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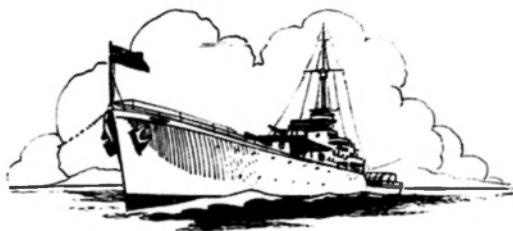
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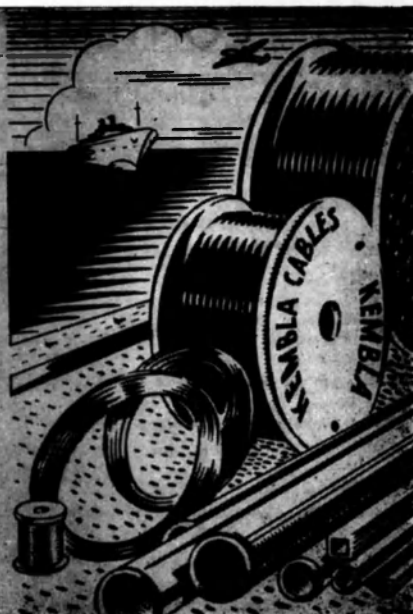
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THE COMING ERA OF SPACE-SHIPS AND SATELLITES.

"We are on the verge of an era in which man-made structures will project themselves into space."

The man who wrote those words, Dr. D. F. Martyn, is Chief Scientist of the Radio Research Board of the Commonwealth Scientific and Industrial Research Organisation—so he knows what he is talking about.

"Some of these structures," he continued, "will be controlled so that they settle into a circular or elliptical orbit girdling the earth; when so settled, each 'earth satellite' will travel permanently in its orbit without further attention. Such satellites will carry no passengers or human pilots. They will be guided into their orbits by radio signals sent from the earth. Others will probably be made to travel to the moon and the nearer planets such as Mars and Venus, to be left in orbits circling these bodies."

These satellites, when such flights are ultimately undertaken, he went on to explain, will probably have an additional role as refuelling bases for such flights. Certainly, they will carry many scientific instruments, such as cosmic ray detectors, spectro-

scopes, and radio receivers, for the study of cosmic rays, ultra-violet sunlight, and extra-terrestrial radio waves in outer space, above the disturbing and blanketing influences of the earth's atmosphere."

The statement quoted above was made as recently as July of last year. That Dr. Martyn gave no time-limit to the attainment of these advances was certainly not due to any lack of opinion on the matter. Just what that time-limit may be, plus the effect of it all on the social conditions of the human race, comes now, however, from America.

Major Alexander de Seversky, the prominent U.S. aeronautical engineer and inventor, said in New York on December 8th last that within fifty years atomic space-ships will be flying from the earth to the moon. He gave the travelling time for the journey as three and half hours.

Major de Seversky is one of a panel of American scientists at Buffalo University which is engaged on a prediction of the advances science and technology will make in the next fifty years: so he, too, should know what he is talking about.

He added that sea and land transport would be largely discarded when efficient atomic-powered propulsion was devised.

But if Major de Seversky was optimistic with regard to the advances of science, he was far from being so in his estimate of the effect such advances would have on the social conditions of man. Space ships, he said, would bring even bigger problems

and tensions to the people than exist now.

"Just as we have learned by then to live in peace on our own planet, we may find ourselves involved not only in rivalries of conquest for other planets but also in conflict with living creatures in different worlds."

Thus, all too swiftly for the layman's comprehension, we move into the era of space exploration and inter-planet travel. Philosophers, biologists, and economists all come within the research sphere of the ultimate effect of these amazing aeronautical advances. It would be interesting, and probably of great value, to have their opinions on the matter.

As for the public, what instruction is it being given in these matters? Practically nothing at all. As pointed out in our editorial of December, this is perhaps the most pressing educational problem of our time. The conclusion to be reached is fairly obvious. Every man and woman, in civil life or in the Services, must be taught the facts and effects of Science as they apply to the daily life of the community as a whole.

Only by a general recognition of this fact can the permanent human values be adequately understood and adjusted in terms appropriate to a scientific age.

SURVIVAL AT SEA TRIALS.

To continue a series of trials concerned with anti-sea sickness drugs, arrangements were recently made in Britain for 150 soldiers to take part in experiments in the Portobello Bathing Pool, Edinburgh, where an artificial wave-making machine has been installed. Waves can be made to rise more than three feet in height.

The soldiers, all volunteers, were given various anti-vomiting drugs and placed in rubber life floats, a careful record being made of their reactions. Soldiers were chosen as subjects in these trials because they are less likely to be accustomed to the motion of the sea than sailors. The experiments were continued for about a fortnight.

The trials were devised by the Survival at Sea Sub-Committee of the Royal Naval Personnel Research Committee. The Chairman of this Sub-Committee, Professor R. A. McCane, and Dr. E. M. Glaser, both of the Department of Experimental Medicine, Cambridge, were in charge of the trials.

When these particular experiments ended at Edinburgh on October 6th, a spokesman of the Research Committee said it was hoped to produce a drug which would be 95 per cent. successful in preventing seasickness. The tests were carried through at Portobello open-air swimming pool, which is equipped with wave-making apparatus, and the subjects were the 150 soldiers who had volunteered to ride the waves in large rubber dinghies.

This thought for the comfort and welfare of Naval personnel is greatly to be commended.

NEW BRITISH JET FIGHTER FASTEST IN WORLD.

With its removal from the secret list shortly before it was demonstrated at the Farnborough Show of the Society of British Aircraft Constructors, the twin jet engine Supermarine 508 was claimed to be the fastest and most powerful naval fighter aircraft in the world. Messrs. Vickers-Armstrongs, the makers, announced that the aircraft made its maiden flight at the Royal Air Force Station, Boscombe Down, Wiltshire, on August 13th, 1951, with Lieutenant-Commander H. J. Lithgow, the Supermarine chief test pilot at the controls.

This bears out our contention, as stated by us in "The Navy's" editorial for August, 1951, that "there can be little wrong with aircraft engine development" in Britain. And even greater possibilities are potentially inherent in the work that is still on the British secret list.

The new naval fighter aircraft is equipped with two Rolls-Royce Avon jet engines, and is designed for carrier-borne operations. Its performance and equipment cannot as yet be disclosed. In spite of its high performance, the landing speed has been kept down within the requirements for carrier-borne operations by the use of special life devices on its thin wings.

DRY DOCK HYGIENE.

Toilet facilities in industrial dockyards in Britain and abroad have long been the subject of criticism—and justifiably so. The conditions of many of these crude places are vile and almost beyond belief, and are presumably based on hygienic values of an earlier century.

In self defence, therefore, some shipmasters have been considering alternative arrangements.

One of these is a galvanised funnel connecting with a galvanised pipe slung just under the W.C. discharge on the ship's side. This pipe leads down to the dock bottom, through the grating and into the dock seepage sump or well, which is invariably pumped out into the stream two or three times a day. As the normal drainage pumped out of the dock contains paint, waste, bits of wood and other refuse, the additional removal of W.C. and wash-basin discharge should not present any undue difficulty.

In any case, no one, surely, is going to object to so necessary an alternative precaution. Meantime, seafarers in general would like to see a steady improvement in the permanent sanitary arrangements in industrial dockyards. After all, the interests of health demand such improvements.

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H.M.S. "EAGLE" JOINS THE FLEET

IN THIS ARTICLE WE ARE GIVEN THE LATEST DETAILS OF THE LARGEST BRITISH AIRCRAFT CARRIER AFLOAT AND PLANS ATTENDANT UPON THE SHIP JOINING THE FLEET.

H.M.S. "Eagle," the largest British aircraft carrier afloat, is completing builder's trials and will have hoisted the White Ensign at sea by the time this article goes to press.

With the hoisting of the Ensign and the provisional acceptance of the ship by the Commanding Officer (Captain G. Wilmoughby, R.N.) from the builders, Messrs. Harland & Wolff, Belfast, the carrier will join the Navy but it will be many months before she is fully manned and completely operational.

The programme provides that the ship will go to sea from Belfast with a naval steaming party of 750 officers and men on board and in Bangor Bay, Northern Ireland, the Captain and Officers will give an "At Home" to those concerned with the building of the ship since she was laid down on October 24, 1942, as part of the Navy's wartime construction programme. She was then named "Audacious," but on January 21, 1946, she was re-named "Eagle."

After disembarking guests attending the "At Home" the "Eagle" will sail for Devonport and was expected to reach this, her home port, on November 5. That same day the ship was to begin embarking stores, provisions, ammunition and fuel, and was then to carry out preliminary harbour tests and inspections until November 13 after which she was to sail for the Clyde.

From there between November 16 and 26 she was to proceed to sea for machinery and manoeuvrability trials and on November 21, in the Clyde area, the Press was to have their first official preview of the ship. Representatives of newspapers and magazines together with radio commentators,

photographers and movie cameramen were to be invited to go to sea in her during that day's trials. All these arrangements, it is understood, have since been concluded according to programme.

Naval trials continued during December and will extend into the early part of 1952, and it will not be before the (English) Spring of 1952 (probably between March and May) that she will embark her Air Squadrons, which will include Attacker jet fighters. Flying training, gunnery and other practices will follow and it is at present envisaged that the aircraft carrier will join the home Fleet for operational service in June next.

DETAILS OF THE SHIP'S CONSTRUCTION

Details given of the ship's construction illustrate the formidability of the "Eagle's" striking power and efficiency. From the flight deck of the ship the largest and heaviest aircraft of the Royal Navy will be able to operate, and her spacious hangars will accommodate several Squadrons of aircraft and a large number of specially fitted stores and workshops. These have been arranged so that every spare part for servicing and maintaining aircraft will be close at hand. High speed lifts of the size of tennis courts will transport aircraft from the hangars to the flight deck.

Aviation fuel will be stored in several groups of tanks dispersed through the ship and elaborate safety arrangements are fitted so that a minimum of risk is taken when handling the large quantities of fuel required to fill and refill the tanks of the aircraft during a busy flying period.

Magazines for storing every type of airborne weapon are ar-

H.M.S. "Eagle", the twenty-first ship of her name to serve in the Royal Navy, was launched by Her Royal Highness the Princess Elizabeth on March 19, 1946. She took 45 seconds to settle in the water after the Princess crashed a bottle against her bow. Later at a luncheon given by the directors of Messrs. Harland & Wolff, Her Royal Highness said that the last ship to bear the name "Eagle", originally built and later converted to an aircraft carrier, did much to build the reputation of naval aviation. In August, 1942, this great and gallant ship was sunk in the Mediterranean but her spirit had risen again in the new "Eagle."

ranged deep down in the ship under protection. Heavy bombs will be raised by special lifts to the "bombing-up" positions. Aircraft torpedoes will be stowed in racks in special workshops where their precision mechanisms can receive proper attention.

In the construction of the hull electric welding has been used on an unprecedented scale and a considerable amount of special research has been carried out in this connection. It can be said that the ship embodies the greatest application of electric welding to shipbuilding so far developed. X-Ray tests of welds carried out at intervals as the ship was built and led to a progressive improvement in technique. The extensive adoption of welding has led to a lighter and stronger structure but there are many parts where the highest quality riveted work is still essential.

The hull and fittings embody all the lessons of the recent war at sea. Every case of action

damage was studied and wherever existing practice was shown in this ultimate test to be capable of improvement the change was embodied in ships still being built. It is well known that much experience in aircraft carrier warfare was gained in the Mediterranean and Pacific campaigns and the Admiralty designers and builders combined to apply each lesson to the "Eagle", even if temporary slowing down became necessary.

A four shaft arrangement of geared turbine machinery of the latest type will give this fine ship a high speed and will ensure that degree of special mobility required by an aircraft carrier. Several thousand tons of oil fuel will be stored in the tanks distributed throughout the length and breadth of the ship. A large evaporating and distilling plant will supply the fresh water, approaching 200 tons daily, required for washing and cooking.

The electrical generating plant, which includes both turbo-driven and diesel-driven units, is dispersed and arranged so that heavy damage will not incapacitate all the units. When in full operation a small town could be supplied by the ship's generators.

The "Eagle," is, in effect, a small town of more than 2,000 inhabitants (her peacetime complement will be 2,000 officers and men) and will contain the necessities and amenities for this population to live in arctic or tropical climates. The forced ventilation system will be unique in its scope and complication and many spaces will be capable of receiving cooled or warmed air as the climate requires. Large dining halls will be supplied from galleys containing the most up-to-date machinery and cooking equipment and the mess decks will be furnished with settees, tubular steel tables and chairs in place of the old broadside mess tables and stools.

The refrigerated storage is larger than that in any previous warship. The offices provided to administer the complicated activities of the crew would together fill a small Town Hall and will carry out functions broadly similar to those of a civic authority.

Radar and Wireless Telegraphy are fitted on a scale capable of keeping track of and communicating with all the ship's aircraft when far out of sight, and her armament includes sixteen 4.5 inch guns in twin turrets and numerous multiple 40 m.m. Bofors guns.

The ship has an overall length of 803 feet 9 inches and a beam of 112 feet 9 inches.



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SMOKE ELIMINATION AT SEA

ADAPTED FROM AN ARTICLE BY A. GRAHAM THOMSON
IN THE "MERCHANT NAVY JOURNAL"

The problem of atmospheric pollution does not exist at sea, so that during normal peacetime operation the emission of excessive smoke from the funnels of ships may possibly often be regarded with apparent indifference. Nevertheless, tests carried out by the Fuel Research Station of the Department of Scientific and Industrial Research (of Great Britain) have shown conclusively that, when heavy smoke is emitted, boiler efficiency decreases by over 10 per cent. This, in view of the high cost of coal, represents an appreciable wastage of fuel and a consequent increase in operating costs. From the economic standpoint, therefore, smoke is a form of extravagance which is particularly undesirable at a time when the carrier trade is faced with the prospect of increasing competition from other countries, and with the menace of war.

Of practical interest to ship owners is a simple and inexpensive smoke eliminator developed by the Fuels Research Station, which has been tested with scientific accuracy under conditions approximating as closely as possible to those actually encountered at sea. Developed originally to overcome the danger to convoys of detection from smoke emission, this device has proved capable of saving a hundred-weight or more of coal in every ton of coal consumed.

At the time of the Battle of the Atlantic the Fuel Research Station was asked by the Admiralty to explore the possibility of reducing the amount of black smoke emitted from the funnels of some merchant ships. In close co-operation with the British Admiralty, the Ministry of War Transport and many organisations and commercial firms, the prob-

lem was investigated from various angles.

Arrangements were made for every ship making excessive smoke during the Atlantic crossing to be reported by wireless, so that the Fuel Research Station in Britain could be informed immediately. On arrival of the offending vessel at a British port, a member of the staff of the Fuel Research Station went on board to collect samples of the coal used when the smoke was made, and also to obtain details of the method of firing and the equipment used. From the data thus obtained the British Ministry of War Transport were able to reduce the smoke hazard by altering the specifications for bunker coals. Improvements were also effected by variations in firing methods and by instructing stokers in the elementary principles of combustion.

By far the most effective approach to the problem, however, was the installation of smoke eliminators designed to burn the smoke-producing vapours in the actual furnaces through the addition of secondary air.

The smoke eliminators are designed to supply the additional air required at the start of the firing cycle. This is achieved by means of two streamlined nozzles cast in the top air baffle through which the secondary air is introduced in such a manner that it is intimately mixed with the volatile matter. The flow of air through the nozzles is controlled by a flap valve operated by the fireman. When he shuts the furnace door after firing or raking, the fireman pulls out a handle which opens the flap-valve and admits the additional air. After the evolution of volatiles has abated, as shown by a smoke indicator fitted in the uptake, he pushes in the handle

and closes the valve, thereby shutting off the additional air supply.

Natural draught furnaces are not standardised to the same extent, but suitable designs incorporating the same principles were developed and are available to cover the full range of standard sizes of furnaces.

So successful were the smoke eliminators that, after extensive trials, the Admiralty had them fitted to all ocean-going ships arriving at British or overseas ports, irrespective of nationality. The average boiler efficiency without the smoke eliminators was 66.8 per cent. By fitting the smoke eliminators it was increased to 70.7 per cent., representing a saving of about 5½ per cent. of fuel for the same amount of steam. With a ship using 30 tons of coal per day of the coal used in the trials, this would represent a saving of about 1½ tons of coal per day.

After the war the British Admiralty hoped that the installation of smoke eliminators would be continued on a voluntary basis for economic reasons. These devices were not fitted during the war to coastwise shipping, so that there are still many vessels which may be wasting valuable coal and increasing their fuel bill through the emission of excessive smoke.

The very small capital outlay involved in equipping furnaces with smoke eliminators may be expected, however, to yield handsome dividends by decreasing fuel consumption, at the same time releasing a considerable tonnage of coal for the British export trade.

Can owners of coal-fired merchant ships afford to overlook the potential economies resulting from the installation of these efficient and inexpensive gadgets?

FIVE CENTURIES OF DEAD RECKONING

BY PROFESSOR E. R. G. TAYLOR

(With acknowledgments to the "Journal of the Institute of Navigation")

In course of reading this article, it must ever be remembered that prior to about the fourteenth century "most English seamen, and all foreign pilots still determined the ship's way by 'pondering withal what space she was able to make with such a winde and such direction,' as a young English Jesuit named Stevens put it, when trying to explain to his father how the Portuguese ship in which he was travelling to Goa in 1579 was navigated."

With the Great Age of Discovery, initiated by the Portuguese, long ocean voyages were begun which required observations of latitude to check the D.R. position, and latitudes began to be marked in the margin of the portulan chart. Corresponding tables were eventually prepared by the Jewish mathematicians responsible for working out new navigational methods, among them The Table of Leagues, which set out the distances to be sailed along each rhumb in order to raise or depress the pole one degree, together with the corresponding easting or westing (departure). The degree of the meridian was taken as $17\frac{1}{2}$ leagues of 4 miles, and as an example we can extract the following figures from the table as set out in the oldest surviving Portuguese navigating manual: "Item per 6 quartas releva per grao 46 legoas e mea." That is to say that sailing along the 6th rhumb the distance to raise a degree is 46 $\frac{1}{2}$ leagues, and the corresponding easting 42 $\frac{1}{2}$ leagues. The later Spanish Manuals substituted 16 $\frac{1}{2}$ leagues as the measure of a degree, and the still later English Manuals 60 miles, the value used by cartographers.

Seamen of four or five centuries ago found no difficulty in working out the daily course made good and the position reach-

ed, provided they could make a correct estimate of the distance sailed along each leg of the traverse. But this involved knowing the speed of the ship, and right down to the mid-eighteenth century it was still usual to rely on the master's or the pilot's judgment. He knew his ship, and what she could do carrying such and such sail, under a fresh or a light breeze, with the wind on the poop or on the quarter, and so on. He had a rule of thumb for estimating leeway, and would help himself at most by noting the movement of foam alongside, or by throwing a chip overboard and timing its passage between two bolt-heads on the ship's side. As to the log line, Richard Norwood, when discussing it in his *Seaman's Practice* in 1637, declared that many sailors were either so cocksure of their judgment that they disdained to use it, or were shamed out of doing so because they feared to proclaim themselves "young seamen", that is to say inexperienced pilots.

Who invented the log line we do not know, except that he was certainly an Englishman. The device makes its first appearance very unobtrusively in William Bourne's *Regiment of the Sea*, written about 1573. The author himself was a gunner and therefore not a directly interested party, but living at Gravesend and being interested in "inventions and devices" of a mechanical sort he noticed what was going on. It is he who tells us that Humfrey Cole, the famous contemporary instrument maker, had invented a gadget to record the ship's way. But this was not a log, it was a sort of "way-wiser" which actually clocked up the mileage when trailed in the water behind the ship.

As for the true log, "to know the ship's way," says Bourne,

"some doo use this, which as I take it is very good. They have a piece of wood, and a line to veere out over-boorde, with a small line of a great lengthe which they make fast at one ende, and at the other end and middle they have a piece of lyne which they make fast with a small thred to stand lyke unto a crow-foote, for this purpose that it should drive asterne as fast as the shippe doth go away from it, always having the line so ready that it goeth out as fast as the ship goeth. In the like manner they have either a minute of an hour glass, or else a knowne parte of an houre by some number of woordes, or such other lyke, so that the lyne being vereed out and stopped just with that tyme that the glass is out, or the number of words spoken which done they hale in the logge or piece of wood again, and looke how many fathoms the ship hath gone in that time."

So far there was no question of knotting the line, and the speed had to be worked out arithmetically, but it appears that the publicity that Bourne gave the log caused more sailors to try it; and not always satisfactorily, for in a later edition of the *Regiment of the Sea* he adds some practical hints, in particular, that the mark on the line at which counting begins should be two or three fathoms from the billet (later it was much more than this), so that the log floated well clear of the dead water or eddies at the stern. He observes that the use of a form of words is preferable to the minute glass, and should be repeated two or three times if the ship is moving slowly. No doubt the first minute (and later half-minute) glasses were not accurately made, for such small divisions of time had hitherto hardly been considered. Several materials besides fine sand began to be



Able Seaman G. D. Cooper, of H.M.A.S. "Bataan", emerging from the harbour after being under water for 30 minutes. He is taking part in a shallow water diving course at H.M.A.S. "Rushcuttor".

Courtesy "S.M.H."

used, including ground-up shells and particles of metal, which were thought to run more smoothly; and Emery Molyneux, the compass and globe maker, gained a reputation for making reliable glasses.

In 1599, the 1587 edition of Bourne's book was translated into Dutch and so our neighbours learned to use the log, but Fourmier in his great work on hydrography published in 1643 still speaks of it as a specifically English instrument. By his day the

line had been knotted in such a way as to eliminate arithmetical calculation and this improvement probably took place by the turn of the century, for when Edmund Gunter, the mathematician, and Richard Norwood, a prominent teacher of navigation, came to discuss the matter twenty or thirty years later the stereotyped practice was to knot the line every 7 fathoms and run it out for 30 seconds. In this way every knot run represented approximately a mile an hour and the unit of

speed became known as the knot. To Gunter and to Norwood belongs the credit of introducing the sea mile, a unit independent of the statute mile and the older Italian mile (of 5,000 ft.), and dependent only upon an increasingly refined measure of the degree.

But the eighteenth century was to see many changes in navigational methods: nautical training improved, time became precise, D. R. assumed its modern shape.

"Vanguard" To Be British Home Fleet Flagship

After four months as Flagship of the Training Squadron, H.M.S. "Vanguard" sailed from Portland in September and has since been taken in hand for a refit at Devonport.

On completion of this refit it is intended that she shall become the Flagship of the British Home Fleet in the spring of 1952, by when Admiral Sir George Creasy, K.C.B., C.B.E., D.S.O., M.V.O., at present serving in the Admiralty as the Vice Chief of the Naval Staff, will have hoisted his flag as Commander-in-Chief, in succession to Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O.

The Flag Officer Training Squadron, Rear-Admiral R. M. Dick, C.B., C.B.E., D.S.C., has transferred his flag to H.M.S. "Indefatigable". Later the "Indefatigable" will be joined in the Training Squadron by H.M.S. "Implacable."

The present Flagship of the Home Fleet, H.M.S. "Indomitable," will remain in commission in the Fleet. In September she was at Invergordon, with nearly 30 other ships of the Fleet, carrying out her autumn training programme. In October the Fleet sailed for a "Defence of Convoys" exercise in the Atlantic and North Western Approaches, following which it was intended the ships would sail for Gibraltar for further training.

Incidentally, Field Marshal The Right Honourable the Viscount Alanbrooke, K.G., G.C.B., D.S.O., the Master Gunner of the Royal Artillery, presented a Royal Artillery Standard to H.M.S. "Vanguard" while the battleship was in Portland Harbour on September 14.

This ceremony was a further contribution of the friendly liaison which has existed between

the "Vanguard" and the Royal Artillery since Commodore (then Captain) G. V. Gladstone, R.N., who was in command of the ship on St. Barbara's Day, 1949, suggested a Fellowship between the ship and the Royal Artillery. Since then there have been many visits to H.M.S. "Vanguard" by officers and other ranks of the Royal Regiment, some of whom have lived on board and have gone to sea in the ship.

At Gibraltar during the Autumn Cruise of 1950 and the Spring Cruise of 1951, there was an exchange of hospitality between the Royal Artillery and the ship, and when the "Vanguard" entered Plymouth Sound on March 14, 1951, the School of Coast Artillery mounted a Guard of Honour on the ramparts of the Royal Citadel.

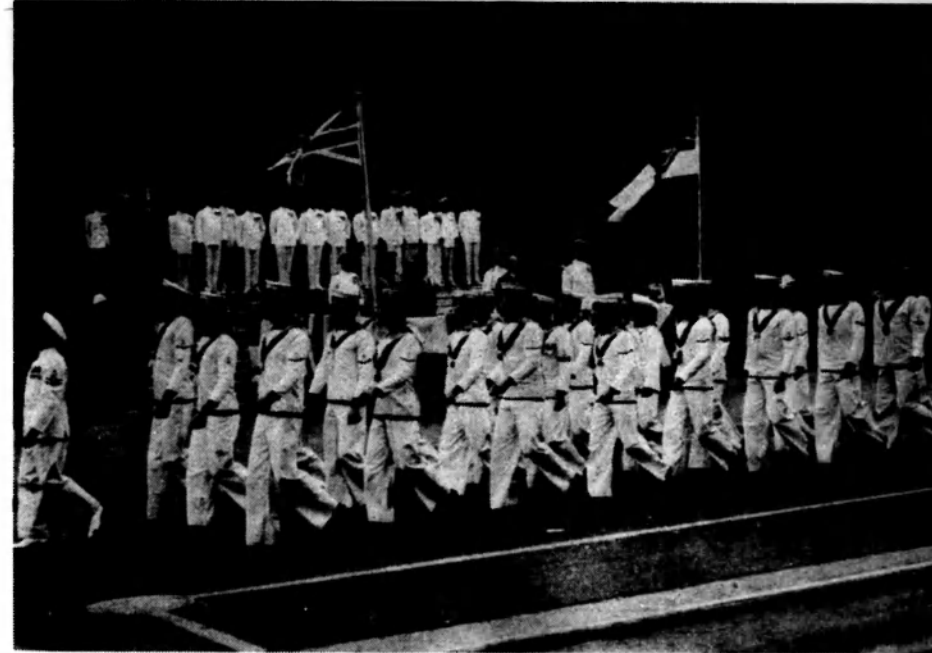
There are in the Wardroom of H.M.S. "Vanguard" a plaque and other trophies presented by the Royal Artillery and there has been a long standing arrangement that the Master Gunner should present a Standard to the ship.

Captain D. H. Hall-Thompson, R.N., the Commanding Officer, accepted the standard on behalf of the ship's Company, and called for three cheers for Lord Alanbrooke, who was given a 19-gun salute as he left the ship by barge after staying three hours.

R.A.N.'s STRENGTH.

At the end of September last there were 890 officers and 11,593 ratings in the Royal Australian Navy, and 1,220 officers and 5,344 ratings in the R.A.N. Reserves, the Minister for the Navy (the Hon. W. McMahon) said in the House of Representatives on October 25. Mr. McMahon explained that the figures for the R.A.N. excluded Reservists and National Service trainees.

A Bombay dredger has recovered another bar of gold from the bottom of the harbour, making 22 out of the 28 lost in the 1944 explosion.



The Lieutenant-Governor, the Hon. K. W. Street, taking the salute from the steps of the Town Hall during a march through the city by members of the crew of the visiting British aircraft carrier, "Glory," prior to her departure from Sydney.

THE FAMOUS "CALLIOPE" ENDS HER DAYS

Many a warship has been surrendered to the scrapyards. But few have left behind the memory of a feat of British seamanship to equal that of H.M.S. "Calliope", 2,765 tons, built at Portsmouth towards the end of last century.

On March 16 and 17, 1889, two American cruisers and a sloop, a German cruiser and two gunboats, and the "Calliope" lay at anchor in Apia Harbour, Samoa, when there was a hurricane warning. The warships prepared to ride out the storm in harbour but in rapid succession the German and American ships piled up on the reefs, and the "Calliope" was the only ship to escape.

H.M. "Calliope" (Captain Henry C. Kane), with steam up, got under way and fought inch

by inch forward to the open sea. It took her an hour to advance half a mile but she got to the open sea and rode out the hurricane. The storm abated on the afternoon of March 17, and, on the following day, the "Calliope" returned to Apia.

In this connection, it is interesting to recall that two midshipmen on board the "Calliope" at the time of the hurricane afterwards became famous names in British Naval history. Referring to one of them in his despatch on the Battle of Jutland, Sir David Beatty wrote this: "I ordered them (the Third Battle Cruiser Squadron) to take action ahead, which was carried out magnificently. Rear-Admiral Hood leading his squadron into action in a most inspiring manner,

worthy of his great naval ancestors." Incidentally, Admiral Hood was lost in that action in H.M.S. "Invincible" and was awarded the K.C.B. posthumously.

Captain, afterwards Vice-Admiral John C. T. Glossop, who commanded H.M.A.S. "Sydney" when that ship destroyed the German cruiser "Emden" off Cocos Island on November 9, 1914, was the other midshipman mentioned in this connection, he having been lent from H.M.S. "Orlando", at that time flagship of the Australian squadron.

The "Calliope's" escape from Apia Harbour was a feat in seamanship which captured public imagination and a place in maritime history that will never be dimmed.

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OVERLOADING.

A heavy fine imposed by British magistrates upon the master of a tanker for arriving in the United Kingdom with a draft which showed the vessel had been overladen on passage, indicates the care which shipmasters must exercise in order to make certain that the cargo lifted is not more than that allowed by the statutory load line regulations.

In tankers, particularly where cargoes may be loaded at a rate of 1,000 tons an hour, mathematical precision is needed to avoid either over or under loading, yet the determining of a ship's draft by visual means can hardly be described as a work of similar precision, and having regard to the conditions under which tankers are loaded it must be a matter for congratulation that cases of overloading are so rare.

In calculating the cargo that may be lifted, the governing factors are, of course, the zones through which the vessel has to pass, the cardinal rule being that a vessel must not be deeper than her appropriate marks when she enters a prescribed zone.

The regulations regarding these zones may be a little puzzling at first, and many before this have often been concerned to know whether "Winter North Atlantic" marks applied to vessels engaged within the area but not specifically proceeding across the North Atlantic Ocean, north of latitude 36 degrees north. If, for instance, his ship loaded in the West Indies for New York, would the "Winter" or "Winter North Atlantic" marks apply?

The official view is that the "Winter North Atlantic" markings only apply to vessels engaged on a voyage across the Atlantic. There can be no question of these markings applying on a voyage from the West Indies to New York nor for any ship which loads south of 36 degrees North even though these vessels pass through Zone 1.



LEAKY YACHT CAUSES NINE DEATHS.

A message from New York on December 1 told of the picking up by a U.S. Navy minesweeper off the South Carolina coast of a small boat containing a dead man and his wife, their dying 12-year-old son, and an exhausted Negro who is believed to be the sole survivor of a sea disaster that claimed nine lives. The survivor was Gustav Emanuel Frazier, engineer of the foundered yacht, "Amberthe". Frazier told his rescuers that the "Amberthe", with 10 persons aboard, sprang a leak and sank about a day and a half after it sailed from a North Carolina port. Only five were able to get into the lifeboat before the yacht sank; the others, apparently, were drowned. Frazier said that those who got in the boat with him were Captain Luttrell, of Washington, D.C., Mrs. Luttrell, their son, and the yacht's navigator. The Negro engineer thought the navigator jumped overboard, but he does not remember when. The message said that Frazier was suffering from shock and severe exhaustion, but was expected to recover.

SHIP STRIKES WHARF.

The British freighter "Daylesford" caused about £2,000 damage while berthing at Darling Harbour, Sydney, on December

MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

1. The bow of the vessel tore a V-shaped wedge 25 feet deep into the wharf, and wrecked cargo sheds. She was brought to the wharf by tugs. No one was injured, and although she was held, the "Daylesford" did not take in any water.

SEA MONSTERS BATTLE.

Several hundred people at Dec Why beach, Sydney, on November 10 watched a half-hour battle between a whale and a shark. The whale, about thirty feet long, appeared a mile off-shore and watchers saw the fin of a huge shark cutting through the water around the whale. The whale thrashed its tail and twisted and turned in its efforts to evade its attacker. Several times the shark leapt out of the water on to the whale's back. Some Dec Why Surf Club members went out in a surfboat to get a closer view, but when they got within 100 yards of the whale the shark disappeared. The whale, which did not appear to be badly hurt, then swam out to sea.

YACHT BATTLES 80 M.P.H. WIND.

The 52-foot schooner "Pavana" arrived in Sydney Harbour from Adelaide on December 13 after battling against heavy seas and gale force winds. A crew member said the yacht encountered 80 m.p.h. wind and waves 40

feet high off Wilson's Promontory. The yacht lost quite a lot of gear. It had come to contest the Hobart-Sydney yacht race, the only South Australian entrant.

CARGO OF SODA NITRATE CATCHES FIRE.

While wharves were rescuing an injured man from the hold of the steamer "Cape Verde" at Victoria Dock, Melbourne, on the night of November 30, the ship's cargo of soda nitrate caught fire. Eight men—two of them carrying their injured workmate—scrambled up to safety from the hold a mere few moments before a dull explosion shook the ship. Flames 50 feet high leapt into the air. More than 30 firemen from the Fire Brigades and several on-lookers were overcome by fumes, but the fire was brought under control. The "Cape Verde," 7,000 tons, came from Chile.

GREAT NEW CANADIAN INLAND WATERWAY.

Work has been planned, and is expected to start soon, on what will be the world's longest waterway, along which ocean-going ships will be able to proceed 2,650 miles into the very middle of the American continent. In announcing this the Canadian Government said early in December that it intended to go ahead with the 50-year-old plan to link the St. Lawrence with the Great Lakes, despite the contin-

ued refusal of the United States Congress to share the cost of the project (estimated at 1,500 million dollars. More than 7 million tons of concrete and 150,000 tons of steel will be required. A labour force of upwards of 65,000 men will be engaged. Engineers plan to complete the work in seven years.

WINDJAMMER AGAIN AT SEA.

The 45-years-old German-built sailing ship "Pamir," formerly on the grain run between Australia and England, made a trial run from Kiel (Germany) on December 16. The trial was for a 23,700-mile voyage around the world, which will take the "Pamir" from Germany to Rio de Janeiro with a cargo of cement; from there with timber to Australia; then back to Europe with a cargo of corn. The "Pamir", which was in Sydney some few years ago and is well known in Australian harbours, is now West Germany's first sail training ship. She is also at present, the world's only large ocean-going sailing ship, but may soon be joined by the "Passat", also well-known in Australia.

THEY NEEDED WATER.

A message from Suva, Fiji, reports that when a ship called at Vanua Vatu in the Lau Group on December 1, it was greeted by women and children clamouring for water. No rain had fallen on the island for three months and drinking water had failed 45 days before. People had been using coconuts daily for drinking purposes, involving a heavy economic loss of copra. The drought has been prevalent over many islands in the Fiji Group.

SHIP'S COAL CARGO AFIRE.

At Newcastle (N.S.W.) early on the morning of December 14, firemen were called urgently to a fire in the coal cargo of the freighter "Macedon" lying at the Steelworks Wharf. The "Mace-

don," which lost it crew on reaching Newcastle a fortnight before, had 6,000 tons of Queensland coal aboard for Melbourne. The cargo began to heat a few days before and burst into flames suddenly. The firemen controlled the flames after a fight of several hours duration. It was the first case for many years of bringing coal to Newcastle.

JAP. WHALING FLEETS GOES SOUTH.

More than 40 whaling ships sailed south down the eastern coasts of Australia during the month of November, bound for the Antarctic whaling grounds. These ships left Honshu Island about the end of October to take up positions for the whale hunting season which opened on January 2. A second fleet of more than 20 ships left Japan a month after the departure of the first fleet. No specific track was mapped out for the two fleets. Neither, it is reported, are they carrying American or Australian observers—as on other expeditions since the war—to make sure that the international whaling regulations are observed. One can hardly visualise that they will be.

CONTRABAND SEIZED.

In two raids on ships berthed in Sydney on December 19, Customs officials seized contraband drugs, pearls, jewellery and cigarettes of the value of at least £51,500. Customs men said it was the biggest smuggling attempt for months. Most of the goods were seized aboard the Eastern liner "Changte". About 8,000 cigarettes were seized on the freighter "George Grastios." They were concealed under ventilators and under lumber on deck.

PEARLING BASE UNDER CONSIDERATION.

It was announced in Darwin on November 11, that the Federal Government is considering a plan by a Cairns (North Queensland)

company to establish a large fishing and pearling base on Cartier and Ashmore Islands, about 500 miles north-west of Darwin. The Administrator of the Northern Territory, Mr. F. Wise, said that the company's application was being given careful consideration because the islands were of strategic importance.

U.S. FREIGHTER AGROUND.

A message from Manila (Philippine Islands) on November 12, reported that the United States freighter "Edward Hurley," with grain for India, was aground on a reef off Palawan Islands, and that tugs had had to be sent to help refloat her.

SHIP'S DASH TO SAVE SEAMAN'S EYE.

The British freighter "Harpalypus" steamed into Sydney Harbour on November 23, 150 miles off her course, to save a seaman's badly injured eye. The seaman, Henry Stevens, had his right eye pierced by a flying steel fragment at sea the day before. The "Harpalypus," 5,500 tons, was en route to Honolulu and Vancouver from Melbourne.

SERVICE IN SMALL SHIPS IN NEW GUINEA AREA COUNTS IN PRIZE MONEY DISTRIBUTION.

The Minister for the Navy (the Hon. William McMahon) announced on December 13 that it had been decided that the period served in small ships, as well as other ships, in the New Guinea area would count towards the total of 180 days' sea-service which naval personnel were required to have completed to be eligible to share in the distribution of prize money. Members of the R.A.N. who had served in small ships in the New Guinea area and had not already applied should make application to the Director of Navy Accounts, Melbourne. The closing date for applications was March 31, 1952. Mr. McMahon said that the amount payable to each eligible person was £8/6/0.



The Orient liner "Gron", contrary to custom, checked its direction-finding equipment in Sydney Harbour. Shipping authorities cannot remember when an overseas liner last "swung the compass" in the Harbour. Left: Senior Second Officer M. R. Wilmhurst, in telephone contact with the wireless room, checks a reading on the bridge compass. Right: Chief Radio Officer T. H. Shannon corrects direction-finding equipment in the wireless room as he receives compass readings from the bridge.

Minesweep that Aided Cable Repair

Under the auspices of the International Mine Clearance Organisation, the 4th Minesweeping Flotilla led by H.M.S. "Bramble" (Captain Colin D. Maud, D.S.O., O.B.E., R.N.), recently undertook a special sweep in which the object was to render safe an area in which the repair of a broken cable was to be carried out. The cable is Danish owned and forms part of the communications system between Denmark and France. The break was about 40 miles north of the Dutch Naval Base at Den Helder.

The first step in this deep sweep, intended to clear any stray mines lying on the bottom of the sea, was the location of the break by equipment owned by the Danish Company and installed in H.M.S. "Rinaldo" (Commander J. W. Rylands, R.N.). Signal impulses were sent out from Denmark and these were

picked up by the electronic search gear in the "Rinaldo". This method of location, it is thought, enabled the "Rinaldo" to buoy the exact position of the break.

When the buoy was laid, the main force of seven minesweepers would, it was expected, make a thorough sweep in a circle with a radius of a mile from the buoy. Influence sweeping was then to be used to make certain that any magnetic mines lying in the vicinity were detonated; and it is thought that all these operations have since been completed. When the mine clearance of the area was brought to a successful conclusion, it was expected that the Danish cable ship, "Edouard Svensen", would be able to grapple the cable and repair it. It is presumed that this also has been completed.

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Shortage of Officers for R.A.N.

The Royal Australian Navy was so short of officers that if the Navy recruitment was raised 50 per cent. the men could not be properly trained, said Commodore H. J. Buchanan on November 25.

Commodore Buchanan, who is Commodore Superintendent of Training at Flinders Naval Depot, Crib Point, Victoria, said that the shortage of officers was caused through a short-sighted policy in the depression years, when the number of trainee officers was drastically reduced.

At the moment a 50 per cent. rise in recruitment would necessitate a reduction in the period of training for rating recruits from six months to four months.

Between 20 and 30 Naval ships, which could be used for training if there were enough officers, were at present lying idle, said Commodore Buchanan.

The R.A.N. now has only one cruiser, three frigates, and four corvettes in use for training.

Commodore Buchanan, who is also chairman of a cadet officer selection committee, began on November 26 examining 13-year-old New South Wales applicants who have applied to attend Flinders Training College this January.

He said that the New South Wales applicants were the only remaining applicants from the Commonwealth to be examined. Examination of applicants from other States had been completed.

In all, 28 applicants were to be selected from about 554 nominees.

The Minister for the Navy, the Hon. W. McMahon, said on November 25 that the big expansion in the R.A.N. and the establishment of a Naval Air Arm could not have been foreseen 20 years ago.

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NEWS OF THE WORLD'S NAVIES

ADMIRALTY LISTS "LITTLE SHIPS"

The British Admiralty has begun listing the privately-owned "little ships of Britain," likely to be of service to the Navy in event of war. The names and descriptions of the ships will go on to a permanent Admiralty register, along with the names, addresses and telephone numbers of the owners. This is the second time the register of "little ships" has been prepared. The first was in 1940, when British troops were rescued from the beaches at Dunkirk.

ADMIRALS VISIT KOREAN FRONT.

The Commander-in-Chief, Far East Station, Vice-Admiral the Hon. Sir Guy Russell, K.C.B., C.B.E., D.S.O., while visiting the British Commonwealth Fleet, commanded by his Flag Officer Second-in-Command, Rear-Admiral A. K. Scott-Moncrieff, D.S.O., off Korea, took the opportunity of visiting the headquarters of the Commonwealth Division commanded by Major General A. J. H. Cassels, C.B., C.B.E., D.S.O. The two Admirals flew in a light aircraft to the headquarters in the field and were taken to the front line by Major General Cassels, driving his own jeep. While they were at a position in the front line they came under fire from enemy guns and had to take shelter under a convenient Centurion tank.

MEDITERRANEAN FLEET MANOEUVRES WITH GREEK NAVY.

Late in September, 1951, a squadron of the Mediterranean Fleet composed of the cruiser H.M.S. "Gambia," four frigates, two submarines and one submarine depot ship under the com-

mand of Vice-Admiral P. B. R. W. William-Powlett, C.B., C.B.E., D.S.O., carried out joint manoeuvres in the Aegean with ships of the Royal Hellenic Navy. The exercises, under Greek command, was watched by King Paul of Greece from the Greek flagship "Panther". The two forces practiced submarine and convoy evolutions, defence against air attacks and harbour defence in Suda Bay, Crete. The Royal Hellenic Air Force co-operated.

CIVIL LORD VISITS MALTA AND GIBRALTAR.

The then Civil Lord of the British Admiralty (Mr. W. J. Edwards) paid an official visit to the Naval bases at Malta and Gibraltar in September. He flew from Northolt to Malta and later proceeded to Gibraltar by air. He flew home to the United Kingdom on September 18. The visit was concerned with expenditure on works and buildings and conditions of service of industrial employees.

VACANCIES FOR CHAPLAINS, R.N.

Some vacancies exist in the Royal Navy for Chaplains prepared initially to volunteer for short service commissions of four years. Age of entry should not exceed 32 years. Applications may be addressed to the Chaplain of the Fleet, Queen Anne's Mansions, London, S.W.1, England.

SECOND NEW M.T. BOAT.

The second R.N. Motor Torpedo Boat to be powered by gas turbines in combination with diesel engines, M.T.B. 5720, was launched in September, 1951, at the Portsmouth yard of Messrs. Vosper Ltd. M.T.B. 5720 will mount four 21" torpedo tubes and a small gun. She is 123 feet long and has a beam of 20 feet, i.e.,

she is longer and has a smaller beam than M.T.B. 5701, which was launched during August at the yard of Messrs. J. S. White & Co., Ltd., of Cowes, and which is 120 feet in length and 25 feet in beam. The builders of the hull of M.T.B. 5720 will also be responsible for installing her main machinery.

HELICOPTER FLIES FROM GOSPORT TO ISLAND OF GUERNSEY.

Escorted by a Viking aircraft from Farnborough, U.K., a Royal Navy Sikorsky helicopter flew from Gosport to the island of Guernsey, a distance of 115 miles on October 10. The machine was piloted by Flight Lieutenant D. C. L. Kearns, R.A.F., with Lieutenant D. T. J. Stanley, R.N., as navigator. It flew at 3,000 feet above a light haze. Later the same day the helicopter returned to Gosport.

U.S. MARINE CORPS VISIT U.K.

A team of 17 officers of the United States Marine Corps recently visited the United Kingdom, arriving at London Airport, where they were met by Major General V. D. Thomas, C.B., C.B.E., Royal Marines, Chief of Amphibious Warfare. The team was led by Brigadier General James A. Stuart, who has a distinguished fighting record in the Pacific. General Stuart's team included his son, Captain James Stuart, junior, the only Army Officer in the party, and Major Robert Carney, U.S.M.C., who is the son of General Eisenhower's Southern Sector Commander, Admiral Carney.

KING'S CRUISE TO CARIBBEAN.

Messages from London say that a Caribbean cruise in the battle-

ship H.M.S. "Vanguard," which took His Majesty on his South African tour, is being planned for next English Spring. Calls may be made at Jamaica and the Bahamas, the messages say.

ROYAL MARINE COMMANDANT VISITS U.S.A.

General Sir Leslie Hollis, K.C.B., K.B.E., Commandant-General Royal Marines, has visited the United States at the invitation of General C. B. Cates, Commandant of the United States Marine Corps. He sailed in the "Mauretania" and arrived in New York on September 24 last. While in the United States General Hollis carried out a tour of the principal U.S. Marine Corps establishments on both the west and east coasts. He started his tour at Washington, where he called on the U.S. Chief of Naval Operations, Admiral W. M. Fechteler; General Cates; and Heads of the British Joint Services Mission. He returned to the United Kingdom in the "Parthia" on October 12.

BELGIAN COMMANDOS VISIT BRITAIN.

Four officers and forty other ranks of the Belgian Commandos visited the Royal Marine Commandos School at Bickleigh, near Plymouth. They party sailed from Ostend in a Tank Landing Craft on September 8 and returned on October 1. Cliff assault, boulder climbing and beach landings were among the exercises carried out.

BELL OF H.M.S. "SUSSEX" LAID UP.

A silver bell of the cruiser, H.M.S. "Sussex," weighing 198 lb., and bearing the crest of the county of Sussex, was laid up in Chichester Cathedral at a ceremony conducted by the Dean of Chichester (the Very Rev. Basil Jones) on October 20. The bell came into the possession of the Sussex Division R.N.V.R., when the Division acquired the ship

name "Sussex" and the trophies belonging to the previous ship of the name were made available to the Division. Officers and men of the Division carried the bell to its laying-up position in one of the chapels of the Cathedral and the Commanding Officer of the Division (Commander A. D. Sharp, R.N.V.R.) handed it into the custody of the Dean. It was shackled to a stainless steel tripod constructed in Portsmouth Dockyard.

DAMAGE TO H.M.S. "GLORY"

Damage, estimated at £5,000, was done to the British aircraft carrier H.M.S. "Glory" in Sydney recently when one of the ship's compartments was flooded. A cock was apparently left open as the carrier was leaving dry dock at Garden Island. Water flooded the "slop" compartment, where the ship's clothing is kept. Naval sources on December 14 said there was no suggestion of sabotage.

MARCH OF THE "GLORY" MEN.

In white summer dress, 530 officers and ratings of the aircraft-carrier H.M.S. "Glory" marched through the streets of Sydney on December 18. Thousands of on-lookers waved and cheered the sailors as they swung through the city. The Lieutenant-Governor of New South Wales, the Hon. K. W. Street, took the salute from the steps of the Town Hall. The Flag Officer in Charge, Sydney, told the "Glory" men: "I congratulate you on the steadiness, smart bearing, and appearance of your ship's company during the march."

R.A.N. TRAINEES.

The Minister for the Navy, the Hon. W. McMahon, said in Canberra on November 21, that the next batch of National Service trainees to be trained by the R.A.N. would be allowed to choose the branch of the Navy in which they desired to serve.

DANISH FRIGATE "GALATHEA" RESUMES RESEARCH.

The Danish research frigate, "Galathea," left Sydney on December 1 to continue her deep sea studies, this time in Bass Strait and the Great Australian Bight. The "Galathea" had been refitting at Mort's Dock after completing half of a two-years' world voyage of underwater research and discovery. The Danish Charge d'Affaires and the Consul-General (Mr. Henning Hergel) boarded the "Galathea" at 10 a.m. at No. 7 Wharf, Circular Quay, and left the ship by launch at Sydney Heads. The frigate presented a fine spick and span appearance as she sailed into the Tasman.

NEW ORIENT LINER NAMED.

The Orient Line announced on November 18 that the name of its new 28,000-ton liner will be "Orsova." It will be the second Orient Line ship of that name. The first, a 12,000-ton vessel, was built for the Australian trade in 1908, served as a transport in the First World War, and made its last voyage to Australia in 1936. The old "Orsova" steamed two million miles in the course of her service. The new "Orsova" is expected to make its maiden trip to Australia at the end of 1953.

NEW DIRECTOR OF NAVAL AIRCRAFT MAINTENANCE

The Minister for the Navy (the Hon. William McMahon) announced on December 19 that Captain (E) J. Fitzgibbon, R.N., had been appointed Director of Aircraft Maintenance and Repair at Navy Office, Melbourne, and would arrive in the "Strathnaver" on December 23. He would succeed Captain (E) G. R. Cook, O.B.E., D.S.C., R.N., who had held the appointment for two year sand would return to the United Kingdom from Melbourne in the "Orcades" on February 2.

NATO DEFENCE COLLEGE.

The tactical training and strategic arrangements under N.A.T.O. direction and control are strongly and firmly falling into place, and the spirit of co-operation among the forces of the member Nations is becoming more and more manifest. The basic aim is to improve co-operation in all spheres of action and to promote, as far as it is possible, a uniformity in method and training.

As a further and striking instance of this, the standing group of the North Atlantic Treaty organisation has decided to set up a N.A.T.O. defence college, with its seat in Paris. The first Commandant will be Vice-Admiral Lemonnier, Naval Adviser to General Eisenhower, who last year was Commandant of the French Defence College. The nationality of the Commandant and the Service to which he belongs are to change periodically by rotation. The wisdom and efficacy of this arrangement can easily be visualised.

The new college will open in the European autumn. Instruction will be in English and French. The course, which will last six months, will be for 50 men at a time, drawn from all nations who are members of the Treaty Organisation. It will take men from all three Services and probably from higher grades of the Civil Service as well.

The three chief instructors will be Commodore R. C. V. Ross, Royal Navy; Colonel Paul Caraway, United States Navy; and Brigadier Paul Stehlin, of the French Air Force. A civilian chief instructor is also to be chosen.



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PERSONAL PARAGRAPHS

ADMIRAL SIR JOHN COLLINS RE-APPOINTED.

The Federal Government has decided to extend for two years the appointment of Vice-Admiral Sir John Collins, K.C.B., R.A.N., as First Naval Member and Chief of the Australian Naval Staff. Announcing this in Canberra on November 20, the Minister for Defence, the Hon. P. A. McBride, said that Sir John had already served four years in that capacity on February 23 next.

NEW DEPUTY MEDICAL DIRECTOR GENERAL (NAVAL).

Surgeon Captain I. Hamilton, C.B.E., M.B., Ch.B., has been appointed for duty in the British Admiralty as Deputy Medical Director General and is granted the acting rank of Surgeon Rear-Admiral while holding these appointments.

COMMANDER-IN-CHIEF, INDIAN NAVY.

As from September 18, the date of his loan appointment to the Indian Government as Commander-in-Chief, Indian Navy, Rear-Admiral C. T. M. Pizey,

C.B., D.S.O., was granted the acting rank of Vice-Admiral.

NEW FOURTH SEA LORD.

Rear-Admiral S. M. Raw, C.B., C.B.E., has been appointed a Lord Commissioner of the British Admiralty, Fourth Sea Lord and Chief of Supplies and Transport, in succession to Vice-Admiral The Earl Mountbatten of Burma, K.G., the appointment to take effect in February, 1952.

CHIEF INSTRUCTOR (NAVAL) N.A.T.O. DEFENCE COLLEGE.

Captain R. C. V. Ross, D.S.O., R.N., has been appointed for duty with the British Ministry of Defence on the staff of S.H.A.P.E. to serve as Chief Instructor (Naval) at the N.A.T.O. Defence College. He will serve in the rank of Commodore, Second Class, while holding these appointments.

ADMIRAL MANSERGH BECOMES CHIEF OF ROYAL NAVAL COLLEGE.

Vice-Admiral C. A. L. Mansergh, C.B., D.S.C., has been appointed President of the Royal Naval College, Greenwich, in succession to Admiral Sir Harold R.

G. Kinahan, K.B.E., C.B., the appointment to take effect in March, 1952.

NEW C-IN-C. AMERICA AND WEST INDIES STATION.

Vice-Admiral Sir William Andrews, K.B.E., C.B., D.S.O., has succeeded Vice-Admiral Sir Richard Symonds-Taylor, K.B.E., C.D., D.S.C., as Commander-in-Chief, America and West Indies Station.

CAPTAIN BEATTIE, V.C., FOR R.A.N.

It was announced from Canberra on November 26 that Captain S. H. Beattie, V.C., of the Royal Navy, will arrive in Australia in February to take up an exchange appointment with the Royal Australian Navy. (Captain Beattie won the Victoria Cross in 1942 when he commanded H.M.S. "Campbelltown," which destroyed the lock gates at St. Nazaire by crashing into them). The Director of Naval Intelligence at the Navy Office, Melbourne, Captain N. A. MacKinnon, has, in turn, been appointed to the Royal Navy for two years' exchange service.

R.A.N. PILOT KILLED IN NORTH KOREA.

The Minister for the Navy (the Hon. William McMahon) announced on December 10 that Sub-Lieutenant R. R. Sinclair, R.A.N., a pilot of the aircraft carrier H.M.A.S. "Sydney", had been killed in action over North Korea. His body had been recovered by helicopter after he had baled out from his aircraft. He had been buried at sea. His next-of-kin was his wife, who lived in the married quarters at the R.A.N. Air Station, Nowra (N.S.W.). Mr. McMahon, who expressed regret at Sub-Lieutenant Sinclair's death, said that he and the Naval Board had sent a message of sympathy to his widow.

BOOK REVIEW

"THE £200 MILLIONAIRE"—by Weston Martyn.—Rupert Hart-Davis, London.

A book by this well-known writer of sea stories and lore is almost certain to be worthwhile. This volume is one (No. 14) in the *Mariner's Library Series*, and contains a collection of most readable and often amusing short stories covering a wide range of subjects, from yachting in British and Continental waters to gold-mining in South Africa, and servicing with the sappers in France in the First World War.

The story, "Letters from a Master Mariner," although dated 1903, will be read with particular interest by the men of the sea, even though they may justifiably be tempted into impatience by the apparently artless manner in which the shipmaster of the story

gets himself deeper and deeper into trouble.

The story nevertheless provides a salutary reminder of some of the problems which once confronted the British seafarer, and of the things he was compelled to do to retain hold of a job in a fiercely competitive profession. It is also a useful reminder that a sea career still retains a quantum of inherent disabilities, despite its fascination and the progress that has been made in ships and conditions over the last half-century.

All in all, the author maintains a high standard of uniformity in his stories and in his long-practised craftsmanship—two virtues highly to be regarded and praised in these days of trash and commercialised sensation.

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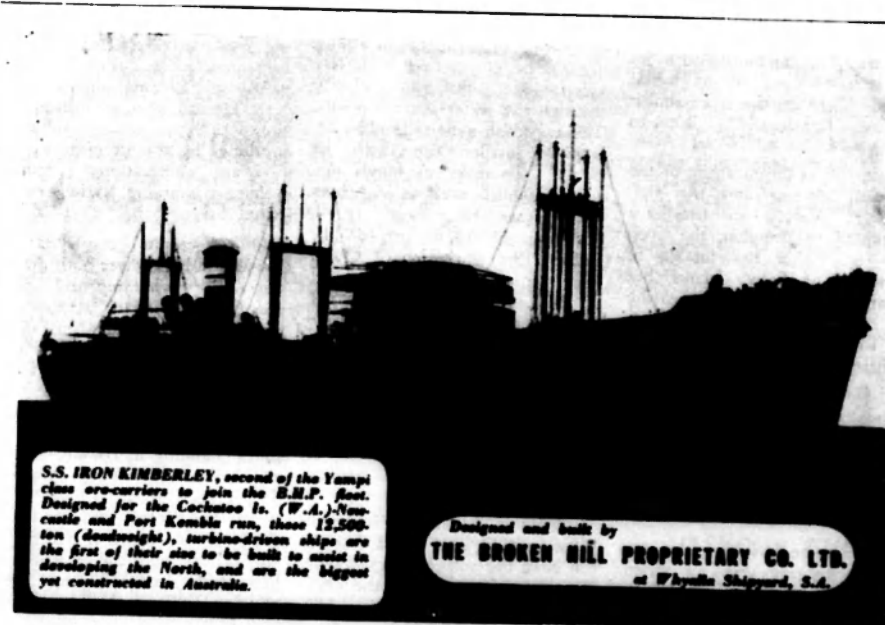
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SEA-ODDITIES

Over a thousand miles from the nearest land, well off the trade routes, and probably the most isolated spot on earth, the 48-square-mile volcanic Easter Island is rarely visited. Yet it presents some of the most intriguing, and in some respects the most baffling, mysteries there are in the Pacific.

Gigantic statues of stone, curious wooden images and carvings, and tablets inscribed with an indecipherable sign language—these are the amazing remains of an ancient Stone Age culture on Easter Island, strange, primitive relics first discovered by the Dutch admiral Roggeveen in 1722.

Who carved, transported, and set up these great stone statues? The present islanders do not quite seem the types to have been capable of such a tremendous task. Nor do they know anything about them. Thirty feet high, fifty tons in weight, these statues, called "moais," are set on basalt platforms circling the island in an almost unbroken line at burial places. They are therefore almost certainly memorials. But to whom?

Lost, too, is the meaning of the wooden carvings and the sign language. Various scientists have attempted to decipher the mystery—or, rather the jumble of mysteries—of Easter Island, but so far little of a conclusive nature has been found. Yet there is a key to it all, and one day some scientist will discover it.

The courage of some animals is a by-word. When fighting they never lie down till they are annihilated. The game-cock, for instance.

The "game-cock" of the seas is the fighting fish of Siam. Though they seldom exceed three inches in length, they would put

a shark to shame for sheer ferocity. Fights between these fish are still frequently staged in certain countries of Asia, the "box-on ring" being usually a suspended glass-bowl. These contests are so fierce that even the winner is rarely able to fight again.

It is generally agreed among marine naturalists that the fastest fish in the seven seas is the swordfish. "This ocean gladiator," writes Frank W. Lane, in his fascinating book 'Nature Parade', "has a body which is the epitome of stream-lining. The pointed head surmounted by the yard-long sword, the sharp backward rake of the dorsal fin, the long, lithe, powerful body, sloping gradually to the powerful tail fit it for the most rapid and forceful movement through the water."

The maximum speed of which the swordfish is capable of attaining has never yet been definitely ascertained. But its velocity through the water is tremendous. The swordfish gets its food by attacking smaller fish with its sword. To make its blows successful it hurls itself among them with great force and speed. Speaking of these torpedo-like rushes, Professor Richard Owen once testified in an English court of law: "It (the swordfish) strikes with the accumulated force of fifteen double-headed hammers. Its velocity is equal to that of a swivel shot, and is as dangerous in its effect as a heavy artillery projectile."

The colour-changing habit of some animals, land or sea, has often been the subject of comment. Among such animals is the octopus. An admirable description of

the colour-changing habit of the octopus is contained in Darwin's book "Voyage of a Naturalist." Darwin had been watching a host of these creatures as they moved about in the pools of water left by the retiring tide, in the Cape de Verd Islands, and had seen them discolouring the water by exuding "a dark chestnut-brown ink" in order to escape detection. He continues:

"These animals also escape detection by a very extraordinary, chameleon-like power of changing their colour. They appear to vary their tints according to the nature of the ground over which they pass: when in deep water, their general shade was brownish-purple, but when placed on the land or in shallow water, this dark tint changed into one of a yellowish-green. . . These changes were effected in such a manner, that clouds, varying in tint between a hyacinth-red and a chestnut-brown, were continually passing over the body. Any part, being subjected to a slight shock of galvanism, became almost black. . . These clouds, or blushes as they may be called, are said to be produced by the alternate expansion and contraction of minute bisicles containing variously coloured fluids.

One octopus displayed its chameleon-like power both during the act of swimming and whilst remaining stationary at the bottom. This individual in order to escape detection particularly amused him. "Remaining for a time motionless, it would then stealthily advance an inch or two, like a cat after a mouse: sometimes changing its colour: it thus proceeded, till having gained a deeper part, it darted away, leaving a dusky train of ink to hide the hole into which it had crawled." He thought the creature had been fully aware he had been watching it from the very outset.

MERCHANT NAVY ENGINEERS AWARDS

Each year, awards of parchments and cheques are made by the Navigators and Engineer Officers' Union (of Great Britain) to the two engineer officers obtaining the highest marks in the British Ministry of Transport's examinations, held in the previous year, for First Class and Extra First Class certificates of competency respectively. These awards have been made possible by a legacy left to the N.E.O.U. for the benefit of Merchant Navy engineer officers.

The award gained for the highest marks in the Extra First Class examinations in 1950 was presented to Mr. George N. Forbes by Lord Winster, P.C., K.C.M.G., the President of the Union, at a ceremony held in London on 3rd April. Mr. D. G. Edgar, winner of the First Class award, was unfortunately at sea and unable to be present.

Making the presentation, Lord Winster said he was glad that, although there was a shortage of certificated seagoing engineers, there was no tendency to reduce the standard of the examinations. To attempt to do so, he said, would be a retrogressive step to which the N.E.O.U. would be opposed. There had been a drift from the sea to shore employment, but he hoped that the improved conditions of service, negotiated through the National Maritime Board, would solve the problem.

In thanking Lord Winster and the N.E.O.U. for the award, Mr. Forbes referred to the distinction gained by the Poplar Technical College, at which both he and Mr. Edgar had studied for their certificates. Mr. T. A. Bennett, head of the marine engineering department of the Poplar Technical College, was present at the ceremony, and it was announced that he was shortly about to retire after 26 years in that office.

Other speakers included Mr. S. Hogg, Chief Engineer Exam-



Naval airman R. Miller, of Melbourne, and K. Pascoe, of Coff's Harbour, load rockets on to a Sea Fury plane aboard the Australian aircraft-carrier, H.M.A.S. "Sydney," off the coast of Korea.

er at the British Ministry of Transport: Mr. D. Carmichael, Chairman, N.E.O.U., and Mr. A. C. Hardy, B.Sc.

As to Engineer Officers' training, representatives of the N.E.O.U. and other organisations connected with engineer officers in the Merchant Navy met officials of the British Ministry of Transport on the 29th May, to consider some proposals put forward by the Ministry for minor alterations of the present Regulations for the examination of engineers. These modifications are designed to take account of recent developments in the training of engineers and to make other alterations found desirable in the experience of the Ministry during the post-war years. They do not in any way affect the standard of the exami-

nations for Ministry Certificates.

The representatives of the N.E.O.U. and others present agreed to take away the suggestions for consideration, after which the Ministry will be informed of their views in order that final decisions may be made. The chief proposals discussed are designed to give encouragement to trainees to pursue technical studies and to take full advantage of the many opportunities available in the technical schools and colleges of the country.

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SPEAKING OF SHIPS

Messrs. Watts, Watts & Co. have announced that the three ships of the "Wanstead" class, during 25 months' operations, have averaged 14.32 knots on the North Atlantic service with an average consumption of 16.45 tons of oil for all purposes.

The British Customs seized five bales of mink skins, valued at over £13,000, on the allegation that the declaration that they were of American origin was false and that they originated in Scandinavia.

Five Spanish seamen caught smuggling brandy at Liverpool, England, pleaded that their wages were so low that they were compelled to make money where they could. If such is true, it does not say much for the conditions of seamen under the Franco regime.

Sufficient stocks of dual-purpose weapons for arming the entire British Merchant Navy in an emergency have been accumulated and suitably distributed throughout the United Kingdom and Commonwealth, together with large quantities of ancillary equipment.

British Merchant Navy defence courses were constituted with the object of familiarising Merchant Navy personnel with the measures which would be taken by the Royal Navy for the protection of the Mercantile Marine in time of war, and with the part which they would be expected to play in an emergency.

The British Admiralty has been storing materials for degaussing for a long time and large orders were placed last year as part of the accelerated defence programme.

The Sailors' Children's Society, whose headquarters are at

Newland Hall, Hull, last year opened a new house for brothers and sisters on their large estate. Inquiries as to vacancies should be made to the Secretary, Mr. L. Hartley, A.C.I.S., D.P.A., The Sailors' Children's Society, Newland Hall, Hull, England.

A centre was recently opened in Stepney, London, which may lead to a new understanding of the problem of stowaways. Its aim is to rehabilitate and educate stowaways and to shape them into citizenship. This may, or may not, present a solution. Ships and stowaways bring their own problems and it is thought in some quarters that nothing but legislation—and ever more vigilance—can solve them.

The port of Cardiff, in the British Channel, is suffering from silting caused by changes in the course of the River Taff.

The British Government has started a comprehensive survey of oil pollution round the whole coast of the United Kingdom.

The General Manager of the Blue Star Line hinted recently that the Company would be extending its South African service with the good turn round in its ports.

Measures against erosion on the South Coast (of the United Kingdom) have been made more difficult by the piratical operation of a dredger which has been secretly dredging shingle at night and marketing it on the North East Coast.

There was a very large tourist traffic of British visitors to the Continent last year, with a fair number of Continental visitors to the Festival of Britain (now closed), but very few from the United States or Canada.

The Western Australian Government is chartering at very high rates a number of ships for the import of urgently needed supplies, owing to commercial sailings being reduced with the Australian port delays.

The Japanese Government is giving the regular lines a practical monopoly of shipbuilding licences, leaving the tramp ship owners to wait or to buy second-hand tonnage abroad.

The Canadian Government has announced that the burning of the Gulf of St. Lawrence steamer "Quebec," with loss of life was undoubtedly due to incendiarism as the electric alarm system was found to have been deliberately cut.

It was estimated that in 1951 there were then 16,000 stowaways in the United Kingdom. In particular they arrived in timber ships from Takoradi and in the banana carriers from Kingston, Jamaica.

In consequence of casualties to three ships of the "Sam" class, whilst carrying solid ballast on ballast voyages, a notice (No. M.347) has been issued by the British Ministry of Transport to ship-owners and shipmasters, in which materials shipped as solid ballast in Great Britain are analysed and tables and plans are given for guidance in the fitting of shifting boards in holds and tween decks.

A shipmaster recently advised the Mercantile Marine Service Association (of Great Britain) that in connection with the particular kind of accounting system operated by his Company he needed to collect a total of 736 signatures from his crew every two months. The question arises: Is this very considerable volume of paper work likely to interfere with a master's principal duty of being a master?

ROYAL NAVAL RHINE FLOTILLA

Following our article on Frogmen and Canoe Training in the June issue of this journal, there is a special interest in the account published hereunder of canoe work on the River Rhine with the R.N. Rhine Flotilla, a small-craft Force of specially trained and equipped men.

Recently, as part of a programme of general training the Commanding Officer (Lieutenant D. C. R. Waymouth, R.N.), the Coxswain Leading Seaman J. F. Sinclair and four of the crew of one of the M.L.'s in the Royal Naval Rhine Flotilla took three two-man canoes down the river from Basle to Krefeld, their base near Duisberg. This journey took seven and a half days and covered some 370 miles of riverway.

The party went by train and took with them only bivouac tents, a small store of emergency provisions, and a change of clothing. Camping by night on the banks of the Rhine and sending foraging parties into the nearest villages, they were able to average over 50 miles a day for most of the way despite unfavourable conditions.

The training and experience gained were invaluable: in the higher reaches the Rhine flows extremely fast, averaging seven knots and often reaching eight and nine knots in the races, while lower down, although much more leisurely in its pace, it is crowded with shipping, thus giving the crews experience in many of the problems of river work.

The opportunity was taken during this exercise to make closer contact with the French Rhine Flotilla and the United States Navy Rhine River Patrol both of which have their bases on this southern half of the river. In each case the party was most warmly received and have happy memories of the few brief hours

they were able to spend together in each place.

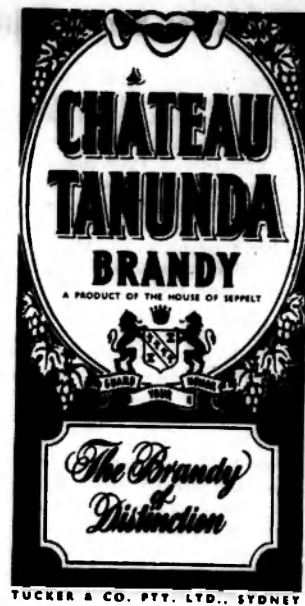
On August 13, the Flotilla was visited at its base by the Flag Officer, Central Europe, Vice-Admiral Jaujard, French Navy, who witnessed exercises and dined with the officers in the evening.

The Royal Naval Rhine Flotilla under the command of Captain C. W. McMullen, D.S.C., R.N., is based near Krefeld in a small harbour on the West bank of the Rhine just upstream of Duisburg and the Ruhrort. This port is one of the largest inland ports in the world and there are usually about three million tons of shipping in the waters of the British Zone which extend 182 miles from Oberwinter (just upstream of Bonn) to the Dutch Frontier. The river above Oberwinter up to Basle is the responsibility of the French Rhine Flotilla and the American Rhine River Patrol.

The Royal Naval Rhine Flotilla is part of the Forces of occupation and as such is greatly interested, not only in the shipping in its part of the Rhine, but also in that in other waterways and canals in Northern Europe. The Flotilla also has a Combined Operation responsibility in support of the British Army, and is prepared to operate on any part of the Army's Northern flank.

General Sir Leslie Hollis, K.C.B., K.B.E., Commandant General of the Royal Marines, also visited the Royal Naval Rhine Flotilla at Krefeld. There is a Royal Marine special boat section in this Flotilla.

Sir Leslie arrived on August 22 and witnessed exercises by the Flotilla in which a company from the Second Battalion Grenadier Guards and tanks participated. On August 23 he went to Benkhäusen to visit Flag Officer Germany, and he returned to the United Kingdom the following day.



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Awards for Services in Malaya and Korea

In two actions against bandits in the Malayan jungle last year, Lieutenant Frederick Elliott Johnson, Royal Marines, whose home is at Newcastle-on-Tyne, showed a "coolness under fire and a disregard for personal safety which inspired battle weary men." He has been awarded the Military Cross for his courage and leadership. Marine (Acting Corporal) Terence Speake, of Whitstone, near Leicester, has received the Military Medal for his services in Malaya with 42 Commando Royal Marines.

The "London Gazette" in which these two awards were published also contained an announcement that unrestricted permission has been given Lieutenant Gerald Frederick Dawson Roberts, R.M., of Kensington, to wear the Bronze Star Medal bestowed on him by the President of the United States of America for gallant and distinguished service in operations in Korea.

Reverting to Lieutenant Johnson, it is stated that he was in command of three patrols searching an area of jungle and overgrown rubber plantations. On a local reconnaissance with one man, he was attacked by two bandits. Firing as he went, he moved round the enemy's flank and rejoined his headquarters party.

He gave orders to attack and led his small party, which consisted of a signaller and three other men, straight at the enemy position killing one of the terrorists and wounding and capturing another.

When reinforcements arrived, he directed the operations to such effect that in an hour six bandits were killed and two others captured. The following day when his patrol was ambushed by bandits on a precipitous track, Lieutenant Johnson led another flanking move and pursued them into the very thick jungle. When he

was re-organising his men, he asked if anybody was wounded. When he received no reply, he said "I am for one" and disclosed that he had been shot in the chest, the bullet piercing his lung. He refused to be evacuated and insisted on following the enemy.

Acting Corporal Speake was in command of a patrol of six men employed in searching thick jungle, which he led in a successful action against terrorists, in the course of which one party of bandits were trailed for more

than a mile until contact was regained.

The award of the Bronze Star Medal to Lieutenant Roberts, in turn, was made for an "heroic achievement" while serving with a reinforced battalion of United States Marines in Korea. In command of a troop of Royal Marine Commandos which had the task of closing a break in the lines, he led a determined attack over rocky snow-covered ground in the face of intense fire from a superior Chinese Communist Force. The enemy were driven from their positions and the lines restored.

R.A.N. to Establish Second Air Station

The Minister for the Navy and Air (the Hon. William McMahon) announced on December 19 that it had been decided that the Royal Australian Navy, which already operates an air station known as H.M.A.S. "Albatross", at Nowra (N.S.W.), should establish a second station by taking over the R.A.A.F. Station at Schofields, 20 miles north-west of Sydney.

The new station would be known as H.M.A.S. "Nirimba." That was the aboriginal name for Pelican.

Mr. McMahon said that the Royal Australian Air Force would gradually transfer the activities it had been conducting at Schofields to the R.A.A.F. Station at Richmond (N.S.W.). Richmond could be developed more satisfactorily and economically for the operation of jet fighters and other high-speed aircraft than Schofields could. Naval requirements in this respect were not so exacting because of the different design-characteristics of naval aircraft.

H.M.A.S. "Nirimba" would be commissioned as an R.A.N. station when the R.A.A.F. had reached a certain stage of its transfer. It would be used for the maintenance, repair and stor-

age of aircraft, technical training, the operation of reserve air units and accommodation for carrier air groups temporarily disembarked.

Such facilities could not be satisfactorily provided at H.M.A.S. "Albatross" because, with the growth of naval aviation in the R.A.N., the establishment would become too large for efficient administration and the maintenance of discipline and morale; the organisation of one establishment to provide for flying training, technical training and aircraft maintenance would be too complicated for efficiency and satisfactory supervision; and the concentration of the total flying task at one airfield would create a density of air traffic that would be too great for safety and control.

The development of H.M.A.S. "Nirimba" by the R.A.N. would provide aircraft maintenance and repair facilities close to the Australian Fleet's main base, the air stores depot, the component repair establishments and civilian repair organisations, all of which were in Sydney. It would also permit full advantage to be taken of facilities already available in Sydney for the loading and unloading of damaged and crated aircraft.

EX-NAVAL MEN'S Association of Australia

Patron-in-Chief



His Majesty The King

Federal Council.

The present Federal Council, which was elected at Canberra two years ago, is now ending its Tenth Session; this Council held its 24th consecutive and annual monthly meeting on Wednesday, 16th January, at 26 Bridge St., Sydney.

It is expected that an entirely new team of Federal Executive Officers will be elected at the Biennial Federal Conference, which is due to assemble at Brisbane, Queensland, on Monday, 4th February.

Each State Section has now had the honour and privilege of being hosts to at least one assembly of interstate Delegates in its Capital City. Federal Council has found that material benefit has always accrued to each State Section, in turn, by the holding of such Conferences. The Association has certainly acquired a higher prestige amongst the community and gained further merit through the agency of the Interstate Press.

Mr. J. K. Stafford (Hon. Federal Assistant Secretary) was elected by Council to be its representative to attend the Third Australian Citizenship Convention, being held between 29th January and 1st February, at Canberra, A.C.T.

The Association's Diploma of Merit has been awarded by Federal Council to Mr. W. Woollams, of the Goldfields (Kalgoorlie) Sub-Section, for his untiring efforts on behalf of ex-Naval personnel in his district and his own Sub-Section.

During the past month the Council was the recipient of many greeting cards from State Councils and their Sub-Sections, also from kindred bodies, both here in Aus-

tralia and abroad. The Federal President and his Executive have, in all cases, sent Seasonal Wishes and Greetings to the usual number of organisations and to friends and helpers to the Association.

The Council desires to thank its Auditors, Messrs. R. F. Bartlett and J. Mc. D. Sutherland, and also its Hon. Legal Adviser, Mr. Robert Burge, for their extremely valuable help and guidance over the past years.

Joint sponsors of the recent "Call to the Nation" have been highly commended by Federal Council for their courage and plain speaking to the people of Australia. It is understood that copies of "The Call" will be sent to various bodies for promulgation to their members.

Before 1952 is much older the Association will need to marshal all its resources for complete unity. Steps should be taken to round up members and get them to attend their Sub-Section meetings more regularly, to take a keener interest in the affairs of the Association, to stand for office if nominated and to help, wherever possible, the various Committees to carry out their functions. If this co-operation can be readily achieved the Association will be able to withstand the strain of the oncoming recession of trade and credit which appears to have already started through buyer resistance.

Press reports indicate that there are quite a considerable number of ex-Naval officers and men who have not yet applied for their share of R.A.N. Prize Money. Readers of the "Navy" who are eligible and have not yet made out the necessary application for their

share should seek these forms from the Hon. State Secretary. Successful claimants will have their share paid into a bank account nominated by them.

It is with deep regret that we learn of the passing of Mr. Neil Morrison, who was one of the early members of the Association in Victoria.

—G.W.S.

H.M.S. "LIVERPOOL" VISITS YUGOSLAVIA.

Marshal Tito was piped aboard with full Naval honours, including a guard of honour formed by Royal Marines, when he visited the cruiser, H.M.S. "Liverpool" (Captain J. D. Luce, D.S.O., O.B.E., R.N.) at Split, Yugoslavia, on September 11. He was welcomed by Admiral Sir John Edelsten, K.C.B., C.B.E., Commander-in-Chief, Mediterranean, and made a tour of the ship.

Afterwards he said "I want to see more."

The "Liverpool" was anchored about a mile from Marshall Tito's villa. It was the Royal Navy's first official visit to Yugoslavia since before the Second World War.

The cruiser fired a 21-gun salute as she sailed past the villa. Her company, in tropical white, manned ship.

Launches and small boats came out to welcome the cruiser and a pilot boat brought out Yugoslav and British Legation officials. Official calls were made during the day and the "Liverpool's" company of more than 700 were granted leave ashore and allowed to mix with the people of Split. The cruiser remained at the port for three days.

SEA CADET CORPS

NEW SOUTH WALES DIVISION

Sea Cadets of the N.S.W. Division spent a very instructive week-end at the R.A.N. Air Station, Nowra. Fifty Cadets and five Officers made up the party. The Cadets arrived on board H.M.A.S. "Albatross" at approximately 10 p.m.

A very efficient Leading Hand took them over and under his guidance they were soon settled in.

On Saturday instructions in Flying, Gunnery and Airmanship was carried out. P.M. Saturday was spent in Recreational Training—Football and Tennis. Saturday evening instructional films were shown.

Sunday forenoon Sea Cadets formed a Guard for Colours. Sea Cadets then went to Sunday Divisions with the Ship's Company of the "Albatross." Instructional films were shown after Divisions and P.M. Recreational training was carried out, and at 1600 Cadets went to Tea and prepared for disembarkation. The co-operation of the Ship's Staff enabled the Cadets to receive the maximum instruction. A flight in the Dakota added to the success of the week-end.

The value of these week-end Camps cannot be over-stressed. They provide the Naval atmosphere and show the Cadets the discipline required of them.

Trafalgar Day.

Trafalgar Day in Sydney was marked by two important events: Sale of Programmes and the March of the Sea Cadets accompanied by the Sea Scouts, Sea Rangers and the Junior Red Cross.

At 10 a.m. the Parade formed up at the Mitchell Library under the command of S.C. Lieutenant D. J. Mort, who was Parade Commander. H.M.S. "Glory's" R.M. Band added colour to the Parade by leading the march. At 10.30 the Parade moved off to the dais

in Martin Place, where speeches were made by notable people. After the speeches the Parade moved off to the Cenotaph, where an impressive Ceremony of laying wreaths was carried out. S.C. Sub-Lieutenant Humphrey, 1st Lieutenant of T.S. "Sydney," laid the wreath of behalf of the N.S.W. Division of the A.S.C.C.

The Last Post was sounded by "Glory's" Bugler. Cadets Moon and Alman, of T.S. "Sirius," attended the Ensigns at the Cenotaph.

On completion of the ceremony the Parade marched back to the place of assembly and dismissed. Special mention was made of the Junior Red Cross boys and girls, who marched like veterans and stood up to the hot weather like sailors.

In the afternoon Sea Cadets sold programmes, the funds of which are to go towards the Unit's Funds.

The Royal Guard and "Glory's" Band marched into the Dockyard.

Their fine bearing and precision was an example to the Cadets. Wollongong Trafalgar Day.

On Sunday, 21st October, 40 Cadets from the Sydney Area proceeded to Wollongong to assist T.S. "Beatty" with her Trafalgar Day celebrations.

At 1.30 the Parade under S.C. Lieutenant Nicholas, 1st Lieutenant of T.S. "Beatty," mustered near the Station and led by the Stalwarts Band marched to the Cenotaph, where Commander Stenning, R.N., from H.M.A.S. "Albatross," took the Salute. A wreath was laid by S.C. Lieutenant Lindsay, C.O. of T.S. "Beatty." The Parade then marched to the Congregational Church, where a very impressive Service was conducted. The Parade was then marched to the Town Hall, where T.S. "Beatty" parades and the Official Guests entertained. Leave was given and Cadets from Sydney given permission to return by any train they desired.

UNIT NEWS

T.S. "Sydney."

This Unit has big plans in hand for the co-operation and benefit of other Units.

Snapper Island is the "Flagship" of the N.S.W. Division and can be likened to the Flagship of the Fleet. Cadets from T.S. "Sydney" formed a Guard for the Rose Bay R.M.Y.C.'s opening. Several experienced members of T.S. "Sydney" acted as Coxswains to Luxury Cruisers and were rated "A1."

T.S. "Australia."

Great activity is afoot on board T.S. "Australia." Painting, repairs, etc., give the Cadets practical experience in maintenance. This maintenance within "Australia" should produce a fine Unit. Visits to Liners arranged by Lieut.

Commander Page, R.A.N.V.R., the present Acting C.O., give the Cadets an incentive to do their best for the Unit. "Australia" has a tower of strength in Dr. O'Flynn, a member of the Social Committee.

T.S. "Warrego."

T.S. "Warrego" is also in the throes of a face lift and is making great strides. The members are small but they are a good team and "pull" together. Two new Officers have been added to the strength and we are looking forward to a sudden rise in personnel. T.S. "Sirius."

T.S. "Sirius" will parade in the fine quarters of the St. George R.M.Y.C. They had a dance recently which was quite a success.

T.S. "Beatty."

As usual, "Beatty" is on the move. They have grown in strength and when they have obtained their own premises will be a fine Unit. The Trafalgar Day Ceremony is reported elsewhere, but mention must be made of the activities associated with "Beatty."

A Fair held on the 27th October was a great success. Their Trafalgar Day Parade was well-organised and was just the way to "Show The Flag."

T.S. "Perth."

T.S. "Perth" is certainly doing well and working wonders. The strength now is 43 and looks like increasing. "Perth" looks like getting a unit of G.N.T.C. to assist them with their social side. The glorious deeds of H.M.A.S. "Perth" are certainly kept alive by this Unit's efforts.

On the whole the N.S.W. Division is doing well and now that finality is within our reach it should become a worthy Division of the Australian Sea Cadet Corps.

Appointments.

Probationary S.C. Sub-Lieut. S. Hertz, T.S. "Australia," to T.S. "Warrego," to date 18th October.

Probationary S.C. Sub-Lieutenant E. Waldon to T.S. "Warrego," to date 15th October.

Promotions and Advancements.

Cadet Able Seaman F. Bagnall, T.S. "Perth," to Acting Cadet Leading Seaman, to date 15th October, 1951. Cadet A.B. Desborough, T.S. "Beatty," to Cadet Acting Leading Seaman, to date 15th October.

PRESENTATION CEREMONY.

Anyone laying off T.S. "Sydney" (S.C. Headquarters, Snapper Island) on Saturday, 24th November, would have witnessed a real "Naval Occasion." For weeks there had been "Clean Ship" in true Navy style and the "Flag-

ship" of the N.S.W. Division of the Australian Sea Cadet Corps became epic and span worthy of a ship on "Admiral's" inspection day.

At 1400 the Commanding Officers from the N.S.W. Sea Cadet Units, T.S. "Sydney," T.S. "Australia," T.S. "Warrego," T.S. "Sirius," T.S. "Perth," and T.S. "Beatty," with 100 Cadets representing their Units, went to "Divisions" in the Port Waist. The Officers of the Watch, Quartermaster, Side Boys, Signalmen were at their stations awaiting the arrival of Commodore H. Vaughan's Motor Cruiser with Mrs. Showers and members of the Women's Auxiliary Committee of the Navy League, who were coming to S.C. Headquarters for a presentation ceremony.

The Cruiser was escorted up the harbour by a fleet of motor cruisers.

The Signalman of the Watch reported "Admiral's Barge in sight." This was the signal for "action." As the Barge approached, the Quartermaster piped the side. Rear-Admiral Showers, accompanied by the Minister for the Navy, Mr. W. McMahon, was met by the Divisional Senior Officer, N.S.W. Division, who conducted the Minister for the Navy on an inspection of the Cadets.

During the tour of inspection of Snapper Island by the Minister for the Navy, Rear-Admiral Showers, and the Naval Liaison Officer for Sea Cadets, Lieut. Commander G. M. Dixon R.A.N.V.R., the Ladies' Committee and guests were shown over the ship.

During the inspection of the ship the Cadets were marched on to the Main Deck, where the guests were to be seated.

When the Minister for the Navy and Official Party were in their places on the Main Deck the Senior Officer introduced Mr. Silk, President of the N.S.W. Division of the Navy League of Australia, who welcomed the Minister for the Navy. He said it was indeed an honour to have the Minister

there; more especially as his (the Minister's) time is so limited; and Mr. McMahon, addressing 100 Sea Cadets and Officers in reply to the welcome, said the great tradition of loyalty to our country is not as strong as it was a few years ago.

He said that if we are to recover this tradition it will have to be through the Armed Forces. Mr. McMahon said that he was greatly impressed with the Sea Cadet Corps and that he had no idea the organisation was so efficient. He commended the Officers and Instructors on the unselfish part they were playing in the training of the Sea Cadets.

He was impressed by the standard of the Cadets and promised he would take a greater interest in the Corps now he had seen it in action; also, he said he would convey his impressions to the Prime Minister.

Mr. L. J. Pearson, the Chairman of the N.S.W. Division of the Australian Sea Cadet Corps, called on Mrs. Showers to make the presentation of the 16 M.M. Projector. Mr. Pearson thanked Mrs. Showers and her band of co-workers for their gift and for the wonderful work they had done in raising money for the Sea Cadets.

On making the presentation, Mrs. Showers said that the Ladies' Auxiliary of the Navy League were very happy to have had the opportunity to do something for the "Sea Cadets," and she hoped that the machine would enable the Cadets to spend many enjoyable hours, also that they would improve their efficiency by instructional films.

Mr. Pearson accepted the gift with pleasure and said how grateful the Officers and Cadets of the N.S.W. Division were for such a gift.

Rear-Admiral Showers in a short speech said he considered that it was his duty as Flag Officer-in-Charge, New South Wales, to take an interest in the Sea Cadets. They were our future "Sailors" and whether they enlisted in the

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Navy or Merchant Marine they were doing a service to Australia by training for the Services, or if they did not enter the Navy or Merchant Service they were training to be good citizens.

After the speeches and presentation the Official Party and Guests proceeded to the Recreation Deck, where afternoon tea was served, the Sea Cadet Officers acting as hosts.

Special mention must be made of the magnificent organisation and the work done by Miss Richardson and the G.N.T.C. girls who organised and served the afternoon tea on a buffet system. They not only worked hard in serving the afternoon tea, but in preparing it.

It was indeed a great feeling of gratification to the Sea Cadet personnel for the unselfish co-operation Miss Richardson and the G.N.T.C. give on all occasions of "entertaining."

At 1600 the Cadets "Manned Ship" for the departure of Mrs. Showers and her Committee. As the Motor Cruiser passed the "Ship" three cheers were given for the Ladies' Committee.

The operations of Manning Ship and Cheer Ship were carried out in such a manner as to call for praise from any Ship's Company.

It was a great day in the life of the Sea Cadet Corps, the ship was spic and span, the organisation well thought out and carried out without a hitch.

NOTE.—It is up to the Sea Cadet personnel to show their appreciation of the interest of the Minister for the Navy and Rear-Admiral Showers by putting all they have into making the name of the Sea Cadet Corps something to be proud of. All Cadets should be proud to say "I am a Sea Cadet." He should remain loyal to his Unit, and aim to be the best Cadet of the year; by so doing he will inspire others, thereby making the Sea Cadet Corps an organisation worthy of belonging to.

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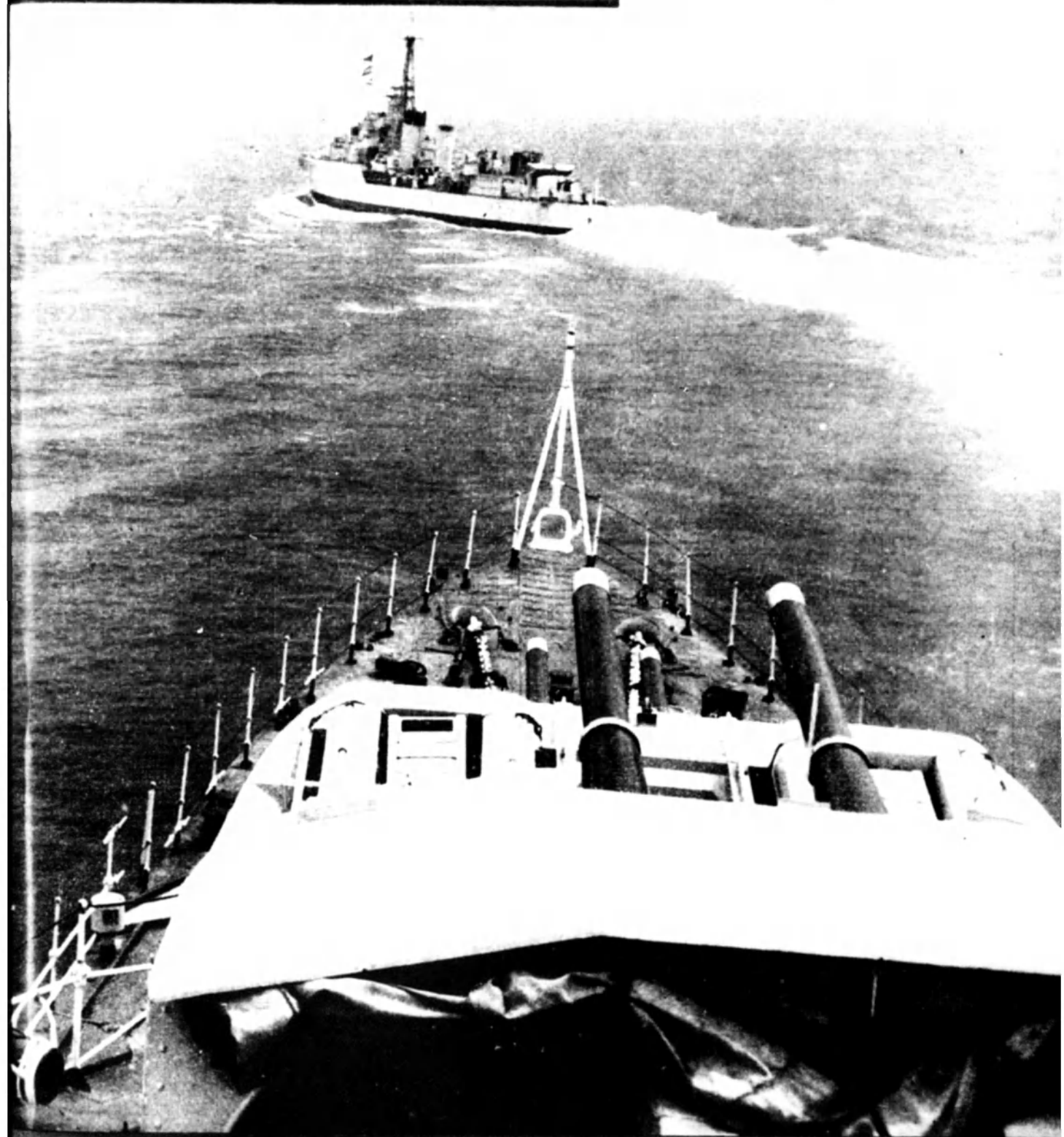
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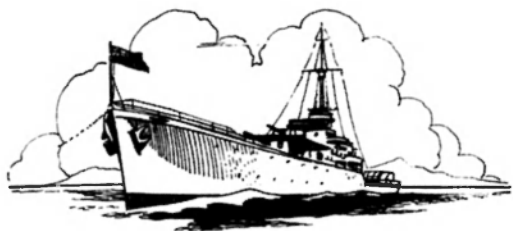
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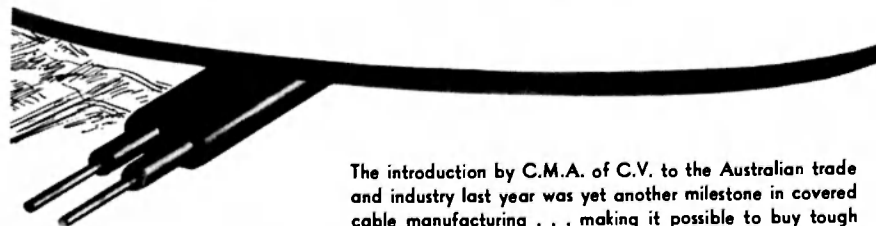
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H.M.S. "EAGLE" SHOWS HER MIGHT TO THE WORLD OF PUBLICITY.

When Britain's newest and biggest aircraft-carrier, H.M.S. "Eagle," went to sea for trials, more than 30 representatives of the British press, radio and newsreel companies joined the great ship in the Clyde and proceeded with her for the day. For the first time the "Eagle" was showing herself off to the world of publicity.

That the British Board of Admiralty is to be congratulated on the development of this most modern of aircraft-carriers was soon and amply manifest to all on board.

As the representative of "The Times" of London wrote on his return:

"Many a great ship has gone down the Clyde to the sea; but never a greater aircraft-carrier than the new 'Eagle,' which made her proud way to-day to an area off Ailsa Craig for machinery and manoeuvrability trials. On this occasion representatives of the Press joined her, in company with many civilian experts concerned with the ship's performance.

"The trials were designed in particular to establish the 'Eagle's' turning circles at different speeds

with varying degrees of rudder, but bad weather prevented the collection of some data. Of considerable importance, for instance, at least to the Admiralty designers, is the assessment of pressures exerted on the ship's twin-balanced rudders when they are put over at speed, because they are a new feature of this aircraft-carrier.

"To-day's business was only a small part of the full programme of acceptance trials which will have to be completed before the ship can be taken over by her commanding officer (Captain G. Willoughby, R.N.) as a fully-working unit from the builders, Messrs. Harland and Wolff Limited, of Belfast, for operational service with the Home Fleet."

The "Eagle" is the first aircraft-carrier of any Navy to be built to operate the modern naval jet aircraft now in service, and she has been fitted with all the many complex devices necessary for this to be done with speed and efficiency. Indeed, she is the logical outcome of the trend in aircraft-carrier design which began with the "Ark Royal" in 1936 and produced such ships as H.M.S. "Illustrious" and H.M.S. "Formidable," which were so successful in the late war.

H.M.S. "Eagle" is much larger than her forerunners, and for a variety of reasons, among them being the increase in the size of naval fighter and strike aircraft, with the consequent requirements for larger hangars and longer flight decks; the need for heavy radar gear to be mounted high above the

waterline; and the higher minimum standard of crew space. Side by side with this increase in size, her striking power, represented by her strike aircraft, and her capacity for defence, represented by her fighter aircraft, her gun armament, and the details of her design, have also increased.

Even the barest of details of some of her dimensions and fittings suffice to provide an illuminating picture of her capacity and efficiency. The flight deck covers an area of more than two acres and, besides such well-tried devices as arrestor wires and safety wires, two of the most modern catapults for launching aircraft are fitted. The "island" structure, built upon the starboard side of the flight deck, is in itself as large as a frigate and houses the radio, radar, and plotting rooms. There are two hangars which can contain the largest naval carrier-borne aircraft, and two large lifts to bring the machines to the flight deck.

The main engines of the ship consist of four identical sets of steam turbine machinery; each unit has two Admiralty three-drum boilers. Great use has been made of electric welding in the construction of the hull, and this has saved an appreciable amount of weight. The ship's guns are mounted as dual-purpose defensive armament. There are 16 4.5in. guns in twin high-angle/low-angle turrets arranged in four batteries, and each battery has a first-class, battle-tested radar control system, which is capable of engaging targets travelling at very high speeds. Many multiple and single 40-mm. Bofors guns, also controlled by special radar directors, are fitted.

Nothing has been left undone, in full accord with modern conceptions and requirements, to give comfort to the crew, and great advances have been made in this direction. A centralised messing system has been introduced in which the ship's company take their meals in two large dining halls. This system has the effect of removing all meals from the mess decks, so that these become in effect sleeping and recreational spaces.

Thus the size of the ship tends towards both comfort and efficiency. H.M.S. "Eagle" — the twenty-first ship of the Royal Navy to bear the name — has an overall length of just over 800 feet, with a beam of 112 feet 9 inches, figures which emphasise the size of her flight deck. Her peace-time complement is about 2,000 officers and men.

This mighty ship, in the words of her commanding officer, has so far "behaved beautifully."

That H.M.S. "Eagle" will continue so to behave with pride be confidently expected. It must be apparent to all Naval men that the era of the aircraft-carrier as the major ship of Naval warfare is now definitely established.

NAVAL PROGRAMMES: THEIR TRENDS AND NEEDS.

Only in an ever-ready and efficient Navy can there be security for British national interests and security on the seas. The 1951 issue of "Jane's Fighting Ships" stresses many a markedly interesting point on the question of Naval building programmes and the probable nature of future Naval warfare.

As "Jane's" rightly points out, the trends in principal Naval Powers during 1951 have continued towards improvement of aircraft-carriers and the offensive against underwater craft.

Larger aircraft-carriers — the "Eagle," for instance — are being constructed, to be capable of operating bigger and more effective aircraft, and smaller aircraft-carriers for anti-submarine warfare.

Conversion and construction plans are also being speeded up, and large destroyers are hurriedly being adapted as submarine-killers to serve as fleet escorts, while smaller destroyers are being converted into anti-submarine frigates. "Jane's" describes the new British anti-submarine frigates "Relentless" and "Rocket" as a new conception of submarine "killer" ships. Britain's whole new Naval programme, it says, is largely directed towards the underwater menace. It stresses the fact that by various means the underwater speeds of submarines are being increased. In building and conversion of submarine "killer" ships, great use is being made of aluminium to reduce top weight and make for extra speed.

"Jane's" says it is extremely difficult to obtain information regarding Russian Naval matters, but stresses the marked numerical superiority of Russia's submarine fleet over those of Britain and the United States. Russia at present, it says, has 370 submarines in active service, and 120 under construction. A new building programme which has been launched makes provision for a further 1,000 sea-going underwater craft. The same new programme of construction is reported to include three battle-ships, 20 cruisers and 120 destroyers.

A new Russian battleship, named the "Soviet Union," is reported to have carried out trials late last year. This class of ship will, it is said, have displacement of between 42,000 and 45,000 tons — equal in size to the Royal Navy's biggest battleship, "Vanguard," and the United States biggest, "Missouri." It is said to be equipped with catapult towers for firing radio-controlled aerial torpedoes, and rocket-firing apparatus and radio-controlled guns. It is also believed to carry very elaborate radar installations and anti-aircraft and anti-submarine protection; and all ships of this class will no doubt be similarly equipped. No Russian aircraft-carriers are listed by "Jane's," although Russia is known to have a strong Naval air force.

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OPERATIONS ON H.M.S. "AFFRAY" ABANDONED

Seven months after the loss of H.M.S. "Affray," the new First Lord of the Admiralty (Mr. J. P. L. Thomas) announced in the British House of Commons that no further operations will be carried out by the Royal Navy in connection with the sunken submarine. Replying to three questions in the House on the subject, the First Lord said:

"The wreck of H.M. Submarine 'Affray' was located by Asdic equipment on June 14th, after a search lasting two months. She was lying in 286 feet of water and was identified by means of underwater television. This equipment was used to help in directing the divers during their painstaking examination of her hull.

"Since the last statement in this House on August 1st the diving vessel H.M.S. 'Reclaim' has worked on all possible occasions and has made every effort to obtain further evidence about the cause of the disaster. I am sorry to have to tell the House that all her work of the last three months has been in vain and that one of my first duties on taking office was to agree that there was no reasonable hope of obtaining any further light on the problem through this means.

"The continued use of H.M.S. 'Reclaim' on these special duties for so long has already interfered to a serious extent with the training of deep-sea divers. While there was still a chance that useful evidence would be forthcoming this was accepted. Weather conditions in any case would have made further operations impossible in the winter.

"I have studied very carefully the final report of the Board of Inquiry and the results of tests that have now been made on the snort mast of the 'Affray' and those of two other 'A' class submarines. I have concluded that there is insufficient evidence to

enable me to say with certainty why the 'Affray' was lost. Many theories have been put forward, among them the possibility that her snort mast snapped while she was snorting and that she filled rapidly through failure to close the valves provided against such an emergency. This would have resulted in her sinking stern first, but there is evidence that 'Affray's' stern was undamaged.

"It is possible that a major battery explosion started a shock wave in her hull and that this ruptured the pressure trunking which lies amidships under the casing, but external to the hull. Damage of this type could have resulted in the submarine sinking on an even keel. Such an explosion could have started a crack in the snort which might then have snapped off as she grounded. Whatever the cause of the disaster, it is clear from the survey of her hull that no attempt at escape was made and that the end came swiftly.

"The House was informed on August 1st that the metallurgical condition of some parts of the 'Affray's' snort and those of two of her sister ships was below standard and that some of the welding was not good. Tests just completed on these three snorts indicate that they are well capable of standing up to all stresses other than those associated with an explosive shock. A modified form of snort has successfully passed its tests and is being fitted to 'A' class submarines.

"I should like to say here that the adoption of an automatic valve has been considered on several occasions. Automatic arrangements for meeting a possible emergency which might never occur are apt to induce a false sense of security, and it has generally been preferred to rely on a correct drill to meet such situations. We are, nevertheless, considering the tech-

nical means of providing a thoroughly reliable automatic device.

"The question of salvage has been considered. This would be a very difficult task — perhaps the most difficult ever undertaken. The 'Affray' lies not only at a great depth but in a very exposed position where weather would be the greatest enemy of the operation. The tides are strong and useful work could only be done in good weather at very limited periods of slack water. There is in these conditions an ever-present risk to men's lives. The material cost is difficult to estimate, but it would be inordinately high since seven or more vessels would be needed.

"The operation would be limited to the five fine weather months of 1952, and it might well extend into the summer of 1953, if not found to be totally impracticable earlier. The vessels needed for the operation all have their allotted tasks. Their work is of importance and it has already suffered on account of the operations on the 'Affray'.

"I have considered these matters carefully and I have decided that, with the high risk of total failure, there is no justification for this substantial diversion of our resources. There will, therefore, be no further operations in connection with 'Affray'."

Mr. L. J. Callaghan (Labour) asked Mr. Thomas to accept an assurance that the Opposition agreed with the conclusions he (Mr. Thomas) had announced. Would Mr. Thomas consider the suggestion that an automatic valve at the bottom of a snort tube should not be ruled out, he said.

Mr. Thomas said he was glad to have the support of Mr. Callaghan, who was Parliamentary Secretary to the Admiralty up to a short time ago. The authorities would immediately consider the point about the automatic valve.

KING GEORGE VI

A Life of Service to State and People Alike

The death on the morning of February 6 of His Majesty King George VI. shocked and stunned the world almost into silence with the utter suddenness and poignancy of its tragic reality. A great King had died; the people had lost a beloved ruler, a good and noble friend. Few men of sovereign state had measured up so finely to the people's ideal of kingship as he whom they had so deeply learned to love and who was now no more. The people's grief was profound and greatly manifest.

King George was 56. He ascended the Throne on December 11, 1936, with the abdication of his elder brother, King Edward VIII, now Duke of Windsor. The King had been in ill-health frequently during the last four years—years in which his subjects grew to love him ever deeper for the courage he had shown in his physical adversities and the manner in which, despite such adversities, he had faced up to the manifold duties and responsibilities of his sovereign office.

The life of King George covered a vast and dramatic range of history which included two world wars and many changing scenes in State and international affairs. Throughout it all, his was a life that gave prestige not only to the British Throne, but also to Britannia herself in her hardest years of peace.

Naturally, in the Navy, we knew him best and admired him greatly as a member of the Senior Service to which it is for us all ever a privilege to belong. That King George also so regarded it, we and the British nation in general have good reason to know.

King George served the British Empire in World War I. as a gunnery officer at the Battle of Jutland. His father, the "Sailor King," strongly wished that he should join the Navy, and he entered Osborne Training College, Isle of Wight, as a cadet when he was 13.

His first voyage was as a cadet midshipman in H.M.S. "Cumberland" when that cruiser, engaged on a training cruise, visited the West Indies and Canada. After that trip, now 17, he was gazetted midshipman.

The First World War began a year later, in 1914, and Prince Albert, as he then was, commissioned as sub-lieutenant, was appoint-

ed to H.M.S. "Collingwood," then flagship of the First Battle Squadron. It was in that ship, in 1916, that he saw the Battle of Jutland: stationed as junior turret officer in No. 2 foreturret A, carrying 12-inch guns, he displayed those qualities of character which were to be so manifest during his years as King. For the rest of his life, the King regarded the White Ensign which the "Collingwood" flew at Jutland as one of his most cherished possessions.

He left active service in the Navy in 1921, but was formally gazetted Captain in 1925, and later became Admiral. He also, in 1919, took his pilot's certificate in the R.A.F., was promoted Wing-Commander in 1920, Group-Captain in 1921, and when he ascended the Throne, was Air Chief Marshal.

But it was the Second World War and the acute economic stresses that followed it that made serious inroads upon the King's health. His great part in the war was not forgotten by the people when VE-Day came. The focal point of the national rejoicing was Buckingham Palace. It was a proof how the people felt about their King and Queen who had stuck it out with them in all of war's vicissitudes and sufferings.

In peace and in war they gave themselves completely to the welfare of the State and the people of the State. Now the devoted partnership in family as well as in State is broken. Now the King's daughter takes up the affairs of State, the burden and the task of "carrying on". Not least in our grateful tribute and acknowledgment of our debt to the father will be found in our loyalty and devotion to the daughter, the new young Queen of the British Commonwealth of Nations.



NAVY'S OWN CATHEDRAL

RICHARD C. STONE

Thousands of the men of the Royal Navy, whose homes are not only in Britain but in many parts of the Empire, have worshipped in the Cathedral Church of St. Thomas, of Canterbury, at Portsmouth.

In this they are following in a great and historic tradition, for it would be difficult to mention any famous sailor, and few eminent soldiers, who have not prayed in Portsmouth Cathedral; and the names of Howard, of Effingham, Blake and Rooke, Howe and Rodney, Nelson and Colingwood, Jellicoe and Keyes, are immortally associated with it.

As cathedrals go, that at Portsmouth is not old, for it was not raised to that dignity until 1927. But it is not, like most of our new cathedrals, a wholly new building with its traditions yet to be made. It is one that has woven into its fabric a famous old parish church which enshrines within its walls over eight hundred years of a history touching intimately at many points the story of the English race.

Under the Test Act, in force from 1673 to 1828, which ordered that all Government officers were to receive sacraments according to the form of the Church of England, naval officers taking up their commands at Portsmouth had to attend St. Thomas's for their Holy Communion. Each received a certificate from the vicar of Portsmouth attesting that he had communicated.

As it was the only church in Portsmouth town all the great naval heroes of those olden days came to worship there when in port. The cathedral, as it now is, is located in what was within living memory of old walled fortress of Portsmouth. High Street, which runs past it, is an historic route. In it stands the George Hotel, where Nelson, who often worshipped in the church, spent his last night in England before Trafalgar, and No. 11 can still be seen, where, over three hundred years ago, the Duke of Buckingham, favourite of Charles I, was assassinated when he was in Portsmouth to supervise the fitting-out of a fleet.

On all official occasions the Commander-in-Chief, Portsmouth, attends the Cathedral. When the Navy Aisle, given by the Royal Navy, was dedicated in 1938, included in the service was the ac-

ceptance of the Insignia of Admirals Lord Jellicoe and Sir Charles Madden for safe keeping as memorials of two illustrious naval officers who rendered conspicuous service to their country in the first World War.

Old St. Thomas's has been well described as "an epitome of English history," and it is hoped to maintain this tradition during the building of the great new cathedral, in which will be incorporated stones from many parts of the earth, thus embracing the idea of a world Commonwealth of British peoples. Old stones from the venerated Isle of Iona, Sherborne Abbey, and Canterbury and Winchester Cathedrals have been laid, and in the nave it is planned to include blocks from every port visited by ships of the Royal Navy.

Nothing could be more fitting than this, because from the very earliest times St. Thomas's has been linked with the sea. It was new when Richard Coeur de Lion and his Crusaders prayed there at the time when the need of Christendom united Norman knight and Saxon bowman in the first British Expeditionary Force. This was just about the period when the king gave Portsmouth its first Charter, but the story of the church goes back farther still, to the days of Henry II.

In 1180 John de Gisors, a wealthy merchant and shipowner—you can see him in one of the windows—gave an acre of land upon which to build a church. It took nearly twenty years to build, and was used as a place of worship by the garrison of Portsmouth, by the sailors of the King's ships, and by pilgrims arriving from France. They took the Pilgrim's Way to the shrines of St. Swinthun at Winchester and St. Thomas at Canterbury. They rested at the Hospital of God's House hard by, now the Garrison Church, and prayed in St. Thomas's before proceeding upon their pilgrimage.

Practically every Sovereign from Richard I to Elizabeth visited Portsmouth. During the latter's reign the wars with Spain greatly added to Portsmouth's importance as a naval base, and many eminent naval commanders came to worship there. When the Civil War began, the Governor of Portsmouth, Colonel Goring, declared for the King. He succeeded in keeping out the Parliamentarians when they tried to take the town.

The latter went on to Gosport and bombarded Portsmouth from there. The tower of the church had from time immemorial been used as a naval watch-tower to keep an eye on enemy ships sailing up Spithead. The garrison now used it as a look-out to observe the movements of the enemy horsemen. The Parliamentary gunners shot it through with cannon balls, which left the tower on the point of collapse and tumbled the nave in ruins.

After Oliver Cromwell's battery had done its worst the old church was in a sorry plight, and Charles II, who was married at Portsmouth, had to go to the Garrison Chapel for the service. The marriage certificate is in the cathedral. Charles II was a true sailor king; he was never happier than when at sea, and he was extremely active

in developing Portsmouth as a powerful naval base. He built the fortifications, and as it was necessary to have an efficient watch-tower he ordered the re-building of the church tower. To raise the £9,000 for the restoration of the church, Charles issued a "brief," ordering a special collection to be taken throughout the churches in England.

Many relics of these stormy old days survive in Portsmouth Cathedral. Among them are a couple of round-shot found a year or two ago when foundations for the extension were being dug. These were two of those fired by Cromwell's men. They were nasty things to stop, even though not explosive, since each weighed about a stone and a quarter and was five inches in diameter.

Another survival is a bell of Spanish workmanship, bearing the arms of Castile. It was originally used as a signal-bell in the tower. The old record says: "In the upper part is a room where a man

lives to give notice to all ships that appear off the Harbour, which he does by striking a bell as many times as there are ships." There has been much argument as to where the old bell comes from. Some say Admiral Rooke brought it from Gibraltar when he captured that fortress; others that it hails from Tangier, the African port which was part of the dowry Charles II's Spanish bride brought him.

The tower has a very notable weather-vane, called the Golden Barque. It was put up in 1710, replacing another, the taking down of which cost one-and-six, "for drink," so apparently the workmen did not want any cash.

The present model is just on seven feet long and six and a half tall. There was an old superstition that infants placed in it when taken down for cleaning would never be drowned, and there is a curious story attached to it.

Seven years before the Golden Barque went up, the vicar and

parishioners started quarrelling over the choice of churchwardens. The difference went on for years, and eventually the vicar chose one warden and the people two others. The archdeacon accepted the latter, but the vicar forbade them to exercise any functions. The suspended wardens thereafter charged the vicar with having the goods and chattels of the church, and the unlucky man was clapped in Winchester jail, but was released on bail after a fortnight.

On his return he was not allowed to use the church plate. In spite of a decision of the Bishop's Court to the contrary, the suspended churchwardens continued to act. In fact, they mulcted the unfortunate vicar of half his fees for strangers' burials and certain sacraments.

They collected cash for over a year, and although a jury at Winchester later awarded the vicar £20 damage he did not get the churchwardens' haul, which was spent on the Golden Barque.

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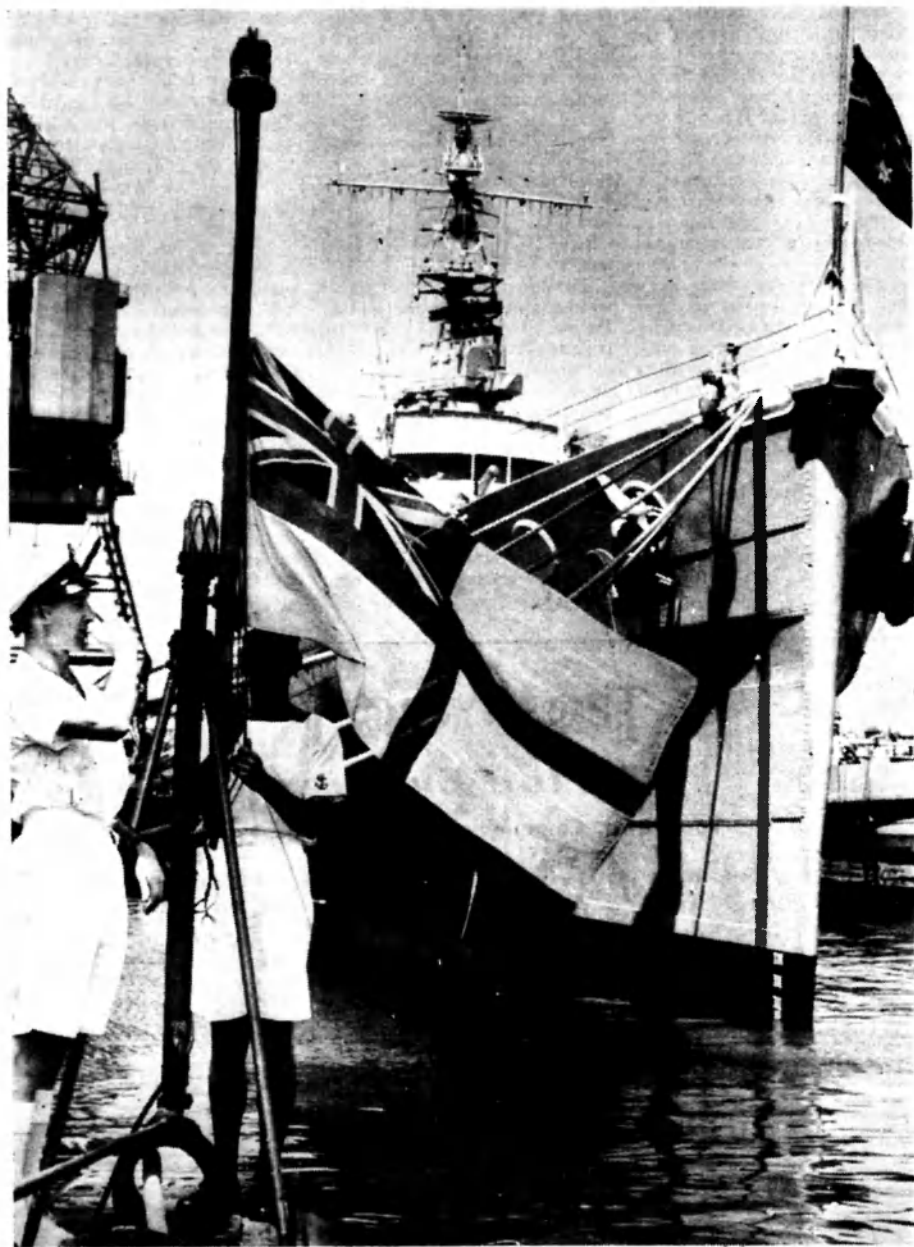
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Captain J. Morrow, of H.M.A.S. "Australia," and the Flag Officer commanding the Australian Fleet, Rear-Admiral J. W. M. Eaton, saluting the Queen's Flag as it was hoisted half mast to full mast for the first time on H.M.A.S. "Australia."

At left: Men of Her Majesty's ships all over the world honoured the death of their King and Commander-in-Chief, King George VI. This picture shows the flag of Her Majesty's Submarine "Thorough" at half-mast at Garden Island. In the background is the cruiser H.M.A.S. "Australia."

FIVE-NATION ATTACK ON HUNGNAM

Under the command of Rear-Admiral A. K. Scott-Moncrieff, D.S.O. and bar, his flag in H.M.S. "Belfast," cruiser, a United Nations Task Group carried out a two-day combined gun and air strike against Hungnam, an important industrial and communications centre 100 miles north of the 38th parallel.

Australia was represented by the aircraft carrier "Sydney" (Captain B. H. Harries, R.A.N.) and the destroyer "Tobruk" (Commander R. I. Peek, O.B.E., D.S.C., R.A.N.); Canada by the destroyer "Sioux" (Commander P. D. Taylor, R.C.N.); Great Britain by the cruiser "Belfast" (Captain Sir Aubrey St. Clair-Ford, D.S.O., R.N.) and destroyer "Constance" (Commander A. V. Lyle, R.N.); the United States by the destroyer "Hyman" and three rocket-carrying landing ships, and the Netherlands by the destroyer "Van Galen" (Commander A. M. Falkenburg, H.N.M.N.).

Shortly after dawn the guns of the Fleet opened fire on known A.A. positions to silence them before Sea Fury and Firefly aircraft

swooped down to carry out the first of ten attacks with barracks, industrial plants, stores and rail communications as their targets. Alternating with the air attacks were bombardments from the cruiser and destroyers, carried out with aircraft spotting the fall of shot and directing it on to selected targets.

Fires were started in the area, a large number of targets were completely destroyed and many others severely damaged. In the evening the rocket ships moved slowly into positions close inshore, covered by the bombarding forces. For 35 minutes these three ships rained their rockets down on the city area, causing much damage to war industries. During the two days over 200 tons of explosive fell on Hungnam targets, while the "Sydney's" aircraft flew more than 100 sorties.

Hungnam was mined-in by the enemy after the Allied withdrawal last winter. The present operation was only made possible by long and patient minesweeping carried out in difficult and dangerous conditions by a U.S. minesweeping group.

HONG KONG TO BE RETAINED.

The British Colonial Secretary, Mr. Oliver Lyttelton, said on December 14 that Britain is determined to hold its position at Hong Kong. "The British Government will discharge to the utmost of its ability its responsibilities towards the colony as regards both defence and the welfare of its population," he said. Mr. Lyttelton, who is touring the Far East, spoke while opening an exhibition of industrial products at Kowloon. He said he had been deeply impressed by the feeling of security and confidence shared by everyone he had met in Hong Kong.

U.S. DRIVE FOR WOMEN SERVICE RECRUITS.

Nine Services of the United States Armed Forces began a drive in November last for 72,000 women to join the 50,000 already in uniform. The inducements offered include: (1) Women with commissions get the equivalent of £103 a month for a second lieutenant, £190 a month for a major; (2) Nurses pay is higher than for civilian nursing; (3) Overseas jobs are open to nurses and Women's Army Corps (one-fifth of Wacs are now serving overseas); (4) All forces take girls from the age of 18. Age limit for the Women's Air Force is 32, Women's Army Corps 39, Waves (naval) 26, Marines 25.

SHIPS AGROUND.

In addition to the complete wreck of the freighter "Agen," at least two other ships went aground during the fierce gales which swept Great Britain and the West European coasts during mid-January. The Panamanian tanker "Sovac Radiant" (17,597 tons) went aground only seven miles from the wrecked "Agen." The British freighter "Radmar" (3,667 tons) also grounded, near the Hook of Holland during the early period of the gales.



MARITIME NEWS OF THE

WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

DISABLED GREEK STEAMER TOWED TO PORT.

The disabled Greek steamer "Thoula Chandris" was taken in tow by the New Zealand Shipping Co's liner "Panani" off the New Zealand coast on December 26. The "Panani" picked up the "Thoula Chandris" when the smaller vessel was in difficulties about 130 miles off Cape Farewell and brought her into Nelson harbour late in the night of December 27. The "Panani" then resumed her interrupted voyage from Melbourne to the United Kingdom. The master of the "Thoula Chandris," Captain C. Tiniadis, said that his ship was drifting helplessly and that her engine-room was flooded when picked up by the "Panani." He suspected leaky plates had caused the trouble.

BY YAWL FROM LONDON TO NEW ZEALAND.

Two tall, bronzed young brothers came ashore on November 15 at Russell, New Zealand, from a trim little yawl which they had sailed from London to Maori-land. They were Donald and Ronald Frost, who had just ended an 18 months' voyage by way of the West Indies, Panama, the Galapagos Islands, the Marquesas, Papeete, Bora Bora, and Suva. Their yawl was the "Axelle"; built in 1910, it has a length of 34 feet and a beam of 10 feet. The brothers took jobs at various

ports of call to pay their way. At Panama they were engaged to bring a 200-ton schooner from Honduras for an American. This earned them enough dollars to see them through to the end of their journey. They propose to sell the "Axelle" and buy a New Zealand farm.

CHAIRMAN, OVERSEA SHIPPING REP. ASSN.

Mr. S. V. Jones, of the Blue Star Line, was on December 21 in Sydney elected chairman of the Overseas Shipping Representatives' Association. The retiring chairman, Mr. W. E. Lee, of Birt and Co., Sydney, was elected vice-chairman.

FIERCE GALES LASH BRITAIN.

Furious gales working up to 100 m.p.h. swept Britain during the last week of last year, bringing the worst weather in the English Channel since the war. A fisherman at Land's End was drowned while trying to haul a small boat to shelter. At Jersey, an electrician working on the waterfront was blown into the sea and drowned. Four men were swept overboard from two boats—a fishing vessel and a tug—which were caught in a gale in Carmarthen Bay, Wales. At Southamp-ton, navigation authorities ordered three ships to lay off port all night because heavy seas made it

dangerous to come in to berth. At Liverpool, three liners, including the "Empress of Canada" (20,000 tons), were unable to leave dock to embark passengers at landing stages. In the English Channel more than a dozen vessels ran for shelter into Tor Bay, on the Devon coast. Smaller inlets on the coasts were crowded with British and Continental trawlers seeking shelter. Heavy seas broke submarine cables linking Britain with Ireland and North and South America. The gales played havoc with air and shipping timetables. The liner "Queen Mary," homeward bound from New York, spent hours steaming up and down the Channel because this was considered safer than anchoring and arrived 72 hours late. On land, wind ripped up trees and lifted roofs and caused electricity failures which plunged whole towns in darkness.

CYCLONE HITS NEW HEBRIDES.

News received from Vila says that a fierce cyclone swept the islands of the New Hebrides during Christmas. Houses and plantations were damaged on the islands of Ambrym, Pentecote, Malecula and Epi. Epi suffered the heaviest. Some people were killed and four small ships sank. At Ambrym the cutter "Shcwa" sank and one man was drowned. Ships went out to search for the



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motorship "Pangona," which is believed to have been lost. The cyclone later struck northern California.

WHALES SUPPLY HYPOPHYSINS.

Fact's London News Bureau reports that Norwegian whaling expeditions in the Antarctic last year brought back considerable quantities of whale hypophyses, which Oslo scientists have converted into £20,000 worth of the drug ACTH. Previously the drug had been made chiefly in the United States from pig hypophyses, which are extremely small. Successful use of whale hypophyses is expected to slash the price of the drug this year.

SHIP DEVELOPS LEAK.

The Union Steamship Company's steamer "Ngakuta" (1,775 tons), bound from Newcastle to Launceston with a cargo of coal, developed a leak off the New South Wales coast on December 21 and had to put into Sydney. She berthed at 11 Darling Harbour.

ELEVEN DIE IN DANISH SHIP FIRE.

A message from New York on December 21 said that little hope is now held that eight passengers and three of the crew missing from the Danish motorship "Erria" are alive. The "Erria" (8,785 tons) caught fire at the mouth of the Columbia River, Oregon, on December 20. Twenty-three passengers and 80 of the crew abandoned ship and reached the shore safely in lifeboats and U.S. Coast-guard cutters. It is believed that the passengers missing were trapped in the ship's lounge. Heat and a heavy list on the burnt ship prevented immediate search for the bodies. The "Erria" was on its way from Portland, Oregon, to Liverpool, England, with a cargo of lumber, wheat and apples. As the fire progressed the vessel listed 12 to 15 degrees, hampering fire-fighting operations by a U.S. Navy fireboat and a tug.

RESCUE CRAFT RACE TO DISABLED FREIGHTER.

A Brisbane tug and a pilot vessel raced to the 7,800-ton British freighter "Empire Wallace" when she was disabled off Caloundra on the Queensland coast on January 2nd. The "Empire Wallace" was inward bound for Sydney heavily laden with timber from the United States. The ship's captain asked for assistance in bringing the vessel to Brisbane for repairs, engine trouble having developed 100 miles east of Cape Moreton. The crew had worked 40 hours in relays in efforts to repair the engines. Earlier, lighthouse-keepers and airline operators had reported the vessel drifting helplessly in calm seas. The "Empire Wallace" was brought safely into port.

DEATH OF A M.N. COMMODORE.

The Orient Line in Sydney on January 1st announced the death in London of Commodore Sir Arthur James Baxter, former commander of the liner "Orion." He was 69. He entered the Orient Line service in 1913 as fifth officer in the first "Otranto." He served in the "Orveito" in the convoy which took the 1st A.I.F. to the Middle East in 1914 in the First A.I.F. to the Middle East in 1914 World War, and in the "Otranto" carrying the first contingent of the 2nd A.I.F. to the Middle East in 1940 in the Second World War.

AN OLD SEAFARER'S DYING WISH FULFILLED.

An old seafarer's dying wish that his ashes be scattered on the sea within sight of his homeland was fulfilled recently when Captain Frank Young, master of the Tasman liner "Monowai," which arrived in Sydney on December 4th, performed the ceremony about 30 miles off the New Zealand coast. The ashes were those of the late Captain G. B. (Ben) Corby, who died in Sydney early in 1951. Captain Corby was born in New Zealand and was master of the sailing ship "Glad-

brook," an old Union Company vessel, during World War I. He retired early in the last war.

THE SAGA OF THE "FLYING ENTERPRISE"

One of the greatest sagas of the sea came to an end when the storm-tossed waters of the English Channel closed over the crippled American freighter "Flying Enterprise" on the afternoon of Thursday, 10th January, about 40 miles off the Cornish coast. With its sinking ended a 13-day fight to save the ship by Captain Dan Parker of the tug "Turmoil," the ship's skipper, Captain Kurt Carlsen, and the "Turmoil's" mate, Kenneth Dancy. Carlsen had remained on board the stricken vessel during the whole of the 13-days' fight, alone until Dancy had climbed aboard with a tow rope from the "Turmoil." The tow-line subsequently parted and the two men hung on to the storm-battered "Flying Enterprise" for days until they jumped into raging seas a few minutes before the ship sank. The two brave men had waited until the "Flying Enterprise" was 90 per cent. under water, in a 60-mile gale, before climbing the funnel and leaping overboard in lifebelts. They were saved within four minutes of jumping. The "Flying Enterprise" keeled over on her side immediately after the men jumped and began to go down stern first. "Turmoil" and the U.S. escort destroyer "Willard Keith" anchored in Falmouth Bay late on the Thursday night, a few hours after the sinking, with Carlsen and Dancy aboard, both exhausted but otherwise fit.



The Navy

"FOREMOST 17" TOWED FROM LONDON TO EDEN

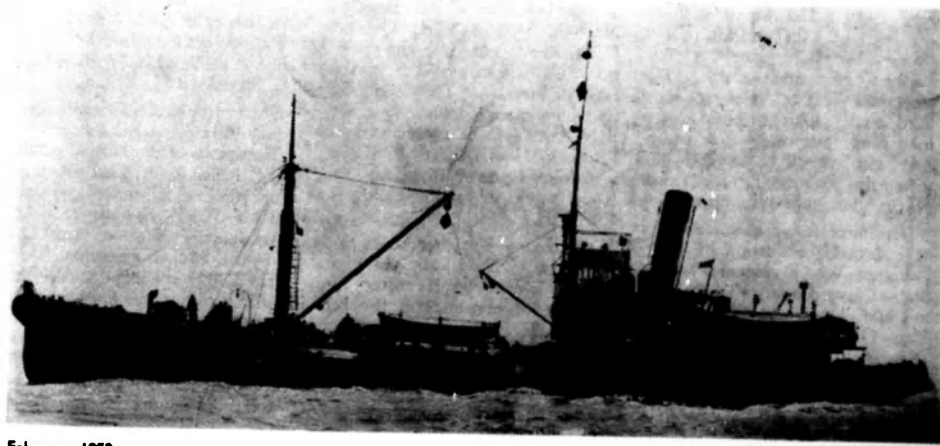
80 DAY TRIP BY DUTCH TUG



The Dutch tug "Poolzee" put into Sydney with the salvage ship "Foremost 17" for medical clearance, stores and water on December 19th. The tug had completed an 80-days' voyage towing the salvage ship from London. She left with her tow the same day for Eden, on the south coast of New South Wales. "Poolzee's" master (Captain J. de Vos) and members of the crew would not answer questions. The "Foremost 17" is fitted with expensive salvage equipment, with which she hopes on behalf of a British firm to recover £312,500 worth of zinc in the sunken freighter "Cumberland." "Cumberland" struck a mine off Gabo Island in 1917, and sank during a tow off Green Cape. A party of salvage experts arrived in Sydney by air from London and established a base at Eden for salvage operations.

At left: Diver Frank Higgins is lowered in a diving ball to direct the laying of explosive charges on the wrecked "Cumberland."

Below: "Foremost 17" anchored directly above the wreck.



February, 1952.

R.A.N. N.S.W. Command Rifle Club

On completion of the Inter-Services Sports Rifle Competition in March, 1951, in which the Navy came third, the host (R.A.A.F.) provided liquid refreshment in the form of beer.

While making wassail, the plight of the Navy as regards Inter-Service Shooting was discussed. The Army made known that the pre-war United Rifle Club Union had been reconstituted as the Military Rifle Club Union and all three Services, both active list and reserves, were eligible to join.

Their programme was a competitive shoot on the first Saturday of each month at Long Bay Rifle Range. It was accordingly decided that steps should be taken to form a Naval Rifle Club, with the object of improving the stan-

dard of rifle shooting in the R.A.N.

A meeting was held at Naval Headquarters, Potts Point, on the 6th April, 1951, and the R.A.N. N.S.W. Command Rifle Shooting Club was formed, with the following officer-bearers:—

Patron: Rear-Admiral A. A. Showers.

President: Lieut.-Commander Hardiman.

Secretary - Treasurer: Mr. Turk.

The Club entered a team in the "A" Grade in April, 1951, and has entered a team in each monthly shoot since. A team has also been entered in the "B" Grade on two occasions.

Of an average of 11 teams in "A" Grade, the R.A.N.R.C. during the first shoots obtained fifth

and fourth places and during the later shoots have improved to third position. Mr. Turk has won a silver spoon on two occasions for second place in individual "A" Grade matches and A/B Sharkey won a tyro silver spoon in "B" Grade.

On 27th October the M.R.C.U. held its Jubilee Pistol Shoot, which was won by Shipt Coole with a score of 116 point out of a possible 120.

On 10th November the M.R.C.U. held its Jubilee Rifle Shoot.

Shipt Coole won the Anzac Trophy for application with a score of 48 points of a possible 50 points.

Mr. Turk won the Beaufighter Trophy for snap shooting with a score of 47 points of a possible 50.

Lieut. Face, R.A.N.R., shooting with U.S.I. Club, won the aggregate with 135 out of 150.

Mr. Turk and Shipt Coole and Lieut.-Commander (E) Spill each gained a silver spoon in the aggregate.

The M.R.C.U. held its Annual Champion of Champions shoot on Saturday, 8th December, 1951, for which the following were selected to represent the N.S.W. Command Rifle Club:—

Mr. Turk, "Platypus"; Shipt Coole, "Platypus"; Lt. Cdr. (E) Spill, S.M. 4 Staff.

Reserves: Electrician Batchelor, "Australia"; C.E.R.A. Stevens, S.M. 4 Staff.

Three trophies and two silver spoons were competed for.

The results of the N.S.W. Command Rifle Club First Annual Trophy Shoot: Grand Aggregate: 1st, Mr. Turk, Nowra; 2nd, Lt. (L) Manders, Watson; 3rd, Lt. Cdr. (E) Spill, Submarines.

The Club members are to be congratulated on the fine performances they have put up in the past year. To continue the good work it is hoped that many new members will join the Club for the forthcoming season.

S. Jameson, K.B.E., C.B.).

A party of R.N. Officers and Chief Petty Officer pilots, observers, and technicians were sent to the United States during last English summer for training at the U.S. Naval Air Bases at Norfolk, Virginia, and Quonset Point, Rhode Island, in the operational use and maintenance of this type of aircraft. They were led by Lieutenant John Treacher, R.N., who will command the Royal Navy's first Skyraider squadron being formed at the Royal Naval Air Station, Culdrose, Cornwall.

Lieutenant Treacher took part in the first Naval air sortie on North Korean targets after the outbreak of hostilities in the Far East. He also operated against Communist terrorists in the Malayau jungles on the only occasion that Naval aircraft have been used in that campaign.

The first shipment of Skyraider aircraft to be supplied to the Royal Navy by the United States under the Military Aid Programme reached Glasgow in the S.S. "American Clipper" in November, 1951. The initial delivery consisted of four aircraft, but a "very substantial number" is eventually to be made available. The Skyraider is the American standard strike aircraft modified for long range purposes. It is equipped with search radar and will primarily be used by the Royal Navy in anti-submarine operations.

The aircraft were handed over at a dockside ceremony by Rear-Admiral W. F. Boone, United States Navy Deputy Commander-in-Chief, Eastern Atlantic, to the Flag Officer Flying Training (Rear-Admiral W. T. Couchman, D.S.O., O.B.E.) in the presence of the Rear-Admiral Reserve Aircraft (Rear-Admiral (E) Sir William

NEWS OF THE WORLD'S NAVIES

BRITISH-FRENCH EXERCISE.

British and French Naval Forces met at St. Raphael and Golfe Juan towards the end of last year for an important combined exercise in the Mediterranean, known as Symphonie Deux, which lasted for two weeks. The allied fleet consisted of 49 ships, including 2 aircraft carriers (one of the Royal Canadian Navy), 3 cruisers, 21 destroyers and frigates (one of the Royal Canadian Navy), 10 submarines, and 10 minesweepers. In addition, about 100 aircraft of the Royal Navy, the French Naval Air Arm and the French Air Force also took part.

Vice-Admiral Pothuau, Commander of the French Naval Squadron, directed the exercise and British units of the Mediterranean Fleet were under the command of Vice-Admiral P. B. R. W. William-Powlett, C.B., C.B.E., D.S.O. The manoeuvres were designed to exercise anti-submarine and anti-aircraft defence and to give an opportunity for weapon training. A conference to analyse and discuss the exercise was held at Golfe Juan where the fleet reassembled on concluding the manoeuvres.

H.M. DESTROYER AS ROYAL ESCORT.

The Royal Navy provided an escort of two destroyers to meet the "Empress of Scotland" when the liner returned to the United Kingdom with Their Royal Highnesses the Princess Elizabeth and Duke of Edinburgh. The destroyers, H.M.S. "Creole" (Lieutenant-Commander D. M. H. Stobie, D.S.C., R.N.) and H.M.S. "Zambesi" (Lieutenant-Commander D. C. Salter, R.N.), met the "Empress of Scotland" off In-shirahull (Northern Ireland) and remained in company until the liner entered Queen's Channel, River

Mersey. On leaving Canada, the "Empress of Scotland" was escorted out of Conception Bay (Newfoundland) by the Canadian cruiser "Ontario."

SUBMARINE MEMORIAL SERVICE.

The annual memorial ceremony for men of the submarine service this year in Britain also marked the fiftieth anniversary of the submarine branch of the Royal Navy. Because of the rain the service, which is usually held beneath the memorial plaque on the Thames Embankment, London, was held on the drill deck of H.M.S. "President", headquarters ship of the London Division of the Royal Naval Volunteer Reserve. Later wreaths of Flanders poppies were laid at the memorial plaque by Rear-Admiral S. M. Raw, C.B., C.B.E., Flag Officer (Submarines), and on behalf of the Old Comrades' Association.

ANTI-SUBMARINE COURSE.

The first course at the joint R.A.A.F.-R.A.N. anti-submarine school at Nowra began on December 11. The course, which lasted until December 21, was a preliminary one and training and instructional procedure were tested.

U.S. NAVY PLANS GUIDED-MISSILE SHIPS.

According to a message from New York on January 3, the United States Navy will soon begin to convert two heavy cruisers into guided-missile launchers. The ships are the "Canberra" and the "Boston," each of 13,601 tons. They have been in reserve in West Coast of America ports and were to sail, almost at once, to East Coast yards for remodelling. Both cruisers were commissioned

in 1943 and have a normal main armament of nine 8-inch guns. The Canadian Press quoted a Navy source as saying that long-range guided missiles are expected to be ready by the time the necessary extensive changes have been made to the ships. Major conversion of a warship usually takes from one to two years; conversion to handle guided missiles may, of course, take longer. The fire control system of the converted cruisers would apparently be radically new, because conventional sighting systems would be of no use when targets were hundreds of miles away. The U.S. Navy source is reported to have said that if the experiment proves satisfactory, the Navy might use some of its "mothballed" battleships for a similar purpose. The U.S. Navy has six fast battleships in reserve.

DANISH NAVY SURVEY SHIP LANDS SICK MAN.

The Danish oceanographic survey ship "Galathea" arrived in Wellington Harbour, New Zealand, on December 22, seven hours ahead of schedule, to land a sick crew member, Henning Nielsen. Nielsen, an electrician, developed acute appendicitis on December 21. He was taken to Wellington Hospital immediately the ship berthed. The "Galathea" was recently in Sydney.

FLAG PRESENTED TO H.M.S. "TRIUMPH".

The aircraft-carrier H.M.S. "Triumph" (Captain U. H. R. James, C.B.E., R.N.) arrived at Spithead from Port Said on November 22. At Port Said she had disembarked the 1st Battalion, The Royal Inniskilling Fusiliers, who left Portsmouth on November 5. Before she left Spithead for Portsmouth Dockyard Brigadier E. E. J. Moore, Colonel of the

Inniskillings, went on board and presented an Inniskilling regimental flag to the ship to commemorate the hospitality shown on board to the 1st Inniskillings on their voyage to the Middle East. Captain James accepted the flag on behalf of the officers and men of the "Triumph."

CANADA TO PRODUCE NEW JET-FIGHTER.

Canada has decided to produce a new jet-fighter for her own needs and for possible sale to other countries, said the Canadian Press on January 3. They stated that defence sources there plan to have the plane designed and produced by the Avro Aircraft Company. The jet would be dart-shaped, with wings swept so far back that they would form part of the fuselage. It would cruise at more than 700 miles an hour—more than the speed of sound at sea level.

THREE AUSTRALIAN PILOTS TO SERVE IN "GLORY".

Three Australian pilots will serve in the British aircraft-carrier "Glory" when she goes into action again in Korean waters. One of them, Sub-Lieutenant Wyatt, joined the "Glory" at Fremantle when she called there on her way to Korea, and the other two will transfer from H.M.A.S. "Sydney," probably at Hong Kong. H.M.A.S. "Glory" sailed from Jervis Bay for Korea on January 11, accompanied by the Australian destroyer H.M.A.S. "Warramunga."

"BATAAN" LEAVES FOR SECOND PERIOD OF KOREAN DUTY.

A quiet crowd of about 300 people farewelled the Australian destroyer H.M.A.S. "Bataan" when she sailed on January 8 for her second period of duty in Korean waters. She will relieve the Australian frigate, H.M.A.S. "Murchison". "Bataan" was in

Far Eastern waters when the Korean war broke out. She served in the Korean theatre for 11 months and returned to Australia last June for a refit. All but 12 of her "first period" crew have been replaced.

U.S. BATTLESHIP "WISCONSIN" SHELLS COMMUNISTS.

The U.S. battleship "Wisconsin" joined forces with the U.N. ground troops on the extreme east of the Korean battleline on December 21 and claimed its big guns killed 225 Communist soldiers. The 45,000-ton battleship, working by directions from front-line artillery spotters, lobbed one-ton shells from its 16-inch guns wherever a Communist position was suspected. On the West Coast the British frigates "Alacrity" and "White Sands Bay," with the Canadian destroyer "Cayuga," fought an artillery duel with Communist shore batteries near Chinnampo.

WALCHEREN COMMEMORATION SERVICE.

Representatives of the Royal Navy and Royal Marines were present at a ceremony in commemoration of the Walcheren landing in World War II, at Westkappelle early in November, 1951. Two Naval vessels—H.M. L.C.T.404 and H.M.M.L.602—from the Royal Naval Rhine Flotilla, which was paying a three-day visit to Flushing, and a party of Royal Marine Officers and other ranks from the United Kingdom under the command of Major H. F. C. Kimpton, R.M., attended.

"SYDNEY'S" AIRMEN DO 1,000 SORTIES.

By the end of November H.M.A.S. "Sydney" had flown over 1,000 operational sorties in the Korean war and during one operational period of eight days she flew 401 sorties. Contributing greatly to this achievement was the efficient all night work of the

air engineers under Lieutenant-Commander R. Tunstall, R.N., and the smooth working flight deck team under Lieutenant-Commander R. How, R.N., "Sydney's" pilots have attacked enemy troops, disrupted supply and communication lines, given close air support to United Nations troops, carried out many daring runs on defence positions and concentrations of enemy troops, and spotted for the gunnery of H.M.S. "Belfast," U.S.S. "New Jersey", H.M.A.S. "Murchison" and other ships.

H.M.S. "GRENVILLE" IN COLLISION.

H.M.S. "Grenville," air training target ship (Lieutenant-Commander J. M. Cowling, R.N.) was shortly before midnight on October 1 last in collision with an Italian merchant ship, the "Alceo," 6997 tons, in a position about 12 miles south-east of Star Point. Two officers and five ratings lost their lives.

The "Grenville" was damaged on the starboard quarter, flooding occurring and the starboard engine being rendered unserviceable. Flooding was brought under control and the "Grenville" proceeded to Plymouth under her own steam, making six knots, with H.M.S. "Triumph" in company. The "Alceo" was damaged in the bows but was able to proceed to Plymouth under her own steam.

The "Grenville" was attending H.M.S. "Triumph", who had been exercising in the English Channel.

At the inquest on the dead a verdict that they died from multiple crushing injuries due to misadventure was recorded by the Plymouth Coroner.

The Coroner observed that "All the men on the 'Grenville' appear to have behaved in such a way that their efficiency and coolness seem to have prevented any kind of worse happening to the 'Grenville', which otherwise might have occurred."

LITTLE SHIPS' 100-DAYS' BOMBARDMENT IN HAN RIVER.

The little ships of the Commonwealth Fleet (commanded by Rear Admiral A. K. Scott-Moncrieff, D.S.O. and bar) recently completed 100 days continuous bombardment in the river Han in Korea.

Frigates navigated this tortuous shoal-studded river without up-to-date charts to find new bombardment positions from which to shell the enemy when he withdrew beyond the line of the Imjin River last July. They had to "tap" their way up the unknown and winding channels like a blind man with a stick. It took 40 hours to navigate 50 miles.

Since that first venture the frigates have made 85,000 soundings in charting a 26-mile channel and they have laid 33 navigational buoys. During this period they made 74 passages of the entrance channel, grounding 14 times. The fourteen ships associated with the Han operation have spent 235 days in the river and steamed approximately 2,115 miles. In all they have fired 15,370 rounds of ammunition at the enemy.

The Australian frigate "Murchison," hit several times in a two days' duel with enemy batteries recently, is the veteran of the operation with 44 days in the river to her credit. She was one of the three pioneers who made the original navigation, the others being H.M.S. "Cardigan Bay" (29 days) and the Republic of Korea frigate "P.F.62." H.M.S. "Amethyst" has spent six days in the Han, H.M.S. "St. Brides Bay" 19, the New Zealand frigates "Rototiti" 18, "Hawea" and "Taupo" 16; H.M. Ships "Mounts Bay" 15, "Black Swan" 14, "Morecambe Bay" one, and the destroyer H.M.S. "Comus" three days. The U.S. ships "Weiss" and "Abnaki" also took part in the Han bombardments and Republic of Korea armed motor launches have done invaluable work.

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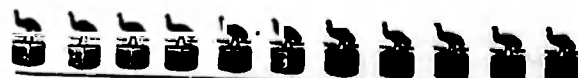
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PERSONAL PARAGRAPHS

NEW FOURTH MEMBER, AUSTRALIAN NAVAL BOARD.

A Royal Navy officer, Captain E. O. F. Price, has been appointed fourth naval member of the Australian Naval Board and Commodore (Air). In announcing this on January 23rd, the Minister for the Navy (the Hon. W. McMahon) said that Captain Price would have the rank of Commodore (2nd Class) while holding the appointment.

Captain Price is 49, and is a qualified naval pilot. He is now in command of the British cruiser "Kenya." His last two appointments were as commander of the cruiser "Mauritius" and director of the Air Warfare Department of the British Admiralty. Since the war he has commanded the Royal Naval Air Stations at Trincomalee and at Katakuranda, Ceylon.

Captain Price succeeds Commodore A. R. Pedder, R.N., who was lent to the R.A.N. by the British Admiralty for two years and who will return to Britain in the middle of the year.

NEW SURGEON VICE-ADMIRAL, R.N.

Surgeon Rear-Admiral K. A. I. Mackenzie, C.B., B.M., B.Ch., M.R.C.S., L.R.C.P., K.H.P., has been promoted Surgeon Vice-Admiral and appointed Medical Director General of the (Royal) Navy in succession to Surgeon Vice-Admiral Sir C. Edward Greeson, K.B.E., C.B., M.D., Ch.B., K.H.P., the appointment to take effect in March, 1952.

C. OF S. TO COMMANDANT GENERAL, R.M. INVALIDED.

Major-General W. I. Nonweiler, C.B.E., Chief of Staff to the Commandant General, Royal Marines, whose appointment as Major-General, Royal Marines, Plymouth, to date from

November 1st, 1951, was announced on July 4th, was invalided from H.M. Service in November.

BRITISH VICE-ADMIRAL RETIRES.

The retirement of Vice-Admiral Sir Angus E. M. B. Cunningham-Graham, K.B.E., C.B., has been announced by the British Admiralty, to date from 15th October, 1951. Vice-Admiral Cunningham-Graham has been placed on the Retired List.

NEW MAJOR-GENERAL, R.M.

In consequence of the retirement of Major-General W. I. Nonweiler, C.B.E., invalided from H.M. Service in November, Colonel R. F. Cornwall, C.B., Royal Marines, Director of Pay and Records, Royal Marines, Chatham, has been promoted Major-General, to date from November 23rd, 1951, and is to relieve Major-General Leech-Porter.

COLONEL C. R. HARDY, R.M. AWARDED C.B.E.

The appointment of Colonel Campbell Richard Hardy, D.S.O., and two bars, O.B.E., Royal Marines (Haslemere), to be an additional Commander of the Military Division of the Order of the British Empire, headed a list of awards published in the London Gazette recently to officers and men of the Royal Marines for distinguished services in Malaya. Colonel Hardy was serving as Commander, 3 Commando Brigade, Royal Marines, and the success of operations carried out by this brigade in Malaya between May, 1950, and February, 1951, was largely due to this officer's planning and leadership.

CHIEF OF STAFF TO C.-IN-C., HOME FLEET.

Captain G. B. H. Fawkes, C.B.E., has been appointed to H.M.S. "Indomitable" as Chief of

Staff to the Commander-in-Chief, Home Fleet, and has been granted the rank of Commodore 1st Class while holding the appointment.

MEDICAL OFFICER-IN-CHARGE, PLYMOUTH.

Surgeon Captain T. N. D'Arcy, C.B.E., L.R.C.P. and S., D.O.M.S., K.H.S., has been appointed Medical Officer-in-Charge, R.N. Hospital, Plymouth, and promoted Surgeon Rear-Admiral.

NAVAL TRAINEE PILOTS AWARDED "WINGS."

Four Naval trainee pilots completed their preliminary training at the R.A.A.F. Flying Training School at Point Cook on December 13 and were awarded their "wings." They will leave for the United Kingdom in April for six months' operational training. They were: Probationary Naval Airman (P) J. A. O'Farrell, of Redfern, N.S.W.; Probationary Naval Airman (P) J. T. Ferguson, of Ilfracombe, Qld.; Probationary Naval Airman (P) B. F. Matthew, of Salisbury, South Australia; Probationary Naval Airman (P) B. F. Matthew, of Salisbury, South Australia; Probationary Naval Airman (P) H. N. Becker, of Warrambool, Victoria. Including their early disciplinary training at Flinders Naval Depot, Victoria, the four pilots had been under training for 18 months.

FLAG OFFICER (FLOTILLAS) HOME FLEET.

Rear-Admiral W. G. A. Robson, D.S.O., D.S.C., has been appointed Flag Officer (Flotillas) Home Fleet, the appointment taking effect in December, 1951. In this connection, it is to be noted that, with the appointment of Flag Officer (Flotillas) Home Fleet (short title F.O.F.H.), the appointment of Flag Officer Commanding 2nd Cruiser Squadron will lapse. Cruisers of the Home Fleet, other than the Flagship of the Flag Officer (Flotillas) Home Fleet (H.M.S. "Superb"), will be added to the command of the Flag

Officer Commanding 3rd Aircraft Carrier Squadron who will then be known as Flag Officer Heavy Squadron, Home Fleet (short title F.O.H.S.).

STAFF OFFICERS, N.S.W.

Lieutenant-Commander A. N. Dollard, R.A.N., commanding officer of H.M.A.S. "Murchison," which is in service in Korean waters, has been appointed Staff Officer to the Flag Officer-in-Charge, N.S.W., and will take charge of the vessel when it returns shortly to Australia, the Minister for the Navy (the Hon. W. McMahon) announced on January 24.

BRITISH SURVEY SHIP MAKES FURTHER OCEANOGRAPHICAL DISCOVERIES.

The Royal Navy Survey Ship "H.M.S. "Cook" (Captain K. St. B. Collins, O.B.E., D.S.C., R.N.) returned to her Devonport base on November 26th after her first voyage of 20,000 miles. She reported the discovery of two submerged mountains half-way between Spitzbergen and Scaapa Flow. The peaks were found to be 1,800 feet below water level and the bases at 12,000 feet in a distance of two miles.

This discovery is expected to be the subject of a scientific expedition with the object of ascertaining whether samples at the base of the mountains link up with the belief that in bygone times Spitzbergen was tropical.

H.M.S. "Cook," the most modern of the Admiralty survey vessels, built at Devonport, carried out a survey of the Western Isles from north of Skye down to Islay. The only charts of this area were drawn in 1860. The "Cook" could find little deviation from those old charts. She took with her the Oxford and Cambridge Exploration Society to Spitzbergen on her northern run and picked up the party after their investigations had been completed.

BOOK REVIEW

"WAVY NAVY," By "Some Who Served," Harrap, London, 12/6.

This book, containing 263 pages and illustrations, covers 24 prose items and six poems, selected from a large number of contributions submitted by members of the Royal Naval Volunteer Reserve who served in the last war. Each item is strikingly evocative of some phase of service life, or some memorable personal experience. As a memorial volume of the Second World War it is, therefore, exceedingly worthwhile. The profits from the sale of "Wavy Navy" (already in its second edition as early as the beginning of last year) are devoted to the King George's Fund for Sailors and the charitable activities of the R.N.V.R. Club. The book as well as the Fund cannot be too highly commended and supported.

"YOUR WEATHER SERVICE" Prepared by H.M. Stationery Office, London. 1/-.

This booklet of 44 pages with illustrations describes how the British Meteorological Office sets out to discharge its twin functions of studying the physical aspect of atmospheric processes, from which weather forecasts are prepared, and of keeping accurate records

of the weather. It is, therefore, a useful reference book not only to the seafarer, but also to all those whose livelihood and concerns are affected physically or economically by atmospheric variations.

"FROM THREE YACHTS", By Conor O'Brien, Rupert Hart-Davis, London. 8/6.

The sketches contained in this book of 240 pages originally appeared some twenty years ago, and, in this edition, have had no other revision than certain excisions. They are primarily based on experiences around the Irish coast in the yachts "Kelpie" and "Saoirse," and on a delivery voyage to the Falkland Islands in ketch "Ilen." In his inimitable style, the author allows the reader to indulge in fireside yachting at its best.

"THE MARINE OBSERVER'S HANDBOOK," Part II. Prepared by H.M. Stationery Office, London. 8/6.

Covering instrumental and non-instrumental observations, phenomena, and general meteorological work at sea, this official handbook, of 122 pages, illustrated, has been completely rewritten for this 7th edition.

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SEA-ODDITIES

It is one of the most interesting of life studies how the salmon trout or sea trout, born in fresh water like the salmon, takes ultimately to the sea, only to return once again to the fresh waters to spawn. What is the real explanation of these instinctive habits? The fact which probably determined the curious life-habit of the sea trout is the very interesting, although withal very simple one, connected with the eggs. The eggs of the sea trout will not hatch out in any but the shallowest water. The least pressure is quite fatal to them. It was no doubt around this little tuft of circumstance that the strange and eventful history of the salmon family slowly evolved itself.

All fish breathe by means of gills, the structure of which varies a good deal in the different kinds, but are essentially the same in having like functions to discharge. But while most fishes live exclusively in water, there are a few intermediate forms called "double-breathers," such as the mud-fish of Brazil and north Australia. Both of these fish can and do leave the water, their breathing being effected by modification of the gills, thus allowing them to live both in and out of water.

A great variety of life-forms make their home among the rocks and sands and weeds of the sea, many using them for anchorage and protection, some feeding directly upon them. Crabs, starfish, sea-urchins, sea-worms, sea-snails and anemones and a host of less familiar animals are found in this environment, and may in a general way be compared with the land fauna associated with land plants and soils. With changes in the nature of the sea bottom, whether sand, gravel, rock or coral, and with, of course, its varying depths and other factors,

occur changes in the fauna.

Thus there is a geographical, or perhaps it would be better to say, oceanographical, distribution of plants and animals on the sea bottom. And as on land there are insects and birds which rest, feed and shelter amongst the plants, but also launch themselves into the air as a means of travel, and often as a hunting ground, so in the sea there are fish, cuttlefish, prawns and other animals which spend part of their time on the sea bottom and part in the water above. But whereas insects, birds and bats may ordinarily be said to make no pretence at concealment while in the air, it is otherwise with many of the marine forms when moving through their water world.

Most living forms are well adapted for a life in the particular environment in which they are found. These adaptations vary considerably according to the different habits and natural settings of the life-forms. Thus the feet of the lotus bird are extremely long and slender and are splendidly adapted to support the bird as it runs about over the lily-pads on still pools and amid swamp growth. The art of walking on water even is not unknown. Several of the petrels, more generally known among seafarers as "Mother Carey's Chickens," possess the unusual distinction of being able to walk on water. The wings, of course, help to give them "lift" and support. It is this distinction which is supposed to have given these birds the additional name of St. Peter. They are not big birds; Wilson's petrel is under 8 inches in length and is the smallest web-footed bird known.

Most sea-birds are superbly equipped for swimming about beneath the surface of the water. For instance, the feathers of most

of them are water-proofed. In his book "Inland Birds," Mortimer Batten, the eminent English naturalist, writes: "Wild duck swim and dive without so much as becoming moist below the surface feathers, but if a wild duck be shot and it fall into the water, its plumage at once becomes saturated. Thus it is evident that birds are able to control the 'water-proofness' of their feathers, and this is probably done by the working of the muscles which control the roots."

"But it is not only death which can render inoperative the water-proofing of a bird's feathers" writes Frank W. Lane. "A duck was once placed in a tank containing a wetting agent which counteracted the oily molecular layer on the duck's feathers. The duck was observed to sink slowly and it became soaked to the skin."

Water-birds have several methods of progression in water. The common European puffin literally flies under water, its feet merely trailing behind as they do when the bird is on the wing in the air. The tufted puffin of the North Pacific, however, uses its feet as well as its wings during its underwater excursions. The diving petrel swims swiftly with its wings and emerges from the water in flight. The European dipper, or water ouzel, can swim on the surface of the water, despite the fact that its feet are not webbed, and beneath the water it uses its wings as oars. The most expert swimmer among birds is the penguin. Although a veritable landlubber when out of the water, the penguin is the epitome of speed and grace when swimming. The group of South American birds known as torrent ducks use the sharp spurs at the bend of the wings to help them climb out of rapid waters on to rocks.

R.A.N. DEFENCE VESSELS

"The Government has approved the construction of 14 small coastal defence vessels for the R.A.N.," the Minister for the Navy (the Hon. W. McMahon) announced on December 19th.

"The vessels are: three boom working vessels; four coastal minesweepers; four seaward defence boats; a self-propelled oil fuel lighter, and two deperming lighters which would be used with degaussing ranges to counteract the effect of magnetic mines.

"The hull of one boom working vessel will be built at the Naval Dockyard, Williamstown (Victoria), but tenders will be called for the construction of the other two hulls in private yards. Tenders will also be invited for the manufacture of three sets of main engines and boilers.

"Tenders for the hulls of the

coastal minesweepers and seaward defence boats will be invited from the owners of privately-owned yards, but the main engines and major items of equipment will be ordered in the United Kingdom through the Admiralty.

"The oil fuel lighter will be built in a private yard after a tender has been accepted.

"One of the deperming lighters will be built at Sydney, and tenders will be called for the construction of the other at Fremantle.

"Wherever possible, Australian materials, machinery and equipment will be used in the construction of the vessels. Machinery and equipment will be ordered from the United Kingdom only if it is not made in Australia, and the creation of the necessary potential for its manufacture would not be justified because of the small quantity involved."

SCHOOLS OF SHARKS.

Schools of sharks cruising south sent bathers scrambling from the water at two of Sydney's surfing beaches on New Year's Day. At Dee Why and Queenscliff, where thousands of people were surfing, the bathers had to be called from the water. At Terrigal, a little south of Newcastle, a shark, a 12-foot Tiger, came up under a surf ski and hurled a lifesaver into the sea. The lifesaver righted the ski and paddled for the shore "at the speed," to use the lifesaver's own words, "of an express train."

NEW OIL REFINERY FOR AUSTRALIA.

The Anglo-Iranian Oil Company intends to build an oil refinery at Kwinana, near Fremantle, Western Australia, an authoritative source said in London on December 21. The refinery will cost about £A.38,000,000 and will be able to produce three million tons of crude oil a year.

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SPEAKING OF SHIPS

The Indian Minister of Transport has announced that his government has dropped all ideas of forming shipping combines with foreign interests and would not seek the aid of any other maritime nation.

The mentality of the pirates who for some time have been doing considerable damage on the Burmese coast is shown by the fact that, after a party had boarded a steamer, they listened to a woman singing for two hours and then got away with £2,300 of loot.

The Egyptian Government has for some time been inviting tenders to save the French ships sunk in Aboukir Bay at the Battle of the Nile, but they are asking such a large share of what is recovered that it is doubtful whether any firm will take on the work.

Roughly half of the stowaways who arrived in British ports during 1950 were able to satisfy the authorities that they were British subjects and therefore had to be allowed to remain.

The South African Society of Master Mariners had decided that the Government ships should be used in the coastal trade, but only if they are properly managed and economical.

The tanker company recently formed by the Anglo-Iranian, Mathieson and Common companies has been registered as the Lowland Tanker Company Limited.

The Governments of Pakistan and India have granted permission to the Standard-Vacuum Oil Company to make a geophysical survey of the Bengal basin area by airborne magnetometer. The aerial

reconnaissance will cover a 73,000 square-mile section of the great alluvial plain at the head of the Bay of Bengal.

Watersiders at Pymont, Sydney, recently unloaded from the Chinese freighter "Hei Sui" the largest shipment of Japanese cement to reach Australia. Some of the cement was for the Pymont powerhouse.

The world-famous clipper ship "Cutty Sark" may be sailed out from England to Australia to end her days, appropriately enough, in Sydney Harbour. Plans to carry this out are being made by the well-known Thames Barge Sailing Club.

Japanese trade circles say that Australia is stepping up its steel imports from Japan. They say that Australia, which needs the steel for motor-car bodies, is not able to get it from either the United Kingdom or the United States.

Stowaways from West Africa, in order to avoid being repatriated, are now producing forged nationality books which can be bought without difficulty on the West African coast.

Applicants for the London Pilotage District of Trinity House can now register their names: for some time many have been penalised through not seeing the advertisement of vacancies while serving abroad.

A Jamaican stevedore, stealing a sleep in a refrigerated chamber of the Port liner "Port Philip," was shut in for sixteen days and survived.

It is estimated that New Zealand sheep-farmers have lost about four million pounds as a direct result of the dockers' strike which made it necessary to postpone the wool sales in the 1951 season until prices had dropped.

The Rickmers Line of Hamburg has had its state credits cut in consequence of the Mai Rickmers attempting to ship iron billets and angle iron to Communist China.

Owing to the increase of the tonnage of the British Tanker Company, Mr. R. Gillespie, the managing director, pointed out that the rate of replacement would also have to be greatly increased.

After the Indian Court of Inquiry had partly blamed the stranding of the steamer "Jalaketu" for deficiencies in the signalling and pilotage at Karachi, the Pakistan Government held an inquiry and decided that it was entirely the fault of the ship's master.

The Chinese Government requisitioned all the property of the Shell Oil Company in China except the Shanghai office building.

The Polish Government is encouraging fuel economy by publishing the names of ships which show good results in it.

The Institute of Navigation co-operated with the Royal Geographical Society and the Hydrographic Department of the British Admiralty in a Festival of Britain exhibit on the development of charts and navigational aids.

The Blue Funnel and other lines dropped the Adelaide call of their fast refrigerated ships on account of the cost of port delays.

During the year 1950 Australia's net gain by migration was 153,685 souls; of the immigrants Britain only accounted for 39.7 per cent.

THIRTY BOYS SELECTED FOR ENTRY TO R.A.N. COLLEGE

The Minister for the Navy (the Hon. William McMahon) announced on December 21 that the following 30 candidates had been selected for entry into the Royal Australian Naval College as Cadet Midshipmen (13 year-old entry) on Tuesday, 29th January, 1952:

Special Cadetships (granted to candidates who are the sons of persons who have been on active service abroad in the Royal Australian Navy or in an expeditionary force raised under the provisions of the Commonwealth Defence Act).

Banks, Rowland Maynard; Cheshunt, Vic.; King's College, Adelaide.
Bartlett, Ian George; Gawler, S.A.; Gawler High School.
Hole, Christopher Maurice Gosse; Walkerville, S.A.; St. Peter's College, Adelaide.
Smith, Donal Drummond; Pingley, W.A.; Albany High School.

Ordinary Cadetships.

Queensland.

Crawford, Robert Ian; Mackay, Qld.; Mackay State Intermediate School.
Doyle, John Joseph, Rocklea, Qld.; Sherwood State School.
Thomason, Charles Henry Stewart; Gordonvale, Qld.; Gordonvale State School.
Wright, Michael Thomas; Oakley, Qld.; Drillham State School.

New South Wales.

Frizell, Brian Parker; Cremorne, N.S.W.; Sydney Grammar School.
Jones, Terence William; Bowral, N.S.W.; Bowral High School.
Lamperd, Glennis Royden; King's Cross, N.S.W.; Parramatta Junior High School.
Lattin, Jeremy Nicholas; Lane Cove, N.S.W.; Scots College, Sydney.
Maxwell, Peter Francis Philippe; Kensington, N.S.W.; The

King's School, Parramatta.
Owens, Desmond Thomas; Bondi, N.S.W.; Randwick Boys' High School.
Turner, Harvey Lawrence; Coff's Harbour Jetty, N.S.W.; Coff's Harbour High School.
Ward, Michael Bernard; Lismore, N.S.W.; Lismore High School.

Victoria.

Anderson, John Victor; Wodonga, Vic.; Assumption College, Kilmore.
Bryse, Richard Arthur; North Brighton, Vic.; Gardenvale Central School.
Cornell, Peter John; Ballarat, Vic.; Ballarat Church of England Grammar School.
Edgar, Donald Haslam; Wangaratta, Vic.; Wangaratta High School.
Irwin, Leslie John; Daylesford, Vic.; Daylesford Technical School.
Longden, James Gervys; Hamilton, Vic.; Hamilton High School.

Mentz, Eric; Vermont, Vic.; Hampton High School.
Ross, Peter Alexander; East Bairnsdale, Vic.; Melbourne Church of England Grammar School.
Sharpe, Michael Vincent; Toorak, Vic.; Melbourne Church of England Grammar School.
Taylor, Michael Banham; Hampton, Vic.; Mentone Grammar School.
Topp, Andrew Geoffrey; South Yarra, Vic.; Melbourne Church of England Grammar School.

South Australia.

Pullar, Ian Stewart; Magill, S.A.; King's College, Adelaide.
Wells, John Bernard; Brighton, S.A.; Sacred Heart College, Glenelg.

Western Australia.

Farrell, John; Bullsbrook East, W.A.; Scotch College, Swanbourne.

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NAVY PROMOTIONS

The Minister for the Navy (the Hon. William McMahon) announced the following promotions to date, 31st December, 1951.

Royal Australian Navy.

Commander to Captain:

John Plunkett-Cole.

Lieut.-Commander to Commander:
Leslie Maxwell Hinchcliffe,
D.S.C.

William John Dovers, D.S.C.
(Acting Commander)

Commander (E) to Captain (E):
Roger Grosvenor Parker, O.B.E.

Lieut.-Commander (E) to

Commander (E):

Brynmor Wheatley Mussared
[Acting Commander (E)].

Robert Law Shimmin.

Lieut.-Commander (L) to

Commander (L):

Frank Fox Lord.

Instructor Lieutenant-Commander

to Instructor Commander:

Edmund Thomas Griffith.

Lieutenant-Commander (S) to

Commander (S):

William David Hamilton
Graham [Acting Commander
(S)].

For information:

Captain Plunkett-Cole is at present in command H.M.A.S. "Anzac," and Commander (D) of the 10th Destroyer Flotilla, "Anzac" recently completed a tour of duty in Korea. In the Second World War he commanded the R.A.N. Ships "Napier," "Nepal," "Morman" and "Vendetta." He was present at the Battle of Crete in H.M.A.S. "Napier" and in this destroyer evacuated 800 troops from Crete to Alexandria after the ship had been bombed and for a short time disabled. Commander Plunkett-Cole was born in Melbourne in September, 1906.

Commander Hinchcliffe is at present serving as Staff Officer Operations to the Flag Officer in Charge, New South Wales. He was awarded his D.S.C. for services in the Battle of Crete. He was born in Melbourne in 1916.

Commander Dovers is at present at Navy Office as Director of Plans. He was born at Dundas (N.S.W.) in 1918.

Captain (E) Parker is at present serving in H.M.A.S. "Penguin" in Sydney. He was awarded the O.B.E. for "leadership and enterprise" while serving in H.M.A.S. "Hobart" as Engineer Officer. He was born in Sydney in 1906.

Commander (E) Mussared is at present appointed to H.M.A.S. "Penguin" in Sydney. He was born at Semaphore (South Australia) in January, 1917.

Commander (E) Shimmin is at present serving as Engineer Officer and engineer overseer at the Bendigo Ordnance Factory. He was born at Melbourne in June, 1919.

Commander (L) Lord is at present serving in the United Kingdom. He served in the Second World War as an officer on the Naval Reserve and transferred to the Permanent Naval forces in 1947.

Instructor Commander Griffiths is at present Command Educational Officer in New South Wales.

Commander (S) Graham's present appointment is Fleet Supply Officer.

Royal Australian Naval Reserve.

Lieut.-Commander to Commander:
Derek Leopold Montefiore
Castle, V.R.D., Potts Point,

Lieut. to Lieut.-Commander:

Peter Exley Begg, Bardon, Q.
Alexander McCulloch, Surrey
Hills, Victoria.

Brian Maynard Close, Hobart,
Tasmania.

William Thomas Hotham, Gardenvale, Victoria.

Kenneth Robert Hudspeth,
D.S.C. and bar, Hobart, Tasmania.

Ronald Younger Filmer, Melbourne, Victoria.

Harold Charles Evers, Box Hill, Victoria.

Kenneth Wilfrid Halliwell,
Toorak, Victoria.

John Dudley Holman, Pennant
Hills, N.S.W.

Hugh David McDonald, D.S.C.,
East Brighton, Victoria.

Joseph James Dolan, Mackinnon,
Victoria.

Lieutenant (L) to Lieutenant-

Commander (L):

Eric Seybert Hayward, Wolloughby, N.S.W.

Philip Gregory Norman, Adelaide, S.A.

Surgeon Lieutenant-Commander

to Surgeon Commander:

Clifford Kelvin Churches, M.B.,
M.S., D.G.O. (Melbourne).
F.R.C.S., Hawthorn, Vic.

Lieutenant (S) to Lieutenant-

Commander (S):

Derwent Courthope Phillips,
Claremont, W.A.

Henry Campion Rostron, Sandy
Bay, Tasmania.

Roy Henry Pascoc, Ash Grove,
Queensland.

John Huon Scott, Glen Iris,
Victoria.

William Charles Keirath, Mosman Park, West Australia.

Leslie William Slade, Nedlands,
West Australia.

William Edmund Bott, Moonee
Ponds, Victoria.

Kenneth William Hancock,
Attadale, West Australia.

Royal Australian Naval Volunteer Reserve.

Lieutenant to Lieut.-Commander:

John Ernest Albert Toulouse,
Mosman, N.S.W.

Arthur Thomas Whish, Brisbane, Queensland.

Ellison Octavius Hawker, Kingston Beach, Tasmania.

Arthur Henry Read, Tarneit, Victoria.

John Douglas Adams, Ascot, Queensland.

Robert Kerford Morton, Cambridge, United Kingdom.

Walter Stewart Robinson, Gosford, N.S.W.

Thomas James Peter O'Byrne, Launceston, Tasmania.

Ewen John Alexander Scott-Mackenzie, Upper Beaconsfield, Victoria.

Kenneth Herbert Baum, Hove, South Australia.

Frederick Sutton Holt, Nunawading, Victoria.

Henry Marcus Bolton, Roseville East, N.S.W.

Engineer Lieutenant to Engineer Lieutenant-Commander:

Ian Leslie Barton, Cowes, Vic.

Lieutenant (L) to Lieutenant-Commander (L):

Denys Alex. Hill Champion, Cremorne, N.S.W.

Kenneth Edward Richardson,
Mosman, N.S.W.

Lieutenant (S) to Lieutenant-Commander (S):

Thomas Edward Roff, Wolstonecraft, N.S.W.

Oscar Charles Pettingell, Bondi Beach, N.S.W.

Harold Arthur John Ford,
Toorak, Victoria.

Lieutenant (Sp.) to Lieutenant-Commander (Sp.):

Charles Kevin Griffiths, Fairlight, N.S.W.

Joel Henry Mace, Pymble, New South Wales.

Eric Warren Smith, V.I.D., Hampton, Victoria.

George Arthur Vickers Stanley, D.S.C., Port Moresby, New Guinea.

Paul Edward Mason, D.S.C., Bougainville, Solomon Islands.

John Robert Keenan, D.S.C., Bougainville, Solomon Islands.

ONE LINE LANDS TWO TWO SHARKS.

Two Tiger sharks were caught on one set line at Sydney's Bondi Beach on December 27. The line was set by Mr. J. Platt, of Gould Street, Bondi, about two miles off the headland known as Ben Buckler on the night before. He was told he had hooked something and went out with two mates in a small launch to investigate. He found that a 12-foot Tiger shark had taken the bait and a 5-foot Tiger shark, which had tried to feed on the bigger one, had become enmeshed in the line. It took Mr. Platt and his two friends about an hour and a half to bring them in. While about half-a-dozen men were hauling the bigger shark up to the boatshed, it clamped its jaws on a wooden beam and had to be levered free. The smaller shark was sent to the Taronga Park Zoo.



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Sea Cadets group themselves round the wheel of the first H.M.A.S. "Sydney" as Lieut.-Commander G. M. Dixon, at right, tells them of the history of the present "Sydney's" two predecessors.

R.A.N.—RATING STRENGTH.

The Minister for the Navy has announced that the rating strength of the R.A.N. was increased by 1,742 during 1951. 2,664 new recruits entered the Royal Australian Navy between January 1 and December 31, 1951. The number of re-entries was 146. Discharges over the same period totalled 1,068.

This rate of enlistment is encouraging, Mr. McMahon added, but a similar increase will have to be maintained if the target of about 14,000 ratings is to be reached by June 30, 1953.

A feature of the applications for entry was the large number re-

ceived from men who wanted to be Stoker Mechanics. To prevent the Stoker Mechanic Branch from outstripping other branches, it became necessary to restrict entries to it to 30 a month.

This resulted in a much larger number of applications for entry as Naval Airmen (non-flying).

Many more Seamen, Communication and Electrical ratings, Cooks and Stewards and Sick Berth Attendants are still urgently needed.

The Minister also advised that the R.A.N. Reserve showed a net gain of 926 ratings in 1951, with 1,098 entries and 172 discharges.

MONSTER SHARK CAUGHT ON LINE.

A message from Adelaide on January 10 said that a shark, weighing 2,071 lb., which may break world big-game fishing records, was caught by Mr. J. Veitch on a 24-thread line at Port Lincoln on January 9. The shark was 15 feet 9 inches long and 8 feet 2 inches in girth. Mr. Veitch intends to claim the shark as a world record for all classes of tackle. The present world record for all classes of tackle is said to be held by Mr. R. G. Cowell, of Balhannah, South Australia, with a 1,919 lb. shark caught on a 54-thread line.

EX-NAVAL MEN'S Association of Australia



(Federal Council)

Enquiries concerning eligibility for membership of the Ex-Naval Men's Association of Australia have been received from time to time from ex-Officers and Ratings who served during World War 2, and also from serving personnel who are now on the eve of becoming time expired from the R.A.N. The membership of the Association is restricted to Officers and Men who have served in the Royal or Dominion Navies, Royal Marines, or Women's Naval Services for a period of at least twelve months, or at the discretion of a State Council, a lesser period if served during hostilities and been discharged through illness or injury.

Application for membership forms can be obtained from any Honorary State or Sub-Section Secretary, to whom the completed forms should be returned, along with the Entrance Fee of 7/6d., plus 14/- Annual Subscription from 1st January to 31st December; all fees payable in advance. Applicants joining between 1st July and 31st December are only charged 7/- Subscription for the half-year. An Association Badge, similar to the design above, is issued with a registered number when the applicant has been accepted into the Association as a member. This badge always remains the property of the Association and must be returned should the member resign or become unfinancial.

The organisation is strictly non-political and non-sectarian and does not participate in any industrial dispute. Principal objects of the Association are:—

(a) To unite ex-Naval personnel for their mutual benefit.

- (b) To provide entertainment for visiting Naval personnel.
- (c) To encourage the social and intellectual and general advancement of its members.
- (d) To endeavour to assist members in distress and to obtain suitable employment for them wherever possible.
- (e) To purchase property and hold buildings for the benefit of its members, and for this purpose authority is given to raise money by mortgage, debentures or otherwise.
- (f) To provide club rooms for the benefit of its members.
- (g) To print, publish and circulate Books, Magazines and Papers, as may be conducive to the Association's Aims and Objects.
- (h) To take on lease or rent premises, etc., for the purposes of the Association.

A list of the names and addresses of the various State Secretaries is given below for the guidance of intending members:—

Victoria.—Mr. W. H. Sullivan, Box 1201k, Post Office, Elizabeth St., Melbourne.

N.S.W. — Mr. R. Humphry, Box 3082, G.P.O., Sydney.

Sth. Aust.—Mr. W. A. Palmer, Naval Memorial House, 23 Peel St., Adelaide.

West Aust. — Mr. W. W. Wayman, Box 179, Post Office, Fremantle.

Queensland — Mr. W. M. Macdonald, 112 Brisbane St., Bulimba.

Tasmania.—Mr. G. R. Howe, Box 373, G.P.O., Hobart.

A.C.T.—Mr. K. White, Box 18, Post Office, Manuka, Canberra.

Papua. — Mr. F. C. Hill, C/- Department of Education, Port Moresby, Papua, N.G.

The principal State Councils also have a number of Sub-Sections under their jurisdiction and the whole organisation in Australia is governed by the Federal Conferences and the Federal Council. The Association has been granted official recognition by the Admiralty and is in no way under the control of the Royal Naval Association in the United Kingdom.

This Association is now in its thirty-second year of existence, it having been inaugurated in Melbourne during the H.M.A.S. "Challenger's" Reunion in November, 1920. There were 18,532 registered members on the Association's books at 30th June, 1951.

The Executive would like to show readers of the "Navy" just how one of its Honorary Officers became interested in this vast organisation of ex-Naval personnel. Whilst serving aboard the light cruiser, H.M.A.S. "Melbourne" in 1924, Mr. G. W. Scott came into contact with Chief P.O. Gregory (a then Honorary Member of the Victorian Section). Chief Gregory was quite talkative about the various activities of the Association and was keen for its advancement and expansion; this zeal was the reason why Mr. Scott decided to become a member and forthwith made out his application to join. His application was held in abeyance because he had a further eighteen months to go before completion of his service in the R.A.N.; a serving applicant in those days could only join the Association within six months of discharge. The Victorian Section admitted him as a member in

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November, 1925, and after a year in this State he transferred his membership to N.S.W. Section, which had been formed in April of that year. He regularly attended the monthly meetings held in Sydney and took a lively interest in the Section's debates and business. During 1931 he was elected to the Committee and almost immediately was elected to the office of the Section's Hon. Secretary, with a Sub-Section at Newcastle under his wing. This office was occupied by Mr. Scott for four and a half years, and upon resigning the position was elected as the State's Federal Conference Delegate and assumed the office of Hon. Federal Treasurer, which position he carried out for seven years, when he was elected to his present office of Hon. Federal Secretary upon the death of the late Mr. R. M. Sommerville in 1942. Mr. Scott has twenty-seven years' membership in the Association to his credit and has had twenty-one years of continuous office, working for the benefit of ex-Naval personnel and for the advancement of the Association as a whole. He has attended Federal Conferences in Melbourne, Sydney, Perth, Canberra, and Brisbane, and in so doing has sacrificed his annual leave so that he could carry out his duties with the least expense to the organisation. During the whole of Mr. Scott's tenure of various offices he has performed his duties in an honorary capacity, without any thought of reward. His ambition was to expand the Association and enlarge its membership throughout Australia and the Territories; this has now been accomplished by Mr. Scott with the co-operation and help of a great number of fellow Honorary Officers and splendid team-work of members of the Association.

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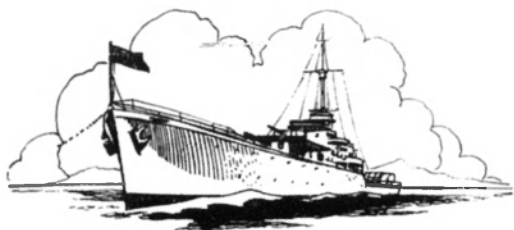
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A GREAT SEA-AIR NAVIGATIONAL GUIDE.

The value of radio aids to marine and aerial navigation, provided always it is used in the best interests of navigation in general, is becoming more and more manifest and utilised. In this respect a report recently published by the New York "Times" is of particular interest, emphasising as it does one of the latest utilisations to which this great boon to mankind has been put.

"Navigation for ships and planes approaching the British Isles," it says, "will become simpler and safer tomorrow with the opening in Scotland of a new chain of radio transmitting stations.

"The chain, erected under the authority of the British Government, consists of a master station in South Scotland with three 'slave' stations in North Ireland, West England, and East Scotland. The stations will send out continuous beams to allow pilots to fix their positions accurately in all weather up to 300 miles off-shore."

The system, it is of particular interest to know, has been developed by the Decca Company of Britain from war-time developments in radio navigation aids. The system was approved for international use at the New York international meet-

ing on radio aids to marine navigation in 1947 and by 1948 a chain had been erected in South England and another was under licence in Denmark.

Used as an adjunct to—but not a substitute for—radar, the Decca system emits continuous transmission that intersect to form a stationary radio pattern—similar to stationary rings formed in water by two objects dropped side by side. The lines making up this pattern, the report states, remain in known positions and are depicted on marine charts as intersecting lattices, each being numbered distinctively.

Aboard ships specially installed clock-like receivers can indicate continuously the number of radio position-lines intersecting at the ship. Thus the problem of locating a vessel's position is reduced merely to reading off two numbers from a dial and finding the points on a chart where the lines intersect.

In an aircraft with new equipment a pilot can see at a glance and with no manipulation both his position and the course to steer. The Decca flight log now in general use corresponds with the invisible radio grid set up by transmitting stations and thus automatically plots a plane's course while eliminating the need to transfer the position readings to a chart.

Use of the Decca system, as has already been pointed out in previous issues of this journal, has been widely adopted in Britain since the war's

end. In the year 1950 it was installed on 800 ships: by June of last year more than 1,000 contracts for installation had been received. British warships are installing the new equipment generally and more than 362 foreign-owned vessels had by that time adopted it.

THE HELICOPTER AGAIN PROVES ITS EFFICACY AS A RESCUE CRAFT.

Reference has often been made in this journal to the increasing use and value of the helicopter as an air-sea and "behind-the-lines" rescue craft. But today such rescues, though ever dramatic enough, have gone beyond the stage of novelty. Indeed, one of the most dramatic rescues of the Korean war was made recently by a helicopter. Flying against the clock with darkness closing in it saved the lives of a Firefly pilot and his observer from the Australian light fleet carrier "Sydney." Forced to land 50 miles behind the enemy lines in North Korea, things looked grim for these two crashed airmen. How magnificently they were picked up and brought safely back, is succinctly told in a recent Admiralty News Summary. No account could be more worthy of editorial space and comment.

The two men, Sub-lieutenant M. D. MacMillan, R.A.N., of Melbourne, and Observer 1st Class J. Hancox, R.A.N., of Nowra, N.S.W., were, it appears, literally snatched from within a circle of enemy troops closing in on them and their wrecked aircraft in the darkness after the enemy had been held at bay for over an hour by bursts of machine gun fire from the two airmen, and fire from Sea Fury aircraft which flew a protective patrol overhead.

Their Firefly had been hit after it had successfully bombed a railway tunnel North of the Han River. The pilot had to make a belly landing in a rice paddy.

There was doubt as to whether a helicopter could reach the two men and get back before darkness. At 1620, however, H.M.A.S. "Sydney" sent off her helicopter. A second shore-based helicopter was also put into operation. As Air Group Commander, Lieutenant-Commander Michael Fell, D.S.O., D.S.C., R.N., swooped down low to tell the men that helicopters were coming, his aircraft was hit and he had to "limp" to a friendly airstrip. Meanwhile a flight of Royal Australian Air Force Meteor Jets joined the Sea Furies over the wrecked Firefly.

At 1700 there was a crisis. The shore-based helicopter was ordered to return to base because of the risk of approaching darkness. The "Sydney's" helicopter passed the other on its way back.

The Sea Furies were told to leave the spot at 1715 because of the limit of their fuel. At 1715 the Meteors left.

The "Sydney's" helicopter (Aviation Pilot Babbitt, U.S.N., of San Diego, California, and Airman G. C. Gooding, U.S.N., of Los Angeles), was making a good 20 knots more than the accepted maximum for this type of aircraft. At 1725 the downed airmen saw the helicopter approaching at 4,000 feet. They themselves were pinpointed by the flashes from their chattering machine gun. Inside a protecting circle of shells from the guns of the Sea Furies the helicopter dropped down beside the two airmen. Aircrewman Gooding jumped out and shot two of the enemy who had crept up to within 15 yards. He and the two "crashed" airmen then got into the helicopter which withdrew out of range. Triumphant escorted by the Sea Furies, whose pilots had risked their lives by staying for 15 minutes beyond the estimated fuel limit of their aircraft, the helicopter returned to the carrier. The last half hour of the flight was made in darkness but all three aircraft landed safely.

Afterwards Pilot Babbitt modestly declared that he could not have made the rescue but for the co-operation of the R.A.A.F. and the U.S.A. A.F. and the loyal devotion to their comrades of the Sea Fury pilots.

FIRST TELEVISION BROADCAST FROM R.N. AIR STATION.

The first television broadcast from a Royal Naval Air Station took place on November 3 from H.M.S. "Gamecock", the Royal Naval Air Station at Bramcote, Warwickshire, England.

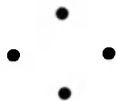
The sixty-minute transmission featured the Vickers Supermarine Attackers of No. 800 Squadron, commanded by Lieutenant-Commander G. C. Baldwinson, D.S.C. and bar, R.N., and aircraft of two Royal Naval Volunteer Reserve Squadrons piloted by the "week-end fliers" of the Royal Navy—No. 1833 (Lieutenant-Commander (A) R. F. Hallam, R.N.V.R. based at Bramcote and recruited from the Birmingham area, and No. 1831 (Lieutenant-Commander (A) R. I. Gilchrist, R.N.V.R.) which operates from the Naval Air Station at Stretton, Lancashire.

Telev viewers saw Rear-Admiral C. R. L. Parry, D.S.O., the Flag Officer Ground Training, arrive at Bramcote by helicopter to make an inspection of both R.N. and R.N.V.R. personnel. The helicopter afterwards gave a demonstration of its use by the Royal Navy in air-sea rescue operations. Other items included a display of fire-fighting and rescue (in which an aircraft was deliberately set on fire) and flying demonstrations, including rocket-assisted take-offs and dummy deck landings.

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THOSE GRAND OLD WOODEN WALLS

A MIDDY'S LETTER FROM TRAFALGAR.

Here is a copy of an original letter which was forwarded by Captain W. E. Eglen, Harbour Master, Strahan, Tasmania, to Commander F. D. Shaw, Resident Naval Officer, Hobart, and by him passed on, in turn, to "The Navy," with a view to publication in its pages. That we are pleased to print so historic and genuine a document goes without saying. The writer of the letter was a midshipman in H.M.S. "Britannia" at the Battle of Trafalgar.

H.M. Ship "Britannia". Off Cadiz, October 20th, 1805.
(N.B.—Date given, 20th, is obviously in error.—Ed.)

Dear Parents,

Before you receive this, I am afraid you will be uneasy at not hearing of my safety during our late glorious contest with the Combined Fleets of France and Spain which took place on Monday, the 21st of October, as follows:

At Daylight we had the Satisfaction of seeing our Enemy about 8 or 10 miles to leeward and Lord Nelson immediately made the signal to close the Enemy and prepare for Battle, and about 12 o'Clock we were close up with them, 43 sail in number, 22 of which were of the line, and we 27.

The "Royal Sovereign," Vice-Admiral Collingwood, first opened the fire of the Enemy which was most gallantly maintained by the whole Fleet for upwards of 6 hours successively, when we found ourselves in possession of upwards of 20 Sail of the Line of their Ships, one of which was on fire, and shortly after blew up with a most terrible explosion, yet a grand but awful sight as some hundreds of Souls must have perished with her.

Night coming on, we found a difficulty in securing our Prizes, but which we did as well as possible, not knowing in what state our own ships were in or whether our Noble Commander had outlived the glorious Action, when it was with heartfelt sorrow we shortly after heard he had expired of his wounds got in the contest.

I am happy to say that the "Britannia" was certainly a very fortunate Ship During the whole time, as we had not above 10 killed and 41 wounded, although we were the 4th ship in Action and the last out of it, and I doubt not but it will be found that She does honour to all who belongs her, as our fire was not directed to one particular Ship, but as soon as one had struck to us we immediately made to others, and at one time had 5 ships blazing away upon us, but we soon tired them out.

As I told you before, I was stationed at the Signals of Colours in the time of Action and being on the Quarter Deck I had an opportunity of seeing the whole of the Sport, which I must own rather daunted me before the first or second broadside but after them I think I never should have been tired of Drubbing the Jokers, particularly when my ship mates began to fall around me, which in the room of disheartening an Englishman only encourages him, as the sight of his Country Man's blood makes his heart burn for revenge.

Night coming on, we found a difficulty in securing our Prizes, but which we did as well as possible, not knowing in what state our own ships were in or whether our Noble Commander had outlived the glorious Action, when it was with heartfelt sorrow we shortly after heard he had expired of his wounds got in the contest.

Lord, He has still spared me this great goodness.

Too much credit cannot be given to Lord Northesk and Captain Bullen for their gallant Conduct during the Engagement; indeed, it was the case with every Officer and Man in the ship.

Immediately the Enemy had struck I went on board one of the French prizes to take possession of her, and when I got there I may well say I was shocked to see the sight, as I believe there was not less than 3 or 4 hundred Bodies lying about the Decks, cut and mangled all to pieces, some Dying and other dead. We took the remainder of the men that were alive on board of our own Ships, at which they seemed very glad. And from the Information we can get from them they really came out of Cadiz with an intention of fighting, not thinking us to be above 17 Sail of the line, and them under the Command of Sir Robt. Calder (but he was not with at all), and that Lord Nelson was in England sick: so they thought they were an equal match for our 17, with them 37; and in fact made themselves so sure of taking us into Cadiz that several private Gentlemen came out of Cadiz as passengers on purpose to see the Action and have the pleasure of towing us in, but they were once more deceived in our Wooden Walls. Amongst the prisoners in our Ship there are 5 or 6 of these Gentlemen of pleasure, and I think they are in a fair way for seeing an English prison before they return to—Cadiz again.

I am sorry to inform you that before we could get our prize off the Enemy's coast it came on so heavy a gale of wind that it was with difficulty we could keep our own disabled Ships off the lee Shore and I am greatly afraid that has been the cause of us losing several of our prizes, but as yet

ADMIRAL SAYS FAREWELL AT PLYMOUTH.

Naval tradition was maintained at Devonport when Admiral Sir Rhoderick McGrigor, C.C.B., D.S.O. and bar, C. in C., Plymouth, said farewell before assuming duties as First Sea Lord. He welcomed his successor, Vice-Admiral M. J. Mansergh, C.B., C.B.E.

Sir Rhoderick then went in a naval cutter, commanded by Vice-Admiral P. K. Enright, C.B., C.B.E., Admiral Superintendent of Devonport Dockyard, and manned by captains of ships and establishments in the port. He was rowed ashore to the Royal William victualling yard, where Admiralty police fastened drag-ropes to his car and hauled it out of the gates.

In a signal to Plymouth Command, Admiral McGrigor said: "It is with great regret that I haul down my flag as Commander-in-Chief. I have a high regard and admiration for the West Country sailor, with whom I have served so much in peace and war. I thank you for your unfailing support and for your great achievements in the past."

can say nothing respecting the consequence of the Gale, though it is now evening on fine Weather again and I hope shall be able to give a better account of the prizes than we had reason to expect during the Gale.

We do not yet know what has become of the remainder of the Enemy Fleet, who took to their heels as soon as they saw we had got so many of their ships in our possession, and I am sorry to say we could not follow them, our own Fleet being so much disabled.

I hope it will not be long before our Ship returns to England that I may have the pleasure of hearing from you, which I have never done since we left the Channel.

I hope that this gallant Action will be the means of restoring peace to England and that we shall soon meet together.

(Signed) JOHN WELLS.

U.S. RESERVE SHIPS READY AT INSTANT CALL

Approximately 2,000 naval vessels, ranging from small tugs and landing craft to huge aircraft carriers and warships, can be put into service by the United States Navy on virtually instant call without a single bit of new construction.

Assembled in seventeen reserve groups at various strategic points along both the Atlantic and Pacific U.S. coasts, these vessels give the United States the largest naval potential of any country in the world to-day. They consist of craft which, at the conclusion of World War II, underwent a process—known as "mothballing"—designed to keep them in good condition and available to the active Fleet without the expense of maintaining crews aboard.

This process, which preserves hulls, superstructures, machinery, and finishings from deterioration of any sort for almost unlimited periods of time, has constituted one of the greatest advances in naval maintenance in the 20th Century.

As a first step toward the "mothballing" of the ships, all perishable stores and combustibles were removed. Then the craft were gone over inch by inch, to insure that they were in complete repair. A thorough cleaning came next, and then a full supply of stores (except perishables, such as foods) was put on board. A final, careful air-test check of all watertight compartments followed, whereupon a special compound to prevent rust was applied to every metal surface.

(This special compound, developed by research chemists at the U.S. Navy's Preservation School, somewhat resembles wax and has none of the disadvantages of the older grease compounds used for rust prevention, which collect dirt and are consequently very time-

consuming to remove. In event of emergency, it is even possible to operate motors, pumps, and engines without first taking off the preservative coating. Only about 10 gallons of coating are required for a medium-sized ship, at the surprisingly low cost of 75 cents a gallon.)

All openings in the vessels—such as doors, vents, valves, and ports—were then sealed, except for connections to special outside machinery that maintain circulation of dried air and thus prevent accumulation of moisture. So efficiently has this machinery been found to operate that even brass remains brightly polished within a "mothballed" ship.

Lastly, plastic film and hot plastic paint were applied to all deck equipment too cumbersome to be taken inside the craft for storage. These plastic materials take on a rubbery texture when exposed to the air, and form an effective moisture-proof covering for turrets, guns, navigation equipment, and similar gear.

The same paint, mixed with poison and applied to the outside of the hulls, kills barnacles and other sea life that might form on the bottoms of idle vessels.

Thus prepared, this stand-by fleet has remained at anchor and at docks for six years, immune to the normal ravages of time and the elements.

Where would the crews come from if it were necessary to place a large portion of this huge reserve fleet into operation all at once?

They, too, are in reserve—thousands of officers and men throughout the United States. They are civilians now, but they are in constant part-time training in case the day should come when their country has to call on them once again.



Officers and men of H.M.A.S. "Sydney," after their arrival from Korea, rehearsed for . . .



Their parade through the streets of Sydney on 6th March.

MASTERS AND MATES' EXAMINATIONS

PRINCIPAL EXAMINERS REVIEW A SUCCESSFUL YEAR.

In an address read on his behalf at the annual conference of the Association of Navigation Schools of Great Britain, Captain J. H. Quick, the Principal Examiner of Masters and Mates, stated that although the improved standard of 1949 had been maintained lack of observation during service at sea was responsible for much of the poor quality of work by candidates.

Dealing with the second mates first, Captain Quick referred to the substantial increase in the numbers which came forward for examination last year. In 1949, 952 candidates were examined for that grade, of whom 78 per cent. passed; in 1950, 1281 candidates were examined, of whom 75 per cent. passed. That was a substantial increase in numbers—of something over 34 per cent.

Of those who passed, whereas 74.3 per cent. were successful within two attempts in 1949, 74.6 per cent. succeeded in 1950. Some of the second mates were doing extremely well in the examinations.

Through the year no fewer than 55 candidates had scored between 90-100 per cent. on their written work, and over 46 per cent. of the successful candidates for second mate scored over 80 per cent. There was still, however, too large a number clustered around the 70

per cent. mark—"men who have just managed to squeeze through on the combined efforts of candidate and examiner."

In the second mate's examination, no fewer than 550 marks were allotted to the two papers on practical navigation and chart work. These were practical subjects, and there were a limited number of types of problem which could be set.

One would think that the prospective candidate would be quite satisfied before attempting the examination that he was proficient in all its aspects with the reasonable certainty of scoring full marks in that part of the written work except for possible clerical errors, which were not penalised too harshly. But no, there was unquestionable evidence from the papers that much of the practical navigation and chartwork remained a closed book to some candidates.

Going through the figures of successful candidates for 1950 they found that a substantial number of "other ranks" had succeeded in obtaining a second mate's certificate, no fewer, in fact, than 129. That figure compared very favourably with the figure of 53 for 1938.

"I know you will agree that such an increase is very encouraging indeed, but I would like to see more and more young men

from the lower deck taking advantage of the correspondence courses which are now being run by our nautical schools," Captain Quick commented. "Some of these courses have been especially framed to suit the particular needs of young ordinary seamen or able seamen, and with their help and some personal effort there is no reason why considerably more young seamen should not reach certificated officer status and eventually command."

The total number of first mates examined in 1949 and 1950 remained about the same, 817 in 1949 and 818 in 1950. The percentage pass, however, rose from 75 per cent. to 78 per cent.

On the general proportion of marks gained to pass, however, only 33 per cent. scored over 80 per cent., which compared unfavourably with the second mates' 46.5 per cent., and a larger number of men were clustered around the 70 per cent. mark. Only eight first mates scored over 90 per cent. A somewhat similar position obtained with the masters as with the first mates. The number examined was 532 in 1950, against 549 in 1949, and the percentage pass had risen from 73 to 79 per cent. The actual marks gained to pass were lower than the first mates, and only three men scored over 90 per cent.

"Treating these two grades collectively, we find, as we have found for some years now, that much of the poor quality of their work is due, largely, to lack of observation during their service at sea," Captain Quick continued. "They often seem to have a better grasp of material which they need to study from books than that which they should acquire quite naturally, as intelligent seamen, from experience and observation. This is often apparent in some of their answers in ship construction

and some parts of their meteorology."

As regards the oral examination, Captain Quick said that throughout the three grades he got the same comment from the examiners at the ports, on the general lack of observation on the part of the candidates, and more than one examiner deplored the ignorance of the present generation of seamen of the most elementary sea terms.

Knowledge of the collision regulations left much to be desired. That came from all ports in the United Kingdom. There, again, was a subject in which candidates should be able to obtain a good grounding while at sea.

Signalling, as a subject, seemed to have become very much the Cinderella of the examination. Merchant ships did not carry signalmen, and whether they like it or not, officers must learn to signal by flags and lamp. It was an extremely important part of their duty as officers of the watch. It was important in peace-time; it might be vital in an emergency.

During the year 1950 the practical use of W.T.D.F. was introduced into the signal portion of the examination for the first mate, foreign-going, and master, home trade, and Captain Quick was glad to be able to say that the candidates in general made a very satisfactory showing. The number of failures had been small, and the schools were to be congratulated upon the way in which they had co-operated in bringing the men to that stage of proficiency by the provision of equipment and adequate instruction.

"I have been told also that officers at sea, whether an examination faces them or not, are developing a closer interest in this navigational aid, finding out how and why it works, which is, of course, exactly what the navigating officer should do with all navigating aids if he is to keep abreast of his profession."



Seafurries and Fireflies prepare to take off from H.M.A.S. "Sydney" as she steamed up the coast after her recent return from Korea.

Cheering Crowd Welcomes Sydney Men

Nearly 1,000 relatives and friends waved and cheered at Garden Island, Sydney, on March 5, when the aircraft carrier H.M.A.S. "Sydney" returned from service in Korean waters. They had every reason to do so.

The 1420 officers and men, commanded by Captain D. H. Harries, R.A.N., often operated in temperatures of 18 degrees below freezing point. The ship set a record for a light fleet-carrier of 89 sorties in a day.

Ten of "Sydney's" aircraft were shot down by Communist ground fire and 90 machines

were damaged in course of operations. However, all but three of the pilots were rescued.

"Sydney" airmen attacked Communist supply lines, road and rail bridges, gun emplacements and fuel and ammunition dumps, and they are credited with causing 3,200 enemy casualties.

The first task given her crew on their return was to march up and down the wharf rehearsing for the march through Sydney streets on March 6. The crews of the H.M.A.S.'s "Sydney," "Tobruk," and "Murchison," all recently returned from Korea.

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Modern Archaeologists "Dig" for History from the Air

By RICHARD O'FARRELL, of the "Unesco Courier".

British farmers near Andover were sceptical when they heard that there were clear and unmistakable traces of an important native (ancient) settlement buried in their fields. They knew every inch of their land, and there were definitely no signs that they could see of it. Their district had long been of interest to archaeologists, but these "experts" had never found any "clues" in the ground to such a settlement.

The way in which it was discovered seemed strange, too. It was not by excavations, but by air photographs. And the pictures were taken, not before cultivation started, when it was easiest to see the land, but just prior to harvest time, when the thick crop made the soil virtually invisible.

But after they saw the photographs, there was no doubt about it: there, among the growing crops, was a remarkably clear outline of what the settlement looked like in plan. Even long-buried ditches and pits were revealed.

For the archaeologists, it was another example of how air photography can yield results that observers on the ground can never hope for.

Variations in vegetation reflect features buried below the surface and long lost to sight. Photographs taken from the air can give extraordinarily detailed clarification of these features thus enabling archaeologists to reconstruct the history, form and growth of towns, villages, garrisons and buildings.

Nature's Sketch Book.

Even when such markings can be seen from the ground, they are often so distorted by perspective that no recognisable pattern can be discerned. The aircraft, on the other hand, provides an overall survey.

Air photography has, of course, been used extensively in Britain

and other countries for town and country planning and in the revision of maps. But archaeologists cannot obtain all the information they want from these high altitude photographs, which are taken at any time of the year. Their investigations call for a more detailed reconnaissance carried out at between 1,000 and 3,000 feet under the right conditions of light, weather and vegetation.

Only for a short period each summer, a few weeks before harvest time, does arable land become Nature's historical sketch book, when the infinite patterns of crop-markings disclose to archaeologists the presence, the character and even the epoch of buried features.

But in these few weeks of each year, Britain's air-minded archaeologists have already made a large number of important discoveries. For instance, three Roman forts which they located in Watling Street offer a big opportunity of obtaining new information about the history of the Roman conquest.

The usefulness of these photographs also depends on the soil and type of crop. In general, long-rooted cereals, viewed in the late spring or early summer, give the most sensitive renderings. Photographs taken at Carriden, Limlithgowshire, in 1945, clearly revealed three ditches of a fort under a crop of wheat; the following year, a grass crop showed nothing.

Rotation Of Clues.

Often the most satisfactory results are not to be obtained unless observations are made over a number of years. Only a proportion of agricultural land will give results at any one time; rotation of crops will reveal different "clues."

Year after year archaeologists returned to photograph the Roman camps at Dunblane, Scotland, and each year they got a more com-

plete idea of just what it looked like over a couple of thousand years ago.

The extreme drought of 1949 caused the plan of one corner of the 50-acre legionary fortress at Inchtuthill, Perthshire, to appear in exceptional detail as parchmarks in rough grass. It revealed that there would have been rows of timber barracks arranged in facing pairs. Not only the main walls, but also the internal partitions of the barracks became clear, forming a remarkable record of the plan of a timber fortress such as cannot at present be seen anywhere else throughout the territories that formed the Roman Empire.

Under the searching gaze of the air camera, even Stonehenge — one of the best-known and most studied monuments in the world — had to reveal some of the secrets it had kept from archaeologists for centuries.

The existence of a big "henge" monument at Coupland, Northumberland, was unknown until two years ago when aerial photography revealed a striking difference in the colour of the vegetation. Yet this "clue" to a memorial that would have been about 280 feet in diameter could not be distinguished by an observer on the ground.

In the same way, details of an oval-shaped building at Hutton Moor, Yorkshire, were revealed by the lines in a cereal harvest. It would have been surrounded by a large embankment and two moats — one inside it and the other outside — which were cut by the two entrances. These are striking examples of the part aviation can play in both archaeology and physical geography. In the 1920's, aircraft revealed lost towns and civilisations in Syria and Mesopotamia. A number of universities, especially in France, use air

photographs in their studies of volcanic areas, soil erosion and geology. Recently, under the auspices of the United Nations, an international centre was set up at Delft, Holland, to train specialists in the aerial exploration of regions whose resources were insufficiently well known. Here, therefore, aerial photography is simultaneously helping geologists, map-makers and agriculturists.

The possibilities of aerial archaeology are immense, and already its discoveries cover all periods between the New Stone Age and the present day. It is an instrument of research of the utmost value in the study of man's social development.

"ANZAC'S" CAPTAIN TO BE NEW DIRECTOR OF NAVAL INTELLIGENCE.

The Minister for the Navy (the Hon. William McMahon) announced on January 31st that Captain J. Plunkett-Cole, R.A.N., at present commanding officer of the Battle-class destroyer H.M.A. the Battle class destroyer H.M.A.S. "Anzac" and Captain (D) of the Tenth Destroyer Squadron, had been appointed Director of Naval Intelligence at Navy Office, Melbourne.

He would succeed Captain N. A. Mackinnon, R.A.N., who, as previously announced, had been appointed for two years' exchange service with the Royal Navy.

Mr. McMahon said that Captain G. G. O. Gatacre, D.S.C. and bar, R.A.N., who had recently returned from the United Kingdom, where he had been attending the Imperial Defence College, London, had been appointed to replace Captain Plunkett-Cole.

The Minister said that Captain Plunkett-Cole had been promoted from Commander to Captain on December 31st, 1951. He had commanded H.M.A.S. "Anzac" in Korean waters. He had been commanding officer of "Anzac" since it was commissioned in March, 1951.

AS THEY SEE US

"The British Throne is one of the finest institutions on earth. What is more important is not that the British people still love their Kings and Queens, but that they hold fast to their respect for law, their devotion to Parliamentary Government, their decency and fairness in public life, their self-discipline that has brought them through so many perils.

"These are the deeper British values of which the Constitutional Monarchy is the symbol."

No Briton wrote these words after the death of King George VI., but an American. It is an extract from an editorial in the Washington Post. And for that reason it is all the more important for us to examine ourselves to discover our own attitude to the "deeper British values" that the writer so warmly praises.

Do we respect the law? Do we practise decency and fairness

in public life? Do we discipline ourselves? They can be uncomfortable questions, can't they?

In their Remembrance Day Call to the People of Australia, the 12 leading Churchmen and members of the Judiciary reminded Australians that the future of this country depended mainly on the moral values of its people. "We are in danger from moral and intellectual apathy," they said.

It has taken the death of a King to drive home this message. His successor, Queen Elizabeth II., has asked for help in the heavy task which has become hers. One way in which we can all help is to try to live up to the ideals of which she is the symbol.

Issued by Neville Smith on behalf of the Standing Committee in Support of the Call, 162 Exhibition Street, Melbourne.

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MERCHANT NAVY TRAINING

By CAPTAIN W. H. COOMBS, C.B.E.,

President, The Officers' (M.N.) Federation.

On Friday, 27th July, I was privileged to witness the presentation of prizes on the "Worcester," and on the following Monday and Tuesday, to visit in succession, Pangbourne and the "Conway" for the same purpose. To one interested, as I am, in the training

of Officers for the Merchant Navy, I considered myself fortunate indeed to have seen these Nautical Colleges *en fete*, in such rapid succession, and thus enabled to form an opinion as to their relative merits. Diplomacy, and even consideration of personal safety, con-

strain men from publishing my own assessment of their order of merit!

Unfortunately, I was unable to complete the round by attending "Southampton" as I would have wished, owing to difficulties of travel. I do know, however, from an earlier visit, that they have some very original ideas at Warsash, and are getting them into practical operation.

There is no doubt that within the limits of available finance, pre-sea training in Britain is something of which we, as a leading maritime country, can be readily proud. But I often wonder if sufficient funds are made available for this important purpose, particularly when one considers what is being done in America, and in less wealthy countries, in this field of training and education. Great credit is due to the Commanding Officers of all the establishments in this country, and to the Executive Officers and scholastic staffs, who so obviously regard their work as their vocation and not merely as their job.

Each of our training establishments (in Great Britain) had its own traditions, and its own ideas on what constitutes the ideal training system. Therein lies merit — always providing wholesome rivalry is never allowed to obscure the fact that each is training young officers for the same great service, and is, in fact, part of a combined operation whose purpose is to provide a goodly proportion of the future officer personnel of the Merchant Navy.

Improved conditions in the Merchant Navy make it the more imperative that the coming generation of sea-going officers are made mindful of the fact that they are the inheritors of a great tradition of service and efficiency, and furthermore, that the conditions of service they now enjoy and the prestige which the Merchant Navy now holds were not lightly gained — and must not be imperilled by any form of slackness on their part.



MARITIME NEWS OF THE

WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

DISAPPEARANCE OF FREIGHTER "PENNSYLVANIA"

The United States Coastguard Headquarters at Seattle, U.S.A., announced on January 18 that it had abandoned its search for the 47 survivors of the American freighter "Pennsylvania," which disappeared in the North Pacific early in January.

BARQUE "PAMIR" VEERS OUT OF DANGER.

The West German training barque "Pamir," which earlier in January was reported to be drifting helplessly off the Thames Estuary, later managed to set sail and veer out of danger.

MEN LEAP FROM CAPSIZING LIGHTER.

Two coal heavers leapt from the deck of a lighter and clutched a Jacob's Ladder slung over the side of the freighter "Mildura," when the lighter capsized in Darling Harbour, Sydney, on January 14. The men were unloading coal from the "Mildura" to the lighter. When the lighter, loaded with 100 tons of coal, began to list badly, workmates on the deck of the "Mildura" shouted to the two men on the lighter. The two men rushed across the lighter's deck and leapt for the ladder as the lighter began to capsize. Both had to clutch the ladder desperately as suction from the lighter almost dragged them under.

MATSON LINE.

Signs that the former Matson Line run between U.S. and Australia may soon be restored are growing. Mr. Harry A. Johnson has been appointed manager in Australia and New Zealand for the company. Mr. Johnson, it is understood, left the position of assistant manager of Matson Terminals in San Francisco early in March to come to Sydney.

WRECK OF THE LIBERIAN SHIP "LIBERTY."

In the gales which lashed England, Holland, and Norway during January, the last 13 men were taken off the Liberian ship "Liberty," which was wrecked on rocks off Land's End, Cornwall, on Thursday, 17th January.

FREIGHTER "FILADELFOS" BREAKS IN TWO.

The freighter "Filadelfos", from Panama, which went aground in the Maaloey Straits, west of Norway, on January 17 during the fierce gales which swept the North-West Continental coasts during January, broke in two and became a total wreck on January 18.

BRITAIN LEADS WESTERN WORLD'S SHIPBUILDING.

Lloyd's Register of Returns, issued in London on January 23, showed that 1,212 motor and steam ships totalling nearly 5,500,000 tons were being built for

world merchant fleets in the final quarter of last year. The total did not include ships being built in Russia, China or Poland. Britain was building 40.2 per cent. of the world total and was at the head of the countries making the largest additions to their existing fleets, with 1,504,000 tons. Next came Norway, the United States, and France. The Register showed the American turbine steamship "United States" (51,500 tons) to be the largest ship built since the Second World War. She is now in course of being fitted out.

GLEN LINE MEMORIAL.

As a memorial to members of the staff of the Glen Line and McGregor, Gow and Holland, who lost their lives in the Second World War, the bell of the "Breconshire" has been set up at the companies' offices in St. Helen's Place, London. The "Breconshire" was sunk off Malta in 1942, and raised in 1950 by the Royal Navy.

SEAMAN DIVES FROM SHIP TO SAVE WOMAN.

A seaman of the inter-State liner "Westralia" swam more than 50 yards to his ship after helping to rescue a woman from the Yarra, Melbourne, on the night of January 7. The woman, who would not give her name, fell from a hand-trolley near the edge of North Wharf while wav-

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ing to a friend on board the "Westralia" as it left for Fremantle. The seaman, standing on the deck of the liner, dived into the water and supported the woman until a rope was thrown and she was hoisted back on the wharf. He then turned and swam back to the ship, which was moving slowly in midstream. Shipmates dropped a line and hoisted him aboard ship.

OCEAN DEPTH SOUNDING—SIX MILES.

A cable received some little time ago by Kelvin and Hughes (Marine) Ltd., claimed that the Danish research ship "Galathea" using the M. S. 21. K. Kelvin Hughes echo sounder had attained an ocean depth sounding of 10,500 metres, i.e., just over six miles. This sounding, which is said to constitute a record, was made on a position over the Mindanao Trench in the Philippine deep.

MORE UNUSUAL USE OF RADAR.

The Marconi International Marine Communication Company have recently revealed that as a "Crossing the Line" ceremony was about to take place on board the Shaw Savill liner "Arawa," a sudden tropical rain-storm threatened to cause the ceremony to be abandoned. By use of the Marconi Marine "Radiolocator," however, the limits of the storm were established as being 7½ miles distant, and it was possible to make an announcement that the ceremony would be postponed for 45 minutes, after which it was estimated that the squall would be cleared. This proved to be the case, and the traditional proceedings were carried out in bright, clear weather.

MECHANICAL HOLYSTONING.

Anyone who has had practical experience of the old-time method of holystoning decks will be interested to learn that a new machine, with a special protect-

ive finish that resists sea water corrosion, has now been put into production, which not only holystones decks but can also be used for deck scrubbing, polishing lounges, bars, public rooms, etc., and shampooing carpets in situ. The machine is known as the "Marine Dixon", and one can do the work as fast and as thoroughly as seven individuals using manual methods of cleaning.

FIVE-FOLD INCREASE IN JAPANESE M.N.

Japan has five times as many merchant ships afloat now as she had just before the Korean War. said the Kyodo Newsagency on January 26. The Japanese Transportation Ministry said at the beginning of the year that Japan put 227 vessels, totalling about 2,100,000 tons, on to the world's shipping lines, comprising 198 freighters and 29 tankers.

SOUTHAMPTON RADAR COURSES.

The School of Navigation, Southampton, has inaugurated four radar courses per month, which are designed to commence on the first four Mondays of each month. Two radar sets are in use ashore for instructional purposes and a further two are carried in the instructional launch "South Hill" which provides practical instruction afloat. Other centres providing radar observer courses in the United Kingdom are established at Hull, Leith, Liverpool and South Shields.

A MODERN EMBRYO DRAVE.

A message from Auckland, N.Z., on January 1, described how a boy, David Barnett, 12 years of age, sailed a discarded old tin bath at the Bay of Islands from Russell to Paihia, a distance of three miles, in one and three-quarter hours, on January 13. He puttied up all the holes and fixed outriggers fitted with a number of 7 lb. tins to give the bath buoyancy and stability. He cast off from Russell with a favourable

wind, but during the voyage he had to work hard with a bailing tin to keep the "craft" afloat. After reaching Paihia, David contemplated the head-wind and decided that discretion was the better part of valor. He and his "craft" returned to Russell on board a launch.

"TOPUA" BLOWN ON TO SHOAL.

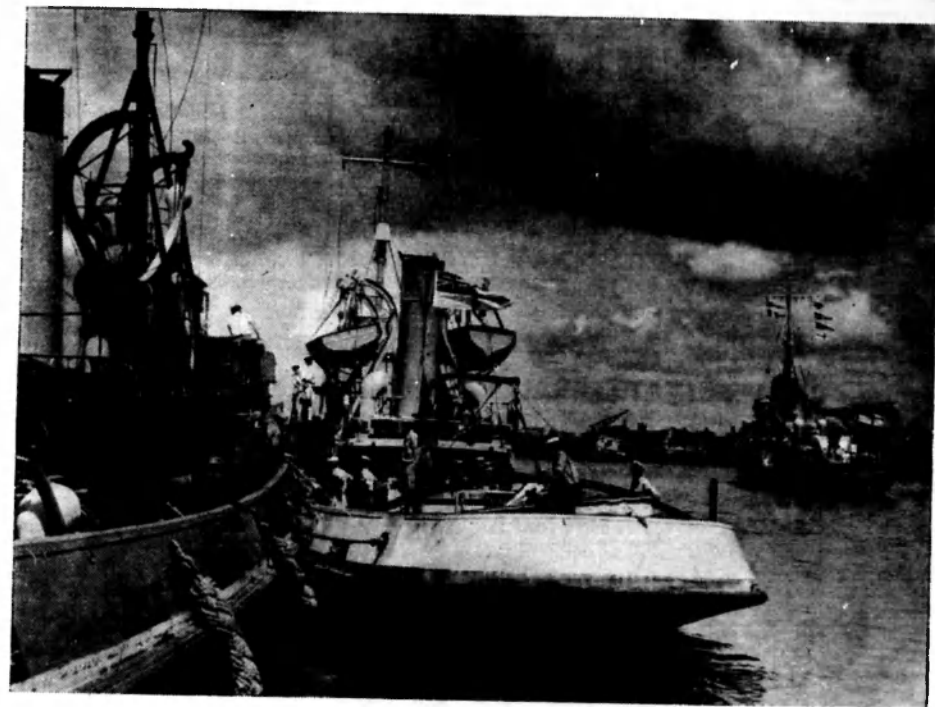
In Suva Harbour during the hurricane of January 28, the "Topua," the new Union Company vessel on its second trip to the island, attempted to ride out the storm facing into the wind with its engines at full speed ahead, and with both anchors down. It dragged its anchors straight across the harbour and went on to a shoal.

JAPAN WANTS TO PEARL FISH IN ARAFURA SEA.

The Japanese Fisheries Board on January 27 asked its Parliament to seek permission for Japanese to fish for mother-of-pearl in the Arafura Sea between Australia and Western New Guinea. It made its request in a report on high-seas fishing after the conclusion of the peace treaty. The report added that it was proposed that Japanese fishermen would range from Alaska to the Marquesas Islands.

THE SUVA HURRICANE.

At the height of the disastrous hurricane which struck Suva on January 28, a 150 m.p.h. wind "snapped" cement electric light poles like carrots, two feet above the ground. Eye-witnesses have told how the hurricane, in two hours, killed thirty people, put 200 injured in Suva hospital and wrecked the homes of more than 1,000 residents. The entire roof section of a large mission building was lifted into the air over two hills and gullies and deposited more than a mile away. The wind whipped up a huge tidal wave. It smashed the sea wall and sped for two hundred yards inshore before it began to lose power.



The naval tug "Emu" alongside another tug, "Bronze Wing" (left), after she was towed into Sydney Harbour by the frigate H.M.A.S. "Culgoa" (at right). "Emu" had engine trouble when about 200 miles north of Cairns and was towed to Sydney by "Culgoa."

VAST POWER JOB IN UGANDA.

A message from Uganda on January 19 reported that engineers and artisans from many European countries and vast gangs of African labourers, are working night and day on the £15 million hydro-electric scheme which is designed to industrialise Uganda. The tropical nights are banished by powerful floodlights, so that the work of harnessing the upper Nile as it leaves Lake Victoria Nyanza at Owen Falls can be completed by the end of 1953. Eventually 10 sets of generators will provide 150,000 kilowatts, or sufficient to supply the wants of half a million people in an industrial city like Birmingham.



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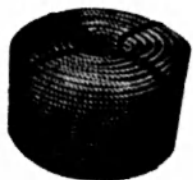


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NEWS FROM THE R.N.V.R.

The provision of more modern aircraft during November, 1951, for two more squadrons manned by pilots and observers of the Royal Naval Volunteer Reserve means that the R.N.V.R. air organisation—with the exception of one squadron—has this year been re-equipped with "front-line" machines.

The two squadrons to take delivery of new aircraft in November were No. 1832, a fighter unit, at the R.N. Air Station at Culham (Berkshire), whose Seafire 17s are replaced by Sea Furies Mark II; and No. 1830, one of the two anti-submarine, and the only Scots-manned squadron, based at the R.N.A.S. Donibristle (Fife). The latter gets Firefly 6s, the latest type of Naval A/S aircraft, in place of Firefly 15s.

The squadron now to be re-equipped is No. 1833, the "youngest" of the fighter squadrons, at R.N.A.S., Bramcote (Warwickshire). Its Seafires will be replaced by Sea Furies this year.

The largest of the R.N.V.R. Air Units, No. 1832 Squadron operating from Culham, whose pilots have spent 11,400 hours in the air since its formation four years ago, needs more "first-line" fliers from Oxfordshire, Berkshire, Buckinghamshire, and the London area to bring it up to full strength.

Naval officer and rating pilots of World War II—the latter now being given an opportunity, as pointed out elsewhere in the pages of this Journal, of joining with commissioned rank—are required for "List 1" service involving 14 days' continuous and 196 hours' non-continuous training each year during which they carry out a minimum of 75 hours' flying.

The squadron, commanded by Lieutenant-Commander (A) G. McRutherford, D.S.C., R.N.V.R., fell below its normal complement last year, when it provided a nucleus of pilots for another squadron formed at the R.N.A.S., Ford (Sussex), for anti-submarine duties.

NEWS OF THE WORLD'S NAVIES

P.M. PAYS TRIBUTE TO ROYAL NAVY'S WORK IN MIDDLE EAST.

The importance of the Navy's work was acknowledged by the Prime Minister (Mr. Churchill) as H.M.S. "Gambia" (Captain L. F. Durnford-Slater, R.N.) was returning to Malta on completion of a month's period of strenuous duty at Port Said. He asked the First Sea Lord (Admiral of the Fleet Lord Fraser of North Cape, G.C.B., K.B.E.) to compliment the ship on her good work. "I do so with pleasure, knowing how well the Royal Navy as a whole is getting on with its special tasks in the Canal area," the First Sea Lord signalled to Naval headquarters at Malta, and in passing the message to the "Gambia" the Commander-in-Chief, Mediterranean (Admiral Sir John Edelman, K.C.B., C.B.E.), added the words "Well done."

"WINGS" FOR R.N. PILOTS.

Eight Lieutenants and Acting Sub-Lieutenants and four Midshipmen pilots received their "wings" from Britain's Second Sea Lord, Vice-Admiral Sir Alexander Madden, K.C.B., C.B.E., at a ceremony at the R.A.F. Station at Syerston, Nottinghamshire, England. As qualified pilots, they will now continue their flying training at the R.N. Air Station at Lossiemouth, Morayshire, Scotland. The presentation marked the end of a year's training.

ENTRY TO DARTMOUTH R.N. COLLEGE.

The First Lord of the Admiralty (Mr. J. P. L. Thomas) has stated in the British House of Commons that the Admiralty has begun a review of the system of entry of cadets into the Royal Naval College, Dartmouth, which has been operating for three years. "It is not likely, however, that I shall be

able to announce the completion of this review for some time," he added.

COMMISSIONS IN R.N.V.R. FOR EX-RATING PILOTS.

Ex-rating pilots trained to "wings standard" during the last war are now being given the opportunity in Britain of joining the R.N.V.R. Air Branch with commissioned rank. Subject to satisfactory interview by a selection board, men over the age of 25 will be entered in one of the three fighter and two anti-submarine squadrons as Probationary Acting Lieutenants (A) R.N.V.R., and as Probationary Acting Sub-Lieutenants (A) R.N.V.R. if younger than 25. Applicants appear before a Board under the Presidency of the Commanding Officer of the R.N. Air Station at which the Royal Naval Volunteer Squadron is based. The Commanding Officer of the R.N.V.R. unit is a member of the Board. Probationary Acting Lieutenants will have seniority from the date of entry and younger men will be granted this rank on attaining their 25th birthday. Probationary periods terminate twelve months from the date of entry subject to satisfactory completion of R.N.V.R. training. Acting ranks will be confirmed after two years.

PERSIAN GULF SURVEY.

His Majesty's Survey Vessel "Owen" (Commander C. R. K. Roe, D.S.C., R.N.) is again in the Persian Gulf, where she has resumed survey duties. She is to join His Majesty's Survey Ship "Dalrymple" (Capt. E. G. Irving, O.B.E., R.N.), who has been carrying out a survey in the region of Zanzibar, East Africa. The object of the work to be carried out by these two vessels is to improve the charts of the Persian Gulf. Considerable work of this nature has

already been done in the Persian Gulf within the past few years, and during the survey season special attention will be paid to the Trucial Coast in the south of the Gulf, where there is a large number of small islands, shoals and reefs.

WESTERN APPROACHES REUNION.

At the fourth annual reunion dinner of the Western Approaches Command at the Dorchester Hotel, London, Admiral Sir Percy Noble, presiding, proposed the toast of the "Royal Canadian Navy." He said that the expansion of the Canadian Navy during the war was almost unbelievable. In the Battle of the Atlantic it had 14 destroyers, 69 frigates, and 112 corvettes, apart from 300 other craft. Replying, Rear-Admiral L. W. Murray (Royal Canadian Navy) said that when the war started the Canadian Navy had 3,000 officers and men; at the end they numbered about 93,000.

THIRD SEA LORD VISITS YORKSHIRE.

The Third Sea Lord and Controller of the Royal Navy, Vice-Admiral Sir Michael M. Denny, K.C.B., C.B.E., D.S.O., who is responsible for the construction, equipment and repair of ships and their armament, paid a two-day visit to Yorkshire and Lancashire recently. He inspected the s.s. "Gothic," in course of being prepared for the present Royal Commonwealth tour, at Messrs. Cammell Laird's yard at Birkenhead, and afterwards travelled by road to Manchester, where he visited the Metropolitan Vickers establishment. He spent the intervening night in H.M.S. "Ceres," the Royal Navy's Supply and Secretariat School at Wetherby, Yorkshire, before returning to London by rail.

R.N. AND S.A.N. COMBINED EXERCISES IN S. ATLANTIC.

The most extensive and combined exercises carried out in South African waters since the war were concluded recently by ships of the South Atlantic Squadron and the South African Navy. The latter were H.M.S.A.S. "Jan Van Riebeeck," H.M.S.A.S. "Bloemfontein," H.M.S.A.S. "Transvaal," and H.M.S.A.S. "Pietermaritzburg." The vessels, which were under the operational command of the Commander-in-Chief, South Atlantic (Vice-Admiral Sir Herbert Packer, K.C.B., C.B.E.), took part at sea in anti-submarine exercises, and also carried out replenishments at sea, surface and anti-aircraft firings, torpedo firing and mine-sweeping exercises. British Naval vessels participating in the exercises were H.M.S. "Bermuda," cruiser, and the frigates "Nereids" and "Actaeon."



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SERVICE BROTHERS MEET IN CYPRUS.

The extension of the trooping cruise of the aircraft carrier H.M.S. "Triumph" brought together two brothers, one serving in the Royal Navy and the other in the Buffs. Petty Officer Ronald Fill, of Rochester, in the "Triumph," knew his brother, Private David Fill, of Gillingham, was bound for the Middle East, but was disappointed when he discovered he was making the passage to Cyprus in H.M.S. "Illustrious." At Cyprus, however, Private Fill, after disembarking from the "Illustrious," walked up the gangway of the "Triumph" and the brothers spent 24 hours together during the passage to Port Said. On the way out, pipers and drummers of the Inniskillings played on the "Triumph's" aircraft lift, and greatly impressed the sailors as they emerged by floodlight on the flight deck from the hangar below. Rapid disembarkation enabled H.M.S. "Triumph" to sail for the United Kingdom only 24 hours after arrival in Port Said. Trucks and jeeps used in the improvised disembarkation were marked by the high-spirited soldiers "Dodgems, and a ride."

FLAG OFFICER BRITAIN'S RESERVE FLEET GOES TO SEA.

For the purpose of visiting ships under his command in various ports of the United Kingdom, the Flag Officer Reserve Fleet (Vice-Admiral Sir Henry McCall, K.B.E., C.B., D.S.O.) recently flew his flag in the battle class destroyer H.M.S. "Trafalgar," now in his command. The ship is normally based at Portsmouth; her primary duty is to give sea training to men of the British Reserve Fleet. Additional personnel required to take her to sea are provided by various units of the Reserve Fleet. Admiral McCall recently visited Harwich, Sheerness, Chatham, and other ports in the "Trafalgar."

SEA FURIES FAST FLIGHT TO MALTA.

Four Sea Fury naval aircraft flew the 1,322 miles from the R.N. Air Station, Lee-on-Solent, to Malta in just over three hours recently. Two of the aircraft, flying in company, first completed the distance in 3 hours 16 minutes, believed to be the fastest time then achieved by a flight of naval aircraft on this route. But within two hours the two other aircraft had bettered this time, arriving in 3 hours 11 minutes. The aircraft flew at an average speed of 400 m.p.h. and three of them were piloted by officers of the Indian Navy—the first two were flown by Lieutenant J. R. S. Overbury, R.N., and Lieutenant D. B. Law, Indian Navy, and the second two by Lieutenant P. N. Parashar and Lieutenant T. Chakravarti, both of the Indian Navy.

LOAN OF H.M. SUBMARINES TO FRENCH NAVY.

H.M.S. "Statesman," the first of four H.M. submarines to be lent to the French Ministry of Marine for four years, was recently handed over and renamed at a quayside ceremony in H.M.S. "Dolphin," the Royal Navy's base at Gosport. She was received by the French Naval Attache, Rear-Admiral R. Blanchard, in the presence of the French Ambassador, M. Rene Massigli, G.C.V.O., K.B.E. She was handed over by the Flag Officer, Submarines, Rear-Admiral S. M. Raw, C.B., C.B.E., and was renamed "Sultane." The other three submarines to be made available are the "Satyr," "Spitfire," and "Sportsman." They are to be renamed "Saphir," "Sirene," and "Sybille," respectively. On August 1st last Mr. L. J. Callaghan, M.P., the former Parliamentary Secretary of the British Admiralty, said in the House of Commons that these submarines were being refitted in the United Kingdom at the expense of the French Government and were to be transferred on completion of refits and satisfactory trials.

COMMITTEE TO INTERVIEW CANDIDATES FOR INTERMEDIATE ENTRY TO R.A.N. COLLEGE.

The Minister for the Navy (the Hon. William McMahon) announced on January 25 that a selection committee would sit in Melbourne, Fremantle, Brisbane and Sydney shortly to interview candidates aged between 15 and 16½ years for intermediate entry to the Royal Australian Naval College.

The Committee sat in Melbourne from January 28th until February 4th, in Fremantle on February 7th and February 8th, in Brisbane on February 12th and February 13th, and in Sydney from February 15th until February 21st.

It consisted of the Deputy Chief of Naval Personnel (Captain O. H. Becher, D.S.O., D.S.C. and Bar, A.D.C., R.A.N.), Commander W. B. M. Marks, R.A.N., Commander of the Royal Australian Naval College, and the Director of Studies at the College, Mr. Q. de Q. Robin, B.A., Dip. Ed.

The Committee interviewed a total number of 145 boys, of whom 34 will be selected. "The successful candidates," said Mr. McMahon, "would enter the College on March 11th, and remain there for two years before leaving for the United Kingdom for training in ships of the Royal Navy and courses at Royal Naval shore establishments. They would return to Australia at the end of three and a half years as sub-lieutenants and take up appointments in the R.A.N."

Mr. McMahon added that the intermediate entry was introduced at the Royal Australian Naval College in 1950 to supplement the ordinary entry for 13-year-old boys. Its purpose was to increase the number of officers which the rapid expansion of the Royal Australian Navy makes necessary.

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H.M. Dockyard, Singapore, in succession to Rear-Admiral H. W. Faulkner, C.B., C.B.E., D.S.O., who has been invalided home. The appointment took effect in December, 1951.

Captain F. R. Spurr has been awarded Lloyd's Silver Medal for meritorious service in commemoration of his services while commanding the m.v. "Palana," which towed the disabled cargo motorship "Fernmoor" a distance of 2,500 miles to Auckland, New Zealand, in September, 1948.

The announcement last year that Mr. Richard Sneddon, C.B.E., the General Manager of the Shipping Federation (of Great Britain), had been honoured with a knighthood by His Majesty the King, gave much pleasure to his many friends in the shipping industry. Sir Richard has the reputation of never pulling his punches in controversy, but his word is his bond, and the kindly service he often renders to his fellow men is proverbial. By his elevation to knighthood, the shipping industry is honoured as well as Sir Richard.

**NEW APPOINTMENTS IN
ROYAL AUSTRALIAN
NAVY.**

Under Lieutenant-Commander Dollard's command "Murchison," which was engaged in many courageous exploits on the Han River, on the western coast of Korea. On one of these exploits she bombarded enemy positions over open gun sights and demolished them.

Mr. McMahon also announced that Lieutenant-Commander C. T. Thompson, R.A.N., at present in command of H.M.A.S. "Colac", had been appointed commanding officer of "Murchison." He would be succeeded by Lieutenant-Commander A. J. Ford, R.A.N., at present in command of H.M.A.S. "Warga."

Lieutenant-Commander C. Cornelius, R.N., at present Staff Officer (Maintenance) at H.M.A.S. "Kuttubul," Sydney, had been appointed commanding officer of "Wagga" and Lieutenant-Commander R. C. Savage, R.A.N., at present First Lieutenant of H.M. A.S. "Anzac," commanding Officer of H.M.A.S. "Condamine."

**R.A.N. OFFICER TO BE
AUSTRALIAN DEFENCE
REPRESENTATIVE IN
NEW ZEALAND.**

the rank of acting captain while he held the appointment.

Commander Spurgeon, who was Australian Naval Attache in Washington from November, 1944, until November, 1948, was Australian naval representative at the atomic bomb test at Bikini, in the Pacific, in July, 1946.

He was the first Australian naval officer to be decorated in the Second World War, in which he was awarded the D.S.O. for having sunk a U-boat in the Atlantic while he was in command of H.M.S. "Echo." He subsequently assumed command of H.M.A.S. "Stuart," which had previously seen service in the Mediterranean as one of the famous "Scrap Iron Flotilla."

**TWO NAVAL OFFICERS
MISSING AIRCRAFT,
PRESUMED KILLED.**

The Minister for the Navy (the Hon. William McMahon) announced on February 21 that no trace had been found of the Firefly anti-submarine aircraft containing two naval officers which had been missing in the Jervis Bay area (N.S.W.) since shortly before midnight of Tuesday, February 19th.

The officers were: Lieutenant B. H. F. Wall, R.A.N., of Sydney; Sub-Lieutenant D. H. Saunders, R.A.N., of Brisbane.

The aircraft left the R.A.N. Air Station at Nowra (N.S.W.) the night before on a night-flying exercise and had not returned.

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SEA-ODDITIES

Most people think sponges are related to seaweeds. They are not, but no one need be ashamed for having thought so. In fact, centuries passed before even the most learned scientists realised their true nature. Actually the sponge is an invertebrate organism, and it multiplies in two ways: by "budding" on the parent sponge or by a special sexual process: in the latter case, special cells, some male, others female, develop just beneath the hair-bearing cells that line the sponge, and both types of sexual cells are produced by the same sponge. In order to multiply a male cell and a female cell unite within an enclosed capsule, and there, in that form, still within the parent sponge, the first stages of growth take place. Later, apparently, the young sponges, whether "bud" produced or "capsule born," emerge or fall away and develop individually.

Sponges are very inoffensive organisms, as a rule. They neither attack nor defend, bark nor bite. Nor are they edible in any form. Indeed, the sponge is one of the few life-forms that is not preyed upon by other creatures. But it is, in the form of a "residence," sometimes adopted, often being utilised in this way by countless small forms of sea life that burrow in it for shelter. Sea-worms, star-fish, shell-fish of various kinds—to mention but a few—are often found in a sponge, which, as you may imagine, provides many a "happy hunting ground" for the marine biologist and the shell-collector.

The sponge has been called a "city of cells," and likened to a little Venice, for the reason that it could not exist without its canals and waterways. Along them a little current flows, entering the sponge through small pores and leaving it through a few larger ones. As the current passes,

the food cells lining the canals take in any particles of food-stuff it may contain.

Many land animals—such as elephants and camels—are enormously strong, but sea animals hold the world's record for feats of sheer strength. The fact is their muscles are much more efficient and powerful than those of land animals. Dr. J. Gray, after a series of experiments on the propulsive powers of the dolphin, said that: "If the resistance of an actively swimming dolphin is equal to that of a rigid model towed at the same speed, the muscles must be capable of generating energy at a rate at least seven times greater than that of other types of mammalian muscle."

The whale is also prodigiously strong. When captain H. G. Melsom was whale hunting off the Siberian coast he made fast to a blue whale. The great creature ran out 3,000 feet of line, and the ship, with engines going full speed astern, was towed forward for seven hours at a speed of never less than 8 knots. It has been estimated that when a blue whale is coasting along at 10 knots the horse-power it generates is about fifty. If, then, it accelerates to 27 knots, as it is capable of doing, the horse-power it develops practically borders on the incredible.

Aeroplanes rarely fly through waterspouts, but an instance in which a Wellington bomber picked one up by radar and charged straight at it before discovering what it was, was recently reported in the magazine "The Aeroplane." It appears that the bomber got a "good shaking up, but came to no harm."

In the "Meteorological Maga-

zine" for January, 1950, another instance is described, which took place on 14th March, 1949, but was not reported till long afterwards. It was off the coast of North-East Singapore, under a dark cloud, and the pilot entered it at 600 feet. But, although that part of the funnel had been seen "writhing convulsively," there was no appreciable increase in turbulence, unlike the case previously mentioned.

For a short period the aircraft, it appears, was completely enveloped in cloud, and it emerged wet all over, although there had been no apparent precipitation. A few seconds later the crew looked back and saw that the waterspout had been unaffected by their passage through it. Yet tradition used to say that a waterspout could be destroyed by a well-placed cannon-ball.

Floating about the surface of the warmer waters of the western Atlantic are patches of sargassum weed, a marine prairie of over three million square miles. Coaxed by wind and drift into long parallel lines which will stretch away on either side of a ship, these yellow sponge-like clusters must be familiar to every traveller in those seas. But how many people realise that each separate fragment provides a home for numerous small fish and crabs who trust to those frail tendrils, leaves and berries to complete the cycle of their lives?

Out of scarcely more than a bucketful of this weed have been taken at least two dozen fish, and ten times that number of crabs, shrimps and worms. Most of the fish were the long, narrow pipe fish, closely related to the better known sea-horse, but without his arched back and curling tail. Some are small trigger fish, and others slate-coloured midgits with a bright silver patch on their bellies.

"BEDENHAM" EXPLOSION AWARDS.

Awards in connection with the explosion in the British ammunition ship "Bedenham" at Gibraltar on April 27th, 1951, were announced in the London Gazette on November 20th.

The George Cross was awarded posthumously to Sub-Officer George Campbell Henderson, of the Gibraltar Dockyard Fire Service, who was in charge of the first fire appliance sent to fight an ammunition fire in a lighter alongside the "Bedenham."

In spite of the great heat and intensity of the fire, which, he must have realised, was virtually out of control and could cause a violent explosion of ammunition at any moment, Sub-Officer Henderson single-handed directed a jet of water from a hose into the lighter from a position on board the "Bedenham," immediately alongside and above the blazing lighter. The "Bedenham" by this time had been abandoned, but Henderson remained at his place of duty, alone, doing what he could to prevent the explosion, although he must have known that the chance of survival was slight. He was killed when the ammunition ship blew up.

Captain St. John Cronyn, D.S.O., R.N., the senior naval officer present in the dockyard at the time, was made C.B.E. (Military Division). The George Medal was awarded to Surgeon Lieutenant J. G. H. Sheppard, M.B., B.S., R.N.; Mr. J. Keen, armament supply officer; Acting Leading Sick Berth Attendant (local) M. Hughes; Mr. J. M. Cruz, chagman of labourers, and Police-constable M. Orfila, Gibraltar Police.

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SPEAKING OF SHIPS

The French Parliament has increased merchant seamen's pensions by 30 per cent., financing it partly by doubling the tax on passengers.

The 17-knot Olsen motorship "Bruno" has been time-chartered by Saguenay Terminals Ltd., for their new monthly passenger and cargo service to the West Indies.

Mr. Justice Pilcer, of the British Admiralty Court, has been transferred to the King's Bench Division, and Mr. Cecil Havers, K.C., has been made a judge in the Admiralty Division.

The long salvage case as to whether the Blue Funnel Line was justified in claiming salvage for the "Troilus" being towed all the way home by the "Glenogle" has been decided by the House of Lords in the Line's favour.

The Soviet Shipping Department put some Russian ships on to the service of carrying grain to India before the basis for the barter arrangement was fixed.

Messrs. Cammell, Laird and Co. secured the contract to convert the "Gothic" of the Shaw, Savill and Albion Line to carry the Royal couple out to Australia and New Zealand this year.

There is a movement in New Zealand to urge the Government to operate at least two refrigerated steamers, but considering heavy losses through time wasted in New Zealand ports the Government is not enthusiastic.

A Chinese Communist Government mission visited Poland investigating the possibilities of obtaining supplies from that country and from Czechoslovakia through Polish ports.

The Australian Government decided to restrict the export of a number of commodities to Hong Kong and other Eastern ports whence they might find their way to Communist China.

During the year 1950-1 Japanese shipping carried a greatly increased proportion of the country's imports and exports.

The Canadian National Research Council has recently developed a type of radar claimed to be superior to Type 268 for short distances and docking.

The South African Parliament has been informed that at the beginning of the year the merchant fleet of that country consisted of 243 vessels of all kinds with a gross tonnage of 181,995 and a total of 4,000 officers and men. Only 21 were foreign-going.

The Cunard Line has given up its traditional Piers 54 and 56 in New York Harbour, taken in 1910 for the "Lusitania" and "Mauretania," and is concentrating on Piers 90 and 92.

The Thomasson Shipping Co. Ltd. has announced that the new motor tramp under construction will be considerably faster than existing ships.

The P. & O. Line expects to get delivery of its two new passenger ships in December, 1953, and August, 1954, and the new cargo ship in August, 1952.

Shipowners running to New Zealand allowed wool merchants who bought before the 50 per cent surcharge on freights, and were prevented from shipping by the dockers' strike, to pay the old rates.

The Royal Mail Lines' new

London stores and ship repair establishment close to the Royal Docks is expected to be ready for occupation by the end of the year.

The British Ministry of Supply is reported to have requested the British Ministry of Transport to ban the sale to foreigners of any old merchant ships in view of the shortage of scrap steel.

By the end of last year Holland expected to have defensive armaments available for 30 per cent. of her merchant ships of over 3,000 tons, 24 per cent. of those between 1,200 and 3,000, 17 per cent. of those between 300 and 1,200, and 20 per cent. of those less than 300 tons.

Sweden has come to an agreement with the Soviet Union to exchange iron and steel, machinery, medical equipment and capital goods for minerals, coal, grain and oilcake.

Japanese shipowners have recently been showing a tendency to time-charter foreign ships, even at high rates, rather than buy old ships second-hand.

Attempts to work up a big trade between Israel and South Africa, with enthusiastic backing by both countries, are being checked for lack of tonnage.

The litigation concerning the explosion and fire on board the Shaw, Savill and Albion liner "Mahia" in August, 1947, is still in progress and is most complicated.

The Gulf of Suez Steamship Co. Ltd., one of the subsidiaries of the Ellerman Lines, has changed its name to Maritime Transportation Ltd.

NEW C.O. FOR H.M.A.S. SYDNEY

The Minister for the Navy (the Hon. William McMahon) announced on February 14 that Commodore H. J. Buchanan, D.S.O., A.D.C., R.A.N., at present Commodore Superintendent of Training at Flinders Naval Depot, had been appointed commanding officer of the aircraft carrier H.M.A.S. "Sydney," which would shortly return to Australia from Korea, where she had been relieving H.M.S. "Glory" during the latter ship's refit. ("Sydney" has since returned to Australia.)

Commodore Buchanan, who had been a Commodore 2nd class while holding the appointment at the Depot, would revert to the rank of Captain on assuming command of "Sydney."

Captain D. H. Harries, R.A.N., the present commanding officer of "Sydney," would succeed Captain Buchanan as Commodore Superintendent of Training with the rank of Commodore 2nd class, which he would hold during the term of his new appointment.

Both Commodore Buchanan and Captain Harries are graduates of the Royal Australian Naval College.

Just before Commodore Buchanan assumed duty at Flinders Naval Depot in March, 1950, he had completed a senior officers' course at the Imperial Defence College, London. Previously to that he had been commanding officer of H.M.A.S. "Australia."

He was awarded the D.S.O. for his good services in operations off the Dutch, Belgian and French coasts in the Second World War and, for his work at Dunkirk, at which he was in charge of pier parties on the final night of the evacuation, he was mentioned in despatches.

Captain Harries was appointed commanding officer of H.M.A.S. "Sydney" in April, 1950. He attended a senior officers' course at the Imperial Defence College from January until December, 1948. He was serving on exchange duty

with the Royal Navy when the Second World War broke out and was appointed commanding officer of H.M.S. "Seagull" with the First Minesweeping Flotilla. For three months in 1940 he commanded H.M.S. "Niger" and was Senior Officer of the Fourth Minesweeping Flotilla. He was Australian Naval Attaché at Washington from April, 1914, until October 1942.

Later he became executive officer of H.M.A.S. "Shropshire" and took part in a number of assault operations against the Japanese in the South West Pacific.

After he had been Deputy Chief of the Naval Staff at Navy Office, Melbourne, from August, 1944, until October, 1945, he assumed command of H.M.A.S. "Australia" and later of H.M.A.S. "Hobart." While he commanded "Hobart" he served two periods as Senior Officer Force T of the Allied Naval Forces in Japanese waters.

BOOK REVIEW.

"COMPASS ADJUSTMENT," By Commander W. E. May, R.N., Hutchinson, London. 10/6.

A useful, but purely practical, guide to compass adjustment, which is not designed to cater for the more extensive theoretical knowledge required of candidates preparing for the higher grades of the British Ministry of Transport certificates of competency.



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"Saints And Parachutes," By John Miller, G.C., Constable, London, 12/6.

No seafarer could fail to be gripped by the author's experiences as a Royal Naval Volunteer Reserve officer, a George Cross winner, working on the disposal of magnetic mines dropped on British towns by the Luftwaffe. Related "in parallel," as it were, but chronologically out of phase, is an account of his spiritual development, reactions to which must depend largely on each individual reader's personal taste.

"EchoSounding At Sea," By H. Galway, Pitman, London, 35/-.

A well-produced and illustrated book of 299 pages, covering all aspects of the theory and practice of echo sounding. Fault-finding and maintenance of the Marconi and Huson echo sounders are ably described in detail.

"Electrical Knowledge For The Merchant Navy Officer," By Captain G. C. Steele, V.C., R.N.R., Son & Ferguson, London, 15/-.

In recent years the deck officer's dependence on electrically powered aids to navigation, and ship's safety devices generally, has markedly increased. Captain Steele, with his considerable experience in the training of embryo deck officers, has produced the first comprehensive illustrated guide to the electrical knowledge which an officer might be considered to require, not only for future examination purposes, but also for the better understanding and operation of the gear with which he is provided and is required to work.

"Flags For Ship Modellers And Marine Artists," By Alec A. Purves, Percival Marshall, London, 3/6.

Considerable research has gone into this compressed, but exhaustive, miniature history of English flags from the 13th Century. A section of the book is also devoted to flags of other principal maritime countries, and practical advice is given for the making of flags for models. It is to be regretted that the illustrations could not be printed in colour, as a "hatched" colour key indicating eight shades has had to be used, which throws some little strain on the imagination of the reader.

"Soochow The Marine," By Reginald Owen and Paul Lees, Putnam, London, 9/6.

Soochow was a dog of mixed ancestry which became the mascot of a regiment of the United States Marine Corps, and went with his human comrades-in-arms, at the outbreak of war in the Pacific, from the flesh-pots of Shanghai to the grim contrast of life in Japanese prisoner-of-war camps. The story is primarily one of the incredible limits to which the human mind and body can go while clinging on to life, but it is also a story of the sacrifices which men will make to keep a symbol in being.

"Singlehanded Passage," By Edward Allcard, Putnam, London, 10/6.

In 1949, the author of this book crossed the Atlantic singlehanded in his 34-foot yawl, "Tempress." His experiences, as such, are most interesting, but his style of writing, and the standard of production of the book generally, may not quite satisfy every reader.

SECOND GROUP OF NAVAL NATIONAL SERVICE MEN BEGIN TRAINING.

Five hundred and fourteen national service naval trainees who were called up in all States began their first year's training of 124 days on February 4th.

Four hundred and fourteen of them, including 14 from Western Australia who would undergo training in technical branches, entered Flinders Naval Depot, Crib Point, Victoria. The remaining 100, all of whom were called up in Western Australia, entered H.M.A.S. "Leeuwin," Fremantle.

The 414 who are doing their training at Flinders Naval Depot would be trained as seamen, engine-room, supply, communications and electrical ratings, sick berth attendants, dental attendants and artisans respectively. The 14 technical branch ratings from Western Australia would undergo training at Flinders Naval Depot because the required facilities were not available at H.M.A.S. "Leeuwin."

Some of the men who do their training at H.M.A.S. "Leeuwin" will be trained as seamen and the others as stoker-mechanics.

In announcing this on January 24, the Minister for the Navy, The Hon. W. McMahon, said that the new trainees would comprise the second group to be called up since the institution of national service training last year. Those in the first group began their initial training on July 30th, 1951, and completed it on November 30th.

All trainees would do recruit training for the first nine weeks, after which technical trainees would go to various schools for the technical instruction appropriate to their various branches.

Seamen trainees would spend a minimum period of six weeks at sea and all others a period of four weeks.

After national servicemen had finished their first year's training they would have to do 13 days' training a year for four years, either in a shore establishment or at sea.

H.M.A.S. "Sydney" Congratulated

The Minister for the Navy (the Hon. William McMahon) announced on January 31 that a signal of congratulation on her excellent services in Korean Waters had been sent to the R.A.N. aircraft carrier "Sydney" by the Commander-in-Chief Far East Station (Vice Admiral the Hon. Sir Guy Russell).

Vice-Admiral Russell's signal read as follows:

"Well done on turning over your duties to 'Glory.' I wish to congratulate all on board on the grand job which you have carried out in the United Nations cause.

"I had the good fortune to witness your great start in early October and ever since then you have maintained a standard which reflects the greatest

credit on all concerned and which will be very difficult to equal.

"Again, well done; may every good fortune and success attend you on the honoured task ahead of you and in the future."

Mr. McMahon said that "Sydney," which was a light fleet carrier of the Majestic class had been operating in Korea with the Royal Navy light fleet carriers "Triumph" and "Theseus" and with the United States light fleet carriers "Rendova," "Bandoeng Strait," and others.

She had done as well as, or even relatively better than any British or American carrier and her casualties of all kinds had been lower than had been provided for.

R.A.N. Sends Wreath for King's Funeral

The Minister for the Navy (the Hon. William McMahon) announced on February 14 that arrangements had been made for a wreath to be sent from officers and men of the Royal Australian Navy, the Royal Australian Naval Reserves and auxiliary forces on the occasion of the funeral of His late Majesty King George VI.

Mr. McMahon said that the R.A.N. Liaison Officer in London had forwarded to Navy Office, Melbourne, a reply that he had

received from the Private Secretary to the Queen to a message of sympathy and loyalty sent to her by the Australian Commonwealth Naval Board on the King's death. The reply read:

"Would you please thank the Australian Commonwealth Naval Board for their kind message and assure all officers and men of the Royal Australian Navy of Her Majesty's great appreciation of their thoughts."

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EX-NAVAL MEN'S Association of Australia



(Federal Council.)

The Tenth Federal Conference of the Ex-Naval Men's Association of Australia was held at Brisbane, Queensland, between Tuesday, 5th, and Thursday, 7th February, 1952. The official opening of this Conference was performed by the Right Honorable, Alderman Sir John Beals Chandler, K.B., Lord Mayor of Brisbane, at 10.30 a.m. on 5th February, at the Carlton Hotel, Queen Street, in the presence of a large gathering which included Commander H. S. Chesterman, R.A.N. (Resident Naval Officer); Captain E. P. Thomas, R.N. (Vice-Patron) and Commanders N. D. and N. S. Pixley (Queensland Section, Ex-Naval Men's Association); Messrs. J. C. McWatters (R.S.S. & A.I.L.A.), Queensland Branch); A. Warnes (Australian Legion); N. C. Giles, G. Bowman, and G. W. Scott (Hon. Federal Secretary) representing the Federal President (Mr. F. F. Anderson) who was unable to be present and apologised for his own unavoidable absence. Interstate Delegates who attended the Federal Conference were:—Messrs. C. H. Hall, W. H. Sullivan and W. J. Pearce, of Victoria; F. Calvert, R. Humphry and B. McKenna, of New South Wales; P. R. Buring and A. Hallett, of South Australia; N. A. Murphy, A. Burwash and H. E. Callaghan, of Western Australia; H. N. Campbell, of Canberra; G. M. Arber, E. L. Clifford, W. M. Macdonald and H. Giles, of Queensland; G. R. Howe, of Tasmania; M. H. Wright and A. F. O'Driscoll, of Papua-New Guinea Sections. This was the first occasion on which Delegates were in attendance from all States and Territories of

the Commonwealth of Australia. During the sessions of Conference the visitors to the Northern State were introduced to the Association's first Federal President, Mr. Alec C. Nichols, who is now residing at Woody Point.

Members of the Queensland Section and their relatives and friends entertained the States' Delegates at a Social Evening, held on the previous (Monday) night, at the R.A.N. Reserve Training Establishment. Leaders of each State Section responded to the toasts of welcome given by Mr. G. M. Arber (Queensland State President) who, on the following day, was unanimously elected Chairman for the duration of the Conference. The local Executive and the Committee also arranged several other forms of entertainment for the week, the highlights of their hospitality included a huge party which was invited to the "Kiwi Show" and car trips in and around the City of Brisbane, winding up with a special Dinner and Social Evening, in most glorious surroundings, at the Kiosk (One Tree Hill) at Mount Cootah, overlooking Brisbane and its suburbs. During the evening the President was informed of the passing of our beloved King and Patron-in-Chief, all members stood in silence as a mark of respect to His late Majesty. Later, the President called on the members to drink the toast "Her Majesty the Queen."

The unveiling of the Queensland Section's War Memorial Tablet, which was intended to be dedicated on the following Saturday, after the rising of Conference, has now, in view of the

King's death, been postponed until a date to be decided in April, 1952, when it is expected that one or more ships of the R.A.N. will be present in the Brisbane River and an opportunity be given to invited the Rear-Admiral Commanding, his officers and ratings to attend the Dedication Service and Unveiling.

Federal Conference decided to hold the next (1954) and further assemblies of Federal Delegates in the City of Melbourne, instead of Adelaide, South Australia, as was previously provided for in the Association's Rules, by rotating the venues to all States.

The following officers were unanimously elected to the Federal Executive for the next two years:—Messrs. F. F. Anderson, (Federal President) of St. George Sub-Section; H. S. Peebles, (Federal Vice-President) of Sydney Sub-Section; G. W. Scott, (Hon. Federal Secretary) of Queensland Section; C. R. Barrie, (Hon. Federal Treasurer) of Manly and Districts Sub-Section; and J. A. K. Stafford, (Hon. Federal Assistant Secretary) of Canterbury-Bankstown Sub-Section. The position of Hon. Federal Organising Secretary is expected to be filled at an early date from nominations received from N.S.W. Sub-Sections.

At the conclusion of the Federal Conference the Federal Executive tendered a Farewell Dinner to the departing Delegates and to the officers of the Queensland Section. Speakers were very sincere in their thanks and appreciation to the President and his members for the hospitality they had extended to the visitors and all were loth to be returning to their States from such fraternal

friends and "Sunny Queensland."

Readers of The "Navy" Magazine and friends of the Association, also applicants for membership for the Queensland Section may contact Mr. G. M. Arber (President) at Gordon St., Hawthorne, 'phone: XL 3678, or by communicating with Mr. W. M. Macdonald, 112 Brisbane Street, Bulimba, 'phone: XL 3714. All enquiries will be welcomed and promptly attended to by these two Honorary Officers of the Association. G.W.S.



NEW HELICOPTER DEVELOPMENT.

The latest helicopter design proposed for use by the U.S. armed forces by the Rotor-Craft Corporation is a "Heli-Jeep." There are several versions of the new craft, designed to fit the particular needs of combat. One model is intended, according to the "American Helicopter", to rush personnel armed with rifles and bazookas to strategic positions before they can be reached by enemy ground forces. Another is intended as a staff vehicle to provide greater flexibility of movement to commanders. The third model, an ambulance jeep, will carry two stretcher casualties, the pilot, and a medical corpsman. The "Heli-Jeep" design was developed to improve the utility of helicopters already battle-proved on the Korean front. Jeep simplicity and ruggedness are outstanding features of the design, intended to require a minimum of field maintenance.

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AMERICA AND WEST INDIES STATION.

During her period of service on the America and West Indies Station, H.M.S. "Superb" (who recently returned to the United Kingdom), steamed as flagship of Vice-Admiral Sir Richard Symonds-Taylor, K.B.E., C.B., D.S.C., more than 33,000 miles and entered more than 21 foreign ports.

There were many official receptions given on board and more than 6,100 guests were entertained. A Royal Marine Guard and Band "beat retreat" on twenty occasions and paraded 66 times for the reception of high ranking officers. Members of the ship's company took part in many ceremonies and marches through cities, and their smartness was highly praised wherever they went. A total of 912 guns were fired in salutes.

The new Commander-in-Chief, America and West Indies Station (Vice-Admiral Sir William Andrewes, K.B.E., C.B., D.S.O.), has recently paid official visits to Washington and Ottawa.

He sailed from his base at Bermuda with his flag in the cruiser H.M.S. "Sheffield" (Captain M. Everard, R.N.), and with the frigate H.M.S. "Sparrow" (Captain R. B. Honnywill, R.N.), in company.

The two ships called at Norfolk, Virginia, U.S.A.

The "Sheffield" then proceeded to Baltimore, U.S.A., and from there the Commander-in-Chief motored to Washington.

The "Sparrow" proceeded to Washington while the Commander-in-Chief was in the American capital and in Ottawa, Canada, and later returned to Bermuda with the "Sheffield."

Vice-Admiral Sir William Andrewes, K.B.E., C.B., D.S.O., recently succeeded Vice-Admiral Sir Richard Symonds-Taylor, K.B.E., C.B., D.S.C. Formerly, he commanded the Commonwealth Naval Forces in Korean waters.

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Recently the authoritative "New York Times" said that foreign aggressors would be ready for offensive preparations by late in 1952. United States Air Force officials are increasingly worried by the rapid development of aggressive air power. A grim picture!

It is even grimmer here in Australia . . . a country proud of its freedom but not yet strong enough to defend it. On the basis of population alone, Australia cannot afford to maintain huge forces permanently under arms. But she can and must afford to maintain at full-strength a modern, well-equipped Navy, Army and Air Force which would be immediately available as the

nucleus of the larger forces required in a major war emergency.

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