nicholas Pocock and illustrated by him.

Among further recent acquisitions by the National Maritime Museum, Greenwich, are, as told in recent issues of "The Navy," a scale model of the famous clipper ship "Cutty Sark," and a British Engineering Exhibition



The Danish frigate "Galethea" in Sydney. Mr. Henning Hergel, greeting the captain of the Danish frigate "Galethea," Commodore Svend Grove. Mr. Hergel went aboard the frigate as she entered Sydney Harbour. "Galethea" is carrying a scientific expedition round the world, studying marine life in ocean depths.

champion model of the equally famous clipper ship "Thermopylae". Usually considered to have been the fastest of the clipper ships of their time, the "Cutty Sark" and the "Thermopylae" were, as all the maritime world

knows, employed for many years in the England-Australia trade in the heyday of sail. With square-rigged ships now practically gone from the seas, the value of models such as these can readily be understood.

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RECRUITS ARE NEEDED FOR THE R.A.N.

OPPORTUNITIES FOR LIFE OF VARIETY AND ADVENTURE.

The Royal Australian Navy needs recruits. It needs them badly, and it needs them quickly. It not only needs recruits who have not had any previous naval experience; it also needs men who have already served in the Navy; and it particularly needs men in this latter category who have qualifications that will permit them to be re-advanced to the rating of Chief or Petty Officer so that they may be available to instruct new recruits entering the service.

Besides these three types of men, whom it requires for the permanent Navy, the Royal Australian Navy wants, too, men resident in metropolitan areas for the Royal Australian Naval Reserve. Previous naval experience is not essential to men who would like to join the Royal Australian Naval Reserve, but it would be an advantage both to themselves and their instructors and the Reserve generally.

The need for new recruits in the permanent Navy has become urgent for two reasons. Firstly, the terms of service of a large number of older men who engaged either before or in the early stages of the Second World War have expired, or are about to expire; and, secondly, this has occurred at a time when the manpower of the Navy has to be considerably increased because of the extensive post-war expansion of the Royal Australian Navy under the five-year defence plan.

Then, also, the Royal Australian Navy never knows what its commitments may be and how suddenly they may arise. Ships of the R.A.N., for instance, were on active service in Korean waters only a few days after Australia joined other members of the United Nations in deciding to resist the North Korean aggressors.

That one example shows that man-power is the most important factor in the whole of the defence plan, for, it would obviously be futile for the Government to provide more ships, more establishments and more naval components of other kinds if there were not enough personnel to man them.

Young, healthy, intelligent men will find much to attract them in a naval career. Those who join the Navy will lead lives filled with variety and adventure such as is not discoverable in ordinary occupations. They will travel to far places, meet unusual people and visit unusual scenes.

In the last 18 months or so ships of the Royal Australian Navy have visited the United Kingdom, Japan, New Zealand, New Guinea, the Solomons, Fiji and other islands in the Pacific, Heard Island and Macquarie Island, in the sub-Antarctic, and other out of the way parts of the world.

The work that naval men do is also intensely varied, especially in these days of highly-developed science and specialisation. The introduction of aviation and radar and other forms of electronics into the Navy has provided many opportunities for the more-intelligent man to display and use his initiative and talents.

It is men of that sort whom the R.A.N. is seeking, men who are prepared to devote themselves seriously to their jobs and to work hard. It does not regard with favour men who are not willing to work and who join the Navy merely with the idea of having a good time. "Keeness and efficiency" might well be adopted as the watchwords of the present-day R.A.N.

Men aged between 17 and 24 (special cases up to 26) year, who

are of good character and good physique can join the Royal Australian Navy and can enter under their first engagement either for six or 12 years. At the end of their first term of service they can, subject to satisfactory medical and other conditions, re-engage for a further period. They enter the Navy as recruit ratings, and not long afterwards are advanced to ordinary rating. But they need not necessarily remain ratings.

The Royal Australian Navy is a democratic organisation and ratings are told on joining it that they are all eligible to rise to commissioned rank. Throughout their service they are reminded of this fact by their divisional and other officers and are encouraged to pass educational and other tests so that they may qualify for promotions when vacancies occur.

If a rating does not reach commissioned rank he may become a leading rating or a chief or petty officer. Promotion to senior rating or rank in the Navy, as does promotion in other walks of life, depends principally upon the individual and upon the capacity and enthusiasm he displays in the tasks he is allotted.

Because the Royal Navy specially needs former Navy men who can be re-advanced speedily to the rating of chief or petty officer, it recently introduced a scheme under which those with the requisite qualifications may engage for two years. It sincerely hopes that such men will be forthcoming in numbers sufficient to supply its needs.

All men who join the Royal Australian Navy, from whatever part of the Commonwealth they come, first of all spend six months at the Flinders Naval Depot, Crib Point (Victoria), where they undergo three months' disciplin-

ary training and three months' training in the branch in which they intend to serve. They indicate that branch when they fill in their attestation papers.

At the end of the six months they are transferred to ships or naval establishments and their lives as active members of the Royal Australian Navy really begin. They will by then have passed through what might be described as the embryo stage of becoming sailors and entered upon the stage of learning to become working members of His Majesty's Australian Fleet. And they will go on learning, for, no matter how long a man may remain in the Navy, he will always find that there is something he did not know before.

Some of the men who leave the Depot at the end of six months, particularly those who are to specialise, will return to it from time to time to undergo courses of instruction in their work. The efficiency of those courses has been proved over and over again by the efficiency of the men they produce and by the efficiency of the Royal Australian Navy generally.

Although it has been explained that the Royal Australian Navy does not want men who would like to join it merely to have a good time, a healthy-bodied, healthy-minded man living at Flinders Naval Depot can hardly help enjoying himself. He will have to "knuckle down to the job" while he is there, but it will not be a case of "all work and no play making Jack a dull boy." On the contrary, besides their work, ratings at Flinders have plenty of play—through recreation and games, whose value in keeping boys and men from becoming dull and in promoting alertness is fully recognised.

Almost every game ever devised is played at Flinders Naval Depot and all ratings are encouraged to take part in them. Facilities are provided for Australian rules football, rugby and soccer,

cricket, hockey, tennis, baseball and soft-ball and also for swimming, running, gymnastics and boat-pulling.

Indoor games, such as billiards, table-tennis and darts are played at night, and cinema shows are given six nights a week.

The men sleep in warm comfortable quarters, some provided with beds and others with hammocks; and they have their meals in a huge modern cafeteria fitted with the latest cooking and other kitchen equipment.

At the conclusion of their six months' stay at the Depot most ratings are remarkably fit and are ready to begin their new duties, wherever these may take them, with enthusiasm.

Men who join the Royal Australian Naval Reserve do most of their training consisting of the equivalent of 15 days' home training a year, in the evenings or in daylight on Saturdays. In addition, they do 13 days' continuous training a year, at sea, if possible.

As opportunity offers arrangements are made for officers and ratings of the Royal Australian Naval Reserve to undergo extended training with ships of the Australian Fleet. Early last year, for instance, eight officers and 90 ratings of the Reserve did 44 days'

training with ships of the Fleet on their visit to New Zealand to exercise with the Royal New Zealand Navy.

Ten members of the Reserve went to Heard Island in H.M.A.S. "Labuan" and later 10 others were embarked in her when she went to Macquarie Island.

Besides going on these and other similar cruises, members of the Reserve do courses at naval establishments, including Flinders Naval Depot.

Reserve training, which was suspended during the Second World War and for some years afterwards, was resumed on 1st January last year. Officers and men are revealing great enthusiasm, but it is very desirable that their numbers should be increased.

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RANK OF COMMODORE FOR ROYAL FLEET AUXILIARY SERVICE.

The British Admiralty's decision to institute the rank of Commodore in the Royal Fleet Auxiliary Service is an excellent one, and will no doubt commend itself to all branches of His Majesty's Navy. Beyond question, too, it will be particularly well received by the members of the Merchant Navy, to whom it will come not only as an additional fillet to service, but also as an added laurel to a sister service that has done such signal co-operative work both in peace and war.

The Royal Fleet Auxiliary Service, which is manned by Merchant Navy personnel, comprises more than eighty vessels, including a hospital ship, over thirty large freighters (tankers and some fleet supply ships).

The Commodore of the Royal Fleet Auxiliary Service will fly a broad pendant and the design, which was approved by His Majesty the King just prior to his illness, takes the form of an anchor surrounded by a gold rope circle on a navy blue field. The pendant was first hoisted in the Royal Fleet Auxiliary "Fort Don-vegan" in H.M. Dockyard, Rosyth, on October 7, in the presence of Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O., Commander-in-Chief, Home Fleet.

Captain S. G. Kent, O.B.E., of Turret House, Buntingford Park, Nr. Eastleigh, Hants, England, who has been selected as the first holder of the post has commanded Royal Fleet Auxiliaries for more than 27 years.

That Captain S. G. Kent is but the first of a distinguished line of Royal Fleet Auxiliary Service Commodores, goes without saying. The Merchant Navy is to be congratulated on this further recognition by the Senior Service of its important role in British Naval and general maritime history.



MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

CHARTER SHIPS.

British motor car makers have chartered 30 vessels since April to transport cars, trucks, and tractors to Australia and are in need of more yet. Announcing this in London on October 20, the shipping secretary of the Society of Motor Traders, Mr. H. C. Boyle, said that of the 30 chartered ships, 15 had left for Australia and 12 had already arrived. Britain has been exporting 8,000 cars, worth more than £2,000,000, to Australia, each month, he said. Australia is Britain's most important and keenest market in motor vehicles, and there are still cars and tractors awaiting shipment in every port of England.

WHALERS EARN BIG MONEY.

Whalers earned big money luring the 1951 four months whaling season on Australia's North-West coast, which ended in the middle week of October. The gross value of the catch was £2,000,000. The lowest paid man was the hygiene officer; he received £30 a week. The highest paid officers received between £40 and £50 weekly. The Australian Whaling Commission caught 650 whales and the North-West Whaling Company 574. Six chasers in all were used. Their home port, Carnarvon, is a boom town today—the centre of an industry which is only in its infancy in Australian waters.

NEW SHIPS FOR AUSTRALIAN COASTAL TRADE.

Ten new cargo ships would be added to the Australian coastal waters within about the next year and would ease the "desperate shortage" of coastal shipping, the Minister for Shipping and Fuel, Senator McLeay, said in Canberra on October 24.

TRAPPED DIVER SEVERS FINGER.

Trapped four and a half fathoms under the water at Holyhead Docks (England) with one finger torn off, Norman Owen, a deep-sea diver, severed another finger with a sheath knife to free himself. Diver Owen was sent down to straighten a wire rope which had become entangled during work on a pier. As he unravelled the twist a block and pulley slipped and the two middle fingers of the right hand were caught. "One finger was torn off," said Diver Owen, "and in order to free myself I was forced to hack off the third finger at the joint." Diver Owen, calmly and with great fortitude, later walked unaided to hospital.

BRITISH VESSEL ATTACKED BY PIRATES.

A message from Hong Kong on October 27 reported that the British ship "Hupeh" had been fired on by pirates near the mouth of the Yangtze River. Armed

junks had attacked the "Hupeh" and pirates had boarded and seized the ship for a time. A New Zealand frigate from Hong Kong had, however, speedily effected her release. There were no casualties or damage.

KING FAROUK'S YACHT.

King Farouk's yacht, the 4,000-ton "Marhoussa", built 89 years ago at Liverpool, is getting a £2,000,000 refit at La Spezia, Italy, a Special Service message from Rome announced on November 3.

NEW ITALIAN LUXURY LINER.

The new Italian luxury liner "Sydney," which arrived in Sydney on October 26 on her maiden voyage from Genoa, is the second of the Flotta-Lauro's luxury liners to come to Australia in a few weeks. The other was her sister ship, the "Roma," which left Sydney for Italy via the Barrier Reef on October 14. A novel feature of both these vessels is that they were originally built as "baby flat-tops" (aircraft carriers) for the United States Navy, from whom they were bought by the Italian company for conversion. The "Sydney," 14,700 tons, is very similar to the "Roma" (described elsewhere in this issue), but is more sedate in colour scheme. Her murals, for instance, are in a lighter shade than those

in the "Roma." The latter, too, featured classical Roman designs; the murals in the "Sydney" run to tropical scenes depicting birds, animals and trees. The "Sydney" brought 850 passengers to Australia, 254 of whom disembarked in Sydney.

GALES IN ENGLISH CHANNEL.

Gales of 80 to 100 miles an hour lashed the English Channel and western European coasts on November 4 and the Argentinian liner "Maipo" sank after a collision in a fog in the North Sea. The 80 passengers and 158 crew members were transferred from the liner in lifeboats while the American transport "General Hersey," with which the "Maipo" collided, stood by, and Dutch and German tugs rushed to the scene. With her bow severely damaged the "General Hersey" limped into the German port of Bremerhaven. The British frigate "Redpole" took a schooner in tow four miles off The Needles and then radioed for help. A Cowes lifeboat went to the assistance of the "Redpole." Cornish lifeboats rescued 17 persons from the Spanish ship "Minacatiquin" which had gone aground.

HOUSE AFLOAT.

Travellers on Sydney Harbour ferry boats rubbed their eyes and took a second look when they sighted a house afloat on the harbour on November 2. The house, a fair-sized one with two attic windows and loaded on a barge, was being towed by a tug under the Harbour Bridge. Completely intact, it was being shifted from one locality to another.

ONE VOYAGE, THREE MASTERS.

The "Moreton Bay," which reached Sydney on November 2, had three captains commanding her during her voyage via the Her master, Captain E. T. Baker, was taken ashore ill at Colombo Suez from the United Kingdom, and died the same day. Chief Officer C. W. Sendall was pro-

moted captain and brought the ship to Fremantle. There Captain N. S. Milne, who was flown from Melbourne, took over and brought her to Sydney.

MEN LEAP FOR LIFE.

Eighty workmen jumped for their lives from the 1,100-ton collier "Corrimal" on the afternoon of November 7, when a huge fire engulfed the Sheerlegs Wharf, Mort's Dock, in Sydney Harbour, and quickly spread to the ship. Four men dived into the water to escape the flames. Many jumped on to a lighter, and some were taken off in the nick of time by a launch. The remainder narrowly escaped with their lives by leaping to the blazing wharf and racing through the blinding smoke to safety. Several carpenters said they had to leave the ship so hurriedly that they were unable to gather up their valuable kits of tools. It is believed that a lighted match or a spark from an oxyacetylene welding plant ignited oil which had escaped from a tanker and was lying on the surface of the harbour under the wharf and around the "Corrimal."

GRIM ORDEAL ON TANKER.

Eighteen survivors of the Panamanian tanker "Transpet" on November 1 told how they huddled for 24 hours on the blazing deck of their ship as flames ate towards the highly-explosive cargo. In a message from Nova Scotia it was revealed that the "Transpet", loaded with 20,000 barrels of petrol, 5,000 barrels of jet oil and 5,000 barrels of diesel oil, was ripped by an explosion off the Magdalen Islands on October 29. Following the explosion, fire spread to the radio room before the wireless officer could send out an S.O.S. The explosion destroyed lifeboats and rafts. The British cargo ship "Ottinge," en route to England from Caraquez, New Brunswick, sighted the doomed ship on October 30 and took survivors aboard. Two men died in the explosion.

FIRE ON THE "ORMISTON".

A fire on the interstate liner "Ormiston" severely damaged the refrigeration chamber and buckled the ship's steel bulkheads when she was lying at a Balmain, Sydney, wharf on November 8. The "Ormiston" is undergoing a refit at Poole and Steel's repair wharf. Tugs stood by the steamer "Dalby", which was moored alongside the "Ormiston", but firemen from five brigades brought the outbreak quickly under control. Fumes menaced the firemen and many were near collapse as they came up for breath at intervals. One fireman was severely shocked when a live wire fell on his brass helmet. There was a flash and the fireman was thrown violently on his back. He later recovered.

OCEAN WEATHER SERVICE.

Discussions were this year opened with the British Air Ministry regarding the nature of the wage increases to be applied to members of the crews serving in ships of the Ocean Weather Service following the bringing into force of the revised National Maritime Board wage scales in other classes of ship in the British Merchant Navy.

"ALLENWOOD" INQUIRY.

A Court of Marine Inquiry on November 6 was unable to determine why the New South Wales coastal steamer "Allenwood" was stranded and wrecked on September 14. The 210-ton "Allenwood" ran aground during heavy fog at night on Bird Island Beach at Wabung Head, just north of Norah Head, and south of Newcastle. She was on her way from Sydney to Port Macquarie without cargo. Efforts to refloat the vessel failed and she was later sold as a wreck for £601. From the evidence, the Court was unable to find that proper seamanlike care was not exercised in the navigation of the ship. But it considered that lookout hand should have been placed on the foc'sle head instead of on the boat deck.



While the cruiser H.M.A.S. "Australia" and the 10,000-ton British freighter "Somerset" were both manoeuvring for berth off Garden Island the cruiser rammed the "Somerset" amidships. [Left]: The steel deck plating, bulkhead plates and about 60-feet of railing which were damaged by the impact. [Right]: The crumpled bow of "Australia."

"DIDO" FLAGSHIP OF RESERVE FLEET.

The battleship "Duke of York," 35,000 tons, who has been replaced by the cruiser "Dido" as flagship of Britain's Reserve Fleet, left Spithead on September 2 in the charge of Admiralty tugs "Jaunty", "Saucy," and "Envoy," who towed her to Liverpool. From Liverpool she is to be towed to the Gareloch in the Clyde and laid up with other ships there. The "Duke of York" was launched by the Queen in February, 1940. She was first commissioned in 1941, and in that year took Mr. Churchill and the heads of the three fighting Services to the United States. As flagship of Admiral of the Fleet Lord Fraser of North Cape in 1943, the "Duke of York" helped to destroy the German battle cruiser "Scharnhorst." From November, 1946, until the early part of 1949, she was flagship of the British Home Fleet.



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H.M. SUBMARINE NAMED

For the second time in seven years Lady Tovey, wife of Admiral of the Fleet Lord Tovey, performed the ceremony of naming the T. Class ocean-going submarine H.M.S. "Turpin" at Chatham on September 17. In August, 1944, when the "Turpin" was launched from Chatham Dockyard, her displacement was about 1,500 tons. She carried ten 21" torpedo tubes, one 4" and one 20 m.m. gun, and had a complement of fifty-nine men. Her speed on the surface was fifteen knots and submerged, nine knots. During the past two years the ship has been practically rebuilt, and details of her design, performance, and equipment are still secret. She retains the name "Turpin."

THE EGYPTIAN CRISIS

Authoritative reports that appropriate dispositions of naval ships had been taken to protect British interests in the Suez Canal zone in the present crisis, will be generally welcomed in the Commonwealth countries.

When on October 17 the Mediterranean Fleet returned to Malta on concluding its extensively second Summer Cruise programme which took some of its ships to Yugoslavia, Turkey, and other countries in the eastern Mediterranean, the Commander-in-Chief, Admiral Sir John Edelstein, K.C.B., C.B.E., redispensed his ships to deal with the situation in Egypt.

H.M.S. "Gambia", then proceeding to the East Indies Station to relieve the cruiser H.M.S. "Mauritius", was halted at Port Said and was later joined by the destroyers "Chequers" and "Chevron". H.M.S.'s "Manxman" and "Liverpool" also left Malta.

Earlier, in September, there was the biggest assembly of H.M. Ships for many years in ports of Cyprus. They were preparing for bombardment exercises which were held later off the Southern Coast and watched by British and foreign military observers.

NEWS OF THE WORLD'S NAVIES

H.M. SUBMARINES VISIT LONDON.

Two of His Majesty's submarines, the "Acheron" (Lieutenant-Commander R. M. Stafford, R.N.) and the "Auriga" (Lieutenant-Commander D. Hay, R.N.) visited London for the period September 18 to 28. They were berthed in the Shadwell Basin and the public was allowed aboard. The visit was arranged in connection with the Festival of Britain and as part of the ceremonies marking the 50th Anniversary of the Royal Navy's Submarine Branch. It was in 1901 that the Admiralty placed the first orders for submarine boats. In 1901 C. Class submarines were moved off the House of Commons, Westminster. The last official visit of His Majesty's submarines to London was in June, 1946, during the Victory celebrations.

NEW SNORT PASSES TESTS.

A new snort, evolved since the "Affray" disaster, has now been tested in H.M. Submarine "Andrew", a sister ship to the "Affray". The structure has been re-designed, strengthened and streamlined and it has passed all tests successfully. The Flag Officer, Submarines, Rear-Admiral S. M. Raw, C.B., C.B.E., has been to sea in R.M.S. "Andrew" to see the equipment in use.

NEW M.T. BOAT LAUNCHED

The first of the new type of Meteor Torpedo Boat, M.T.B. 5701, for the Royal Navy, has been launched at the yards of Messrs. J. S. White & Company, Cowes, Isle of Wight. The main machinery arrangements for this craft will be novel in that she will be powered with Metropolitan-Vickers Gas Turbines in combination with Diesel Engines. The installation of the machinery is being completed by Messrs. J.

S. White & Company, Ltd., who are also responsible for the building of the prototype hull, M.T.B. 5701 is 120 feet in length and 25 feet in beam. Craft of these dimensions are known as "long boats" as opposed to the "short boats" of approximately 75 feet in length. The armament will consist of four 21-inch above water torpedo tubes and one small gun.

NORWEGIAN DESTROYER VISITS LONDON.

The Royal Norwegian destroyer "Bergen" (Commander T. G. Kleppe) paid an informal visit to London during the closing days of the Festival of Britain. The "Bergen" has a complement of 240 officers and men, including 140 Leading Seamen under training. The ship remained in the Port of London for four days and during her stay most of the ship's company visited the South Bank Exhibition on the Thames as well as other places of historical interest. The "Bergen" (ex-H.M.S. "Cromwell") was purchased from the Royal Navy in 1946.

R.M.S. "WARRIOR" HOME.

The aircraft carrier R.M.S. "Warrior" (Captain A. P. Pugley, C.B., D.S.O., R.N.), recently arrived at Portsmouth from Japan. She brought home to the United Kingdom a number of Naval ratings who had completed their terms of foreign service with the Far Eastern Fleet and some details of Grenadier Guards from Malta.

DUTCH OFFICERS GAIN EXPERIENCE IN H.M. SHIPS.

Thirty-seven Acting Sub-Lieutenants of the Royal Netherlands Navy arrived in England in September to join H.M. ships for a period of approximately three months, to gain sea-going experience. These young Netherlands Officers will be distributed

throughout the Royal Navy, in many and various ships ranging from destroyers to minesweepers. They will return to Holland on the completion of their visiting duties.

R.N. FAST MINELAYERS.

H.M.S. "Apollo" (Captain F. W. R. Larken, R.N.), a fast minelayer, joined the British Home Fleet on August 1. She later sailed with emergency stores for Jamaica, West Indies, leaving Portsmouth on September 4. H.M.S. "Manxman" (Captain J. T. Lean, D.S.O., R.N.) left Sheerness on August 27 for trials, including minelaying trials, before sailing on September 9 to join the Mediterranean Fleet. Both ships were recently brought forward from reserve in accordance with the declared policy of building up Britain's active fleets.

FIRST SEALORD VISITS U.S.

The First Sea Lord (Admiral of the Fleet Lord Fraser of North Cape, G.C.B., K.B.E.), visited the United States in September to discuss matters of mutual Naval interest with Admiral Fechteler, the new Chief of Naval Operations of the United States Navy.

R.N. HYDROGRAPHER ATTENDS CONFERENCE.

The Hydrographer to the Royal Navy, Rear-Admiral Archibald Day, C.B., C.B.E., D.S.O., attended the International Union of Geodesy and Geophysics Conference in Brussels, and in connection with this conference His Majesty's Survey Ship "Scott" (Lieutenant-Commander W. Ashton, D.S.C., R.N.) visited Antwerp between August 24 and August 27. The "Scott" was available with the oceanographic vessels of other countries for an inspection by delegates to the conference. The Conference continued until September 1.

BELGIAN NAVY ACQUIRES ANOTHER MINESWEEPER FROM R.N.

H.M.S. "Fancy," an Algerine Class Minesweeper, was transferred to the Belgian Navy at Portsmouth, formally handed over by Rear-Admiral J. P. L. Reid, C.B., Chief of Staff to the Commander-in-Chief, Portsmouth, and was accepted on behalf of the Belgian Ministry of National Defence by Lieutenant-Colonel E. Delelie, the Belgian Military Attaché in London. The "Fancy" is the fourth ship of this Class which the Belgian Navy has acquired. H.M.S. "Liberty" was handed over at Portsmouth in November, 1949, H.M.S. "Cadmus" was accepted at Chatham in January, 1950, and H.M.S. "Ready" was transferred about the middle of this year.

"BIGBURY BAY" VISITS "NELSON'S DOCKYARD".

Before she was diverted to Jamaica to assist in relief work following the recent hurricane, H.M.S. "Bigbury Bay" had visited English Harbour, Antigua, scene of considerable naval activity in Nelson's days. The ship's company found that the Society of Friends of English Harbour, in which the Governor is President, are aiming to restore "Nelson's Dockyard." A certain amount of yacht refitting is already being done there.

H.M.S. "APOLLO", TAKEN OUT OF RESERVE, GOES TO JAMAICA.

H.M.S. "Apollo" (Captain F. W. R. Larken, R.N.), minelayer, has taken 1,500 tents and stores to Jamaica in connection with the relief of the people left homeless following the recent disastrous hurricane. The "Apollo", one of the fastest ships in the Royal Navy, was making her first voyage overseas since the war. She has been in reserve for five years. Nevertheless, she finished the journey at 26 knots and no major defects were reported.

CANADA PRESENTED WITH TWO DESTROYERS.

It has been decided to give to Canada two destroyers which have been on loan to the Royal Canadian Navy since 1945. They are the "Crescent" and "Crusader", both fast C. Class destroyers built on the Clyde and completed late in 1945. Announcing this on September 10 the British Admiralty stated that the Canadian Government intends to modernise their equipment and to convert them for use as anti-submarine frigates. Since their conversion would be additional to the conversions already included in the R.N. and R.C.N. programme, and would therefore increase the number of ships suitable for anti-submarine work which can be made available in the near future to the North Atlantic Treaty Organisation, the United Kingdom Government has welcomed the proposals and has decided to make the temporary transfer into a permanent one.

"AUSTRALIA'S" DASH TO PORT WITH SICK STOKER.

The cruiser H.M.A.S. "Australia" reached Port Phillip Bay four hours ahead of schedule on October 31 to put ashore Stoker J. F. Egan, of Sydney, who was suffering from acute appendicitis. He was operated on in Flinders Naval Depot Hospital.

H.M.A.S. "WARRAMUNGA" TO COMPLETE TRIALS BEFORE LEAVING FOR KOREA.

The Minister for the Navy (the Hon. William McMahon) announced on November 13 that the Tribal class destroyer H.M.A.S. "Warramunga", which, commanded by Commander J. M. Ramsay, R.A.N., would escort the aircraft carrier H.M.S. "Glory" back to Korea from Australia in January, left Sydney on the morning of November 12 for machinery and gun trials at sea. "Warramunga" completed a refit at Garden Island Dockyard early

in November. Mr. McMahon said that her present trials would be undertaken in the Jervis Bay area. In Jervis Bay itself, time would be devoted to a general shake-down and harbour drills. On the ship's return to Sydney on Friday (November 16) leave for her ship's company began. This would be completed by 31st December when she would sail for Jervis Bay again for working-up exercises. She would return to Sydney on January 8, ready to leave with "Glory" three days later.

THREE AUSTRALIAN SHIPS IN ACTION.

The Minister for the Navy (the Hon. William McMahon) announced on November 15 that the Australian carrier H.M.A.S. "Sydney" had on November 12 launched its thousandth sortie since its arrival in Korean waters in September. This sortie was flown on the west coast of Korea when Sea Puries and Fireflies from the carrier hit troop concentrations in the Han River area. One strike was successful in blasting three spans from a railroad bridge. On the previous day "Sydney's" aircraft had carried out day-long attacks on military targets in the Chinnampo Haeju area. Another R.A.N. ship, H.M.A.S. "Tobruk", a Battle class destroyer, with its fast firing 4.5 inch dual purpose guns battered bridges and rail junctions south of Songjin. Two large fires in a rail marshalling yard proved the accuracy of the destroyer's bombardments.

H.M.S. "SUPERB" VISITS U.S. AND CANADA.

H.M. "Superb", cruiser, flagship of Vice-Admiral R. V. Symonds-Taylor, K.B.E., C.B., D.S.C., the Commander-in-Chief, American and West Indies Squadron, has visited many ports on the United States and Canadian Atlantic seaboard, including Norfolk, St. Johns, N. F., Halifax, Boston and New York during her recent summer cruise.

THREE-NATION NORTH SEA MANOEUVRES.

Ships of the Royal Navy, the Royal Danish Navy, and the Royal Norwegian Navy and planes from the Royal Danish Air Force and Royal Norwegian Air Force carried out combined Naval and Air exercises in the North Sea during September.

Last year the Danish and Norwegian Navies initiated a series of such exercises in the North Sea off the Skaw but this year's manoeuvres included British participation. Mutual Naval problems of the North Sea and joint tactics were studied and the exercise was the biggest so far carried out in these waters.

The exercise was directed by Commodore S. Storheill, the Chief of the Norwegian Naval Staff. Destroyers, frigates, torpedo-boats, submarines with tenders, motor torpedo-boats and gunboats, as well as minesweepers and troop transports participated.

Danish ships taking part included torpedo-boats, submarines and tender, motor torpedo-boats and minesweepers.

In the Norwegian force were Fleet destroyers, submarines and tender, frigates, troop transport and other minor war vessels.

UNDERWATER TELEVISION

A recent message from Canada said that scientists there had claimed that they had developed a self-propelled underwater television camera that if perfected could map an enemy minefield or chart underwater obstacles. The machine is encased in a silvered steel cylinder which is lowered by cable. A cameraman aboard ship controls the camera, which has two propellers and can be driven in any direction at a speed of one knot per hour. The image picked up is transmitted to a screen on the vessel through a coaxial cable. The remote control operation of the camera has been perfected, but the problem of sufficient light to enable the camera to record an image in all depths of water has not yet been solved.

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PERSONAL PARAGRAPHS

NEW C.-IN-C. BRITISH HOME FLEET.

His Majesty the King has approved the appointment of Admiral Sir George E. Creasy, K.C.B., C.B.E., M.V.O., to be Commander-in-Chief, Home Fleet, in succession to Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O., the appointment to take effect in January, 1952.

COMMAND SUPPLY OFFICER, THE NORE.

Captain (S) F. R. J. Mack, C.B.E., has been appointed Command Supply Officer, The Nore and will hold the rank of Rear Admiral (S) while in this appointment.

NEW DIRECTOR, NAVAL ELECTRICAL DEPARTMENT, R.N.

Rear-Admiral C. P. Clarke, C.B., D.S.O. (Retired) has been recalled to the Active List in the rank of Rear Admiral (L) and appointed Director of the Naval Electrical Department, R.N., in succession to Rear-Admiral (L) S. L. Bateson, C.B., C.B.E., A.M.I.E.E. The appointment took effect in August, 1951.

R.N. PROMOTIONS AND RE-APPOINTMENTS.

Rear-Admiral A. L. Poland, C.B., D.S.O., D.S.C., has been promoted Vice-Admiral in His Majesty's Fleet and re-appointed. Captain (E) A. D. McGlashan, D.S.O., is promoted Rear-Admiral (E) and re-appointed. Both appointments took effect on 15th August, 1951.

HONORARY SURGEON AND PHYSICIAN TO H.M. THE KING.

In pursuance of His Majesty's pleasure Surgeon Captain T. N. D'Arcy, C.B.E., L.R.C.P. & S., D.O.M.S., Royal Navy, has been appointed an Honorary Surgeon to His Majesty the King from April 18, 1951; and Surgeon Captain G. McCoull, O.B.E., V.R.D., B.S., L.R.C.P. & S., Royal Naval Volunteer Reserve, has been appointed an Honorary Physician to the King from June 25, 1951, in succession to Surgeon Captain G. F. Abercrombie, V.R.D., M.D., C.H.B.

NEW U.S. NAVAL ATTACHE

The recently-appointed United States naval attache to Australia, Captain R. W. Denbo, arrived in

Sydney from Vancouver by the "Aorangi" on October 29. Captain Denbo will live in Melbourne where he will also serve as naval attache to New Zealand. Captain Denbo's last official assignment was with the Chief of Naval Operations in Washington, D.C. During World War II he served in both the Atlantic and North Pacific Oceans.

ADMIRALTY ARCHIVIST. Lieutenant-Commander P. K. Kemp, R.N. (Retired) has been appointed as (British) Admiralty Archivist. The post of Admiralty Archivist replaces that of Admiralty Librarian, the change of title indicating the wider duties now given to the post.

BRITISH TRAINING SQUADRON COMMAND. Rear-Admiral R. M. Dick, C.B., C.B.E., D.S.C., has succeeded Rear-Admiral J. A. Micklethwait, D.S.O., in command of the (British) Training Squadron.

NEW FLAG OFFICER SUBMARINES.

The appointment of Rear-Admiral G. W. G. Simpson, C.B., C.B.E., to be Flag Officer (Submarines) in succession to Rear-Admiral S. M. Raw, C.B., C.B.E., to take effect in January, 1952, has been announced.

NEW FIFTH SEA LORD. Vice-Admiral E. W. Anstice, C.B., has now succeeded Vice-Admiral M. J. Mansergh, C.B., C.B.E., as Fifth Sea Lord and Deputy Chief of the (British) Naval Staff (Air).

HOSPITAL SHIP TO BE ROYAL YACHT IN PEACETIME.

The announcement by the British Admiralty on October 8 that a hospital ship of medium size, which it is planned to build under a future programme of new construction, will be used by H.M. the King in time of peace as a royal yacht and will replace the now obsolete "Victoria and Albert", serves to illustrate yet again the fine utilitarian outlook that

has in various ways characterised the minds of Britain's Naval leaders in recent years. It will be remembered that one hospital ship was authorised by the Navy Estimates for 1951, but this announcement refers to a second vessel of that category.

As a matter of fact, this is a revival of a decision reached as long ago as 1939. In introducing the Navy Estimates of that year the First Lord—Lord Stanhope—announced that it had intended to lay down a new royal yacht to replace the "Victoria and Albert" completed in 1901. "The Times" (London) naval correspondent writes:

"The plan for using one of the projected hospital ships for the purpose was being worked out when the war caused it to be dropped. The plan has much to commend it, since the designs of the two ships have much in common. The large compartments needed for wards provide the state apartments for ceremonial

occasions; the private royal suite is easily converted into operating theatres and dispensaries; the individual cabins and messes required for the royal entourage are needed for the medical staff in the hospital ship, for both are additional to the normal complement of ship's officers."

It is fitting that the King should once again have a proper royal yacht at his disposal—every English Monarch since Charles II. has had one until the present day

—for it is hardly seemly that extempore arrangements should now be necessary whenever His Majesty has occasion to go abroad in state.

Moreover, since the hospital ship is a war-time necessity, there can be no opposition on the score of extravagance to the provision of the dual-purpose vessel. Indeed it can have no opposition, but only wide and general approbation.

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WEDNESDAY, 26th DECEMBER, 1951

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SEA-ODDITIES

The history of deep-sea big-game fishing records many incidents concerning the prodigious strength of some forms of water life. For instance, in his fascinating book, "Battles With Giant Fish," Mitchell Hedges tells the story of hooking a giant fish and then losing it. "Two inches from where the eye of the hook was fastened to the chain the steel shank was bitten in two. It must be remembered that this was 3-inch spring steel." It would seem impossible that anything could bite through such a thing, yet a fish had been hooked that had severed the steel shank apparently as easily as if it had been a carrot.

As many a surfer can testify, the nip of even a small crab is not to be despised. It is fortunate that some of the heavyweights in the crustacean world do not infect the Australian surfing beaches. The immense robber-crab, which inhabits the islands of the Indo-Pacific seas, occasionally secures a coco-nut. The crab opens the nut in a very methodical manner. It begins by tearing off the husk, fibre by fibre, from the end under which the three eye-holds are situated. When these are laid bare the crab hammers with its heavy claws on one of the holes until an opening is made. It can then extract the edible flesh of the nut.

Charles Darwin, the famous naturalist, tells of a coco-nut crab that was confined in a stout biscuit tin, the lid being secured with wire. When the tin was next examined it was found that the crab had escaped by turning down the flange at the inside top of the tin and then levering a way out through an aperture made by actually punching many small holes right through the metal.

The greater number of Australian water snakes are sea-snakes, and these are occasionally found in the northern estuaries and even some miles up the coastal rivers. The beautiful orange-banded black sea-snakes may often be seen in the Fitzroy and other northern streams, gliding round one's boat. It is advisable to be careful when handling them, as when dazzled by an excess of light on being removed from the water they strike blindly at anything handy. Handsome black and yellow species and black and white species also occur in northern Australian coastal waters, and occasionally one of the latter species is washed ashore at Coogee and Bondi and other Sydney-side surfing beaches. These sea-snakes swim entirely by the aid of their flattened, paddle-like tails and rarely, if ever, leave the water, in which they are without exception exceedingly graceful in their movements, and may often be seen swimming without causing the slightest ripple on the water. In most of them we find the two poison-fangs, which are both grooved and perforated, supplemented by other teeth likewise grooved but not poisonous. With due deference to older authorities, all sea-snakes, to some degree, are decidedly poisonous and, as already indicated, best handled with care or let alone.

A fish possesses several adaptations to a life in water which are not apparent to the casual observer. One is that most of the fast-swimming fish have a life-buoy inside their bodies. To quote Frank W. Lane in his admirable "Nature Parade": "It consists of a sack-like receptacle with membranous walls containing gas. When the fish rises towards the surface more gas is pumped into the sack and when

the fish seeks lower depths, gas is extracted. By this means the fish can remain swimming with comfort at any depth it chooses. . . . The shape of a fish's body is an indication of its speed. The most rapid fish have fusiform or cigar-shaped bodies and have breadth rather than height. Slow-moving fish have short, high and laterally compressed bodies. The fish is, in fact, the perfect machine for cleaving water."

When an aboriginal hunter was caught in the jaws of a big crocodile at Shoal Bay, twenty miles east of Darwin one day in 1941, he was saved from death by his mate, who attacked the reptile with a tomahawk and split its skull with one blow.

Jimmy Kilarooka, a native of Melville Island, was the hunter attacked. He was, he said, "close up bin finish," when Tommy, another Melville Islander, so effectively came to his rescue.

Jimmy Kilarooka, badly mauled, spent some time in Darwin Hospital. It needed 39 stitches to sew up his wounds.

What sailor has failed to marvel at the gannet's amazing diving power? A dive of one hundred feet or more—though, of course, the gannet frequently dives at much lower levels—is not to be undertaken lightly, except by an expert physically and instinctively adapted to withstand the shock of terrific impact. What unerring judgment or instinct directs the falling diver to close its wings in that instant before the shock of impact? By what intuitive gift is the fish kept in sight during the course of that hurried plunge through the watery depths? Who would not like to know?

H.M.S. "SYDNEY" IN ACTION.

In a two-day operation against Kojo, south of Wonsan, aircraft of His Majesty's Australian ship "Sydney," the British Commonwealth aircraft carrier of the Royal Australian Navy now operating in Korean waters, flew 58 sorties during the first day in difficult weather and 89 sorties on the second day in perfect weather. This outstanding performance was during the aircraft carrier's first operational patrol.

H.M.S. "COSSACK" STEAMS 22,000 MILES.

H.M.S. "Cossack", the Senior Officer's ship of the 8th Destroyer Flotilla, operating off Korea (Commanding Officer, Captain V. C. Begg, D.S.C., R.N.), has carried out bombardments along the West Coast as far North as the Yalu. In the past four months "Cossack" has steamed 22,611 miles in Korean waters and spent 83 days at sea. She has expended 1,500 rounds of 4.5 inch ammunition in strafing enemy troops and targets in that area.

OFFICIAL STORY BRITISH KOREAN SERVICES.

Lieutenant-Colonel Eric Linklater, creator of "Private Angelo," has been commissioned to write the official story of the British Services' part in the Korean war.

He went to the Naval "front line" recently in the New Zealand frigate "Rotorua," transferred to the British cruiser, "Kenya," where he met Rear-Admiral A. K. Scott-Moncrieff, D.S.O. and bar, who commands the British Commonwealth Fleet engaged in the Korean war, and later had a spell in the British frigate "Caribbean Bay."

During his stay with the Navy he had a taste of blockade patrol which has been an essential, if dull part, of the Navy's role in his war. He also met the Masters of Royal Fleet Auxiliaries, the

supply ships of the Navy. He was put ashore at the Korean port of Inchon to join up with the British Commonwealth Division and he talked with British troops.

Some days later, one of H.M.S. "Glory's" Firefly aircraft picked up Colonel Linklater and he made his first landing on the deck of a carrier. During several days stay in the carrier, Colonel Linklater was impressed by the ceaseless activity on board her; sorties flown from dawn to dusk and all night

work in the ship's hangars repairing and servicing aircraft for the next day's strikes (this, of course, was during the "Glory's" recent period of duty in Korean waters).

Colonel Linklater was catapulted from the "Glory" in another Firefly aircraft to rejoin the British Commonwealth Division in Korea.

Incidentally, on his way back to the United Kingdom recently Colonel Linklater visited New Zealand and Australia.



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SPEAKING OF SHIPS

The South American Saint Line has decided to establish two subsidiary companies under the South African flag and to transfer four ships to them.

Canada has ratified four of the International Labour Office's conventions on seamen's employment—those on standards of food and service, certificated cooks and able seamen and physical examinations.

A 40-ft. replica of Van Riebeeck's ship the "Domedaria" has been built in South Africa: after being exhibited under way in Capetown it is to be preserved in a museum.

The French motor barge "Louvetot" landed the bodies of two men who had been killed by carbon dioxide fumes from her cargo of cauliflowers.

The Government of Eire is considering the question of adding seagoing and coasting tankers to the Irish merchant fleet.

The entrance channel into the Tyne has now been completely cleared of the wreck of the Belgian steamer "Brabo" and shipping is no longer confined to the South Channel.

Australian coastal shipowners are being severely handicapped through the seamen's preference for ocean-going ships, particularly the new oil-burners or motor ships.

Shipmasters bound for Russian ports are warned by the recent case of one who sent 243 small articles of ship's washing to a local laundry and was charged £58.11.10 for them, without any right of appeal.

The Migration Council (of U.K.) has appealed to the British

Government to put large-scale emigration to Commonwealth countries on the agenda of the next conference of Commonwealth Ministers: the substitution of cross-sections and whole families for selected individuals is one of the points advocated.

Enormous deposits of tungsten ore have been discovered on King Island, Bass Strait, and preparations are being made to put it to immediate use in the rearmament programme.

In reply to a petition from Cardiff the British Minister of Transport stated that although he is empowered under the Defence Regulations to direct ships to various ports he does not consider it advisable to do so in the interest of the trade of a particular port.

The students in a Gothenburg navigation school found 22 serious miscalculations in two Swedish official charts of the North Sea.

Furness, Withy & Company (of Britain) have celebrated their 60th anniversary by a special distribution of 2½ per cent. to ordinary stockholders, not subject to tax, and by allocating £150,000 to staff benefit funds.

The Egyptian Government is complaining bitterly that Egyptian shipping companies refuse to employ the necessary proportion of Egyptians on the ground that there are not enough of them available to be employed.

The spokesman of the British Ministry of Fuel and Power has stated that present difficulties of coal supplies were not a passing phase and that the shortage would last for several years.

The Mersey Docks and Harbour Board has allocated the money for a complete refit for the famous dredger "Leviathan"

(8,590 tons) built in 1909, which is essential for keeping the channel through the Mersey Bar. A new one would cost £1,500,000.

Increased interest is being shown by engineers in five-bladed propellers, in spite of the difficulties of their manufacture, particularly for low-speed cargo ships and tugs.

The experts of the Shell tankers claim to have found means of discharging without opening up any part of the deck, avoiding the escape of any dangerous gases.

The British Admiralty has announced that the first of the destroyers being converted into fast anti-submarine frigates will be in service in the English autumn.

The Royal Navy's first specially designed hospital ship of 10,000 tons, is to be built by Barclay, Curle & Co. at Whiteinch.

The British Auditor-General's Civil Appropriation Accounts for 1948-49 showed that the British Ministry of Transport's commercial shipping resulted in a loss of £959,974, while a further loss of nearly £1,200,000 on the sale of ships had to be written off.

The average number of launches by Institution lifeboats since the war has been 613 per annum, only four less than the average during the Second World War.

The British Iron and Steel Research Association is carrying out an investigation as to the most satisfactory types of ship for the transport of ore.

The Polish ship "Poko" ("Peace") had a free fight on board when she passed through the Kiel Canal on her mission of preaching the Communist peace movement throughout the world.

U.S. TELEVIEWERS TO SEE BRITISH NAVAL EPICS

Historic engagements of the Royal Navy are to be shown to American television audiences as part of a major documentary of Naval Operations in World War II.

The television history—the first of its kind, and therefore of great revival, as well as public, interest and significance—is being produced by the National Broadcasting Company, in association with the United States Navy and with the assistance of the British Admiralty.

C. S. Forester, the noted author of *Horatio Hornblower* novels, is preparing the scripts for 26 half-hour episodes. Film star Robert Montgomery, himself a wartime Commander in the United States Navy, will be principal narrator. The series will be telecast by the National Broadcasting Company next (American) winter.

The British Admiralty is to give access to its wartime films to the Royal Navy in action. In particular, by making available important sequences on the battles in the Atlantic, and the Mediterranean, in which the Royal Navy carried on unremitting warfare against enemy U-boats. For security reasons some of the motion pictures have never before been released.

Henry Salomon, Junior, wartime Lieutenant-Commander in the United States Navy, is the producer of the films. Mr. Salomon was first assistant to Captain Samuel Eliot Morison in writing *The History of U.S. Naval Operations in World War II.*

The Naval History will be broadcast as a public service by the National Broadcasting Company's television network in America.

It is to be hoped that the Naval History will also ultimately be shown abroad, particularly in the countries of the British Commonwealth.

Ships Showered with Flaming Petrol

Flaming petrol showered over three ships in Buffalo Harbour, New York State, on October 30, killing four men. Ten others are missing. The petrol—800,000 gallons—exploded when a barge carrying it and the Great Lakes freighter "Penobscot," 6,500 tons, collided. It is believed that the ten missing men—six from the tug which was towing the barge and

four from the "Penobscot"—are also dead. Presumably they jumped into the rough waters and were drowned. The captain of the "Penobscot," 51-year-old Louis Guyette, and his helmsman, Roy Richardson, 56, were burned to death in their pilothouse after they had backed their ship away from the barge to a breakwater so that the crew could slide down ropes to safety.



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BOOK REVIEW

Marine Technical Publications.

(By Douglas S. Tennant in the "Merchant Navy Journal")

Generally speaking, technical publications written for those studying for Merchant Navy certificates of competency are the results of what may be called "private enterprise." Consequently, considerable interest attaches to those books which owe their origin to, and are sponsored by, some responsible technical body. It is therefore felt that a number of junior officers will be interested in having their attention drawn to three technical books published by the Institute of Marine Engineers (of Great Britain) covering the most important aspects of the work done in a ship's engine room.

The Running and Maintenance of Marine Machinery (U.K. price 12/6) is a symposium by superintendents engineers and others which includes authoritative advice on the operation and maintenance of steam reciprocating machinery and turbines, Diesel engines, electrical and refrigerating machinery, boilers, pumping arrangements and steering gears.

Naval Architecture and Ship Construction (U.K. 10/-) has been written by Mr. R. S. Hogg, primarily to meet the needs of navigating and engineer officers studying for certificates and to provide useful preliminary instruction to draughtsmen, apprentices and others serving in shipyards.

"Electricity Applied to Marine Engineering" (U.K. 12/6) is by Mr. W. Laws, M.Sc., A.M.I.E.E., and has been specially written for marine engineer officers, students and shipyard apprentices. It covers the electrical section of the British Ministry of Transport examinations, and the author has endeavoured to simplify so far as possible those points which, from experience, he feels present particular difficulty.

All three of the above-mentioned books may be obtained through all United Kingdom booksellers, or direct from the Institute of Marine Engineers, 81, Minories, London, E.C.3. (N.B. If obtained by post, an additional amount would need to be sent to cover postage.)

ABADAN EVACUATION.

The following description of the evacuation of Anglo-Iranian Oil Company employees from Abadan has been written by an Admiralty Press Officer who was present at the evacuation:

The summer-long vigil of the Royal Navy in the Shatt-el-Arab, who had seen the largest accumulation of His Majesty's ships in the Persian Gulf since the war, was ended on October 3, when nearly 300 employees of the Anglo-Iranian Oil Company at Abadan—the remaining "hard-core" of the gradually reduced staff at the refinery—were evacuated up-river to Basra (Iraq) by the cruiser H.M.S. "Mauritius,"

wearing the broad pendant of Commodore A. H. Wallis, R.N.,

Ferried out to the "Mauritius" in midstream in relays in launches, the men crowded the quarter-deck and waist as the cruiser slipped her moorings and moved slowly past the giant and seemingly deserted installations. They were silent as small groups of friends (the last British left on the island) waved farewells from the banks but shouted derisively as groups of Persian labourers endeavoured ineffectively to give a "business as usual" appearance.

Mountains of personal luggage and sporting equipment were swiftly handled by ratings as the

final withdrawal from Abadan was completed after weeks of negotiations and discussions in London and Teheran. A watch in burn temperatures had been kept on the situation by a succession of cruisers, destroyers, frigates and tank landing ships.

After their names had been checked and firearms taken into "protective custody" until disembarkation at the Iraqi port from where they were to be flown to Britain, the passengers found a buffet luncheon waiting for them in the empty scaplane hangar of the "Mauritius." A non-stop supply of soft drinks was available.

The same day saw an end to what was probably the most difficult post-war assignment of the Royal Navy, which posterity may remember for the restraint of all concerned and in the words of one London newspaper correspondent "by the faithful carrying out of orders to the letter and by the efficiency and dignity displayed."

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(Federal Council).

The Minister for Repatriation has advised Federal Council that his Department will be pleased to supply the Association with copies of a new booklet, which is now being prepared, dealing with the latest amended Repatriation Benefits. The Federal Secretary will issue copies of these booklets to all State Councils and their Sub-Sections in due course.

Federal Council has been invited by the Minister for Immigration to nominate this Association's Delegate to attend the Third Australian Citizenship Convention, to be held at Canberra, between 29th January and 1st February, 1952. The Ex-Naval Men's Association was represented at the two previous Conventions which were held in the National Capital in 1950 and 1951.

The Federal Executive of the R.S.S. & A.I.L.A. has furnished Federal Council with copies of the League's Annual Report for the year ended 31st December, 1950. The Federal Secretary will despatch a copy of the Report to each State Council during the month.

Two nominations for the election of the Association's Federal President, to be filled at next interstate Conference, have been received to date. The State Council of Victoria has nominated Mr. H. Ivey (Past State President) and Western Australia has nominated Mr. F. F. Anderson, (present Federal President).

Deep concern is being felt by the Federal Executive that the recent increase in the rate of Sales Tax will deplete the funds of the Association still further. As Badges, (which are subject to Sales Tax) always remain the property of the Association and are

not sold, but issued on loan to the members, the Ex-Naval Men's Association still maintains that such goods should be entirely free of any Sales Tax.

State News.
During the past quarter 39 new members have joined the Association in South Australia and in the same period 45 members from Adelaide and Metropolitan Sub-Sections have effected transfers. Mr. Reg. Humphry (N.S.W., Hon. State Secretary) has returned to duty after spending his annual leave visiting the State Secretaries in Melbourne and Adelaide. The Annual Cabaret Ball, organised by the Canterbury-Bankstown Sub-Section, was held in the Empire Hall, Campsie, on Saturday, 8th December. Sub-Section members with their wives and friends, spent a most enjoyable evening.

During October our Papua-New Guinea Section members were happy to entertain Captain S. Greve and members of the ship's company of His Danish Majesty's ship "Galathea," which visited Port Moresby for a period of 12 days. Judging by the report sent to Federal Council by Mr. F. C. Hill (Hon. Secretary), the conduct of the personnel of the ship was excellent and all who came in contact with the "Galathea's" crew spoke most highly of their friendliness, generosity and hospitality. Council Officers are indeed pleased that the Association members in Port Moresby took the opportunity of extending a welcoming hand and providing entertainment to the distant visitors who came to New Guinea.

Organisers of the proposed Sub-Section for the Manly (N.S.W.) district are busily preparing for an inaugural meeting which will probably be held in that area

some time in January. Further reports will be made in the local press of the district.

The N.S.W. State Council has been advised that it is unable to secure a permit to conduct the usual annual Art Union to raise funds for the Association and the Children's Christmas Toys. A party for the entertainment of the children of members will be held, through the courtesy of Rear-Admiral Showers, at the Naval Establishment at Garden Island, G.W.S.

INDIAN NAVY SHIPS VISIT TRINCOMALEE.

Recently, ships of the Indian Navy visited the British base at Trincomalee for exercises with His Majesty's Ships of the East Indies Fleet, including H.M. Submarine "Sturdy", temporarily detached from the Mediterranean Fleet.

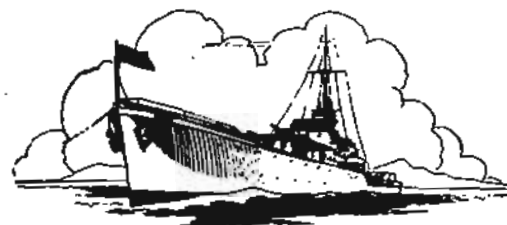
The Indian frigates "Cauvery," "Kistna," and "Jumna," of the 12th Frigate Flotilla, operated with H.M.S. "Loch Glendhu," frigate, of the East Indies Fleet, and the Indian destroyers "Rajput," "Rana," and "Ranjit," of the 11th Destroyer Flotilla, exercised with H.M.S. "Loch Quonch," frigate.

The ships carried out anti-submarine exercises with H.M. Submarine "Sturdy," and general drills, anti-aircraft and surface firing, and a small tactical exercise.

The cruiser "Delhi" (formerly H.M.S. "Achilles") also visited Trincomalee. She was wearing the flag of Rear-Admiral G. Barnard, C.B.E., D.S.O., Rear-Admiral Commanding the Indian Naval Squadron, and took part in the exercises.

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