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### N.A.T.O. BUILDING A UNITED COMMUNITY, ECONOMIC AND MILITARY, FOR DEFENCE.

When Mr. Churchill said in Ottawa in January last that the North Atlantic Alliance had been regarded hitherto from the military aspect only, but that it was now "broadening out into the conception of a community of free nations" with wider aims, he enunciated an idea that was not only "forward looking" but also one that was urgently needed if Western democracy defence was to be raised to the highest level.

Not that the idea was entirely new.

Last September the N.A.T.O. Conference in Ottawa passed a resolution urging closer political, economic, and social integration of the countries signatory to the Alliance. Under this resolution an Allied Ministerial Committee was set up to consider the further strengthening of the Atlantic community, and especially the application of Article 2 of the Treaty, which says that member States will endeavour to strengthen their free institutions, bring about a better understanding of them, promote stable conditions, and encourage mutual economic collaboration.

Thus the movement towards this goal was clearly strengthened by Mr. Churchill's pronouncement, and his Ottawa speech last January indicates that his plan for the "streamlining" of N.A.T.O. is meant to have an effect far beyond the improvement of the organisation's defence efficiency. What Mr. Churchill and many of the best minds in the Western democracies envisage is an Atlantic community based on three pillars — (1) the United States of America; (2) the British Commonwealth; and (3) a "united Europe" (rather than on a federated Europe, which is quite a different thing and which is not believed to be immediately practicable). Than this, nothing, we feel, could be more desirable. The incalculable value to Western strategy of such an integrated community, militarily and economically united, must be obvious to all.

That the United States is more or less in agreement with Mr. Churchill was indicated by President Truman in a speech he delivered in New York on April 4 to the effect that the North Atlantic Treaty Nations were working to construct solid social and economic foundations instead of simply building military defences.

The speech was delivered at ceremonies commemorating the third anniversary of the signing of the North Atlantic Treaty.

"It is not our aim to turn the North Atlantic

community into one huge garrison, concerned only with defence," he said. "Such an objective would be foolish and self-defeating. Our aim is to remove the threat of war and thus set free the forces of human progress and advancement."

That plans for the co-ordinated, united build-up of Western defence are steadily shaping themselves into action was further afforded by the Lisbon talks, held at the end of February. They disclosed that the adoptions of the committee set up in Ottawa in 1951 to plan N.A.T.O. strength, are now shifting from the planning to the operational stage. This, the ninth, session of the N.A.T.O. Council, ended with a declaration that N.A.T.O.'s 14 member nations were "forged as a shield against aggression, with peace as its aim."

The Council announced that it had adopted the goal of 50 army divisions—half in reserve—by the end of this year, in the belief that defensive strength was the best deterrent to aggression.

The Council's report also said that the Atlantic Pact Governments further recommended that all should seek to increase production in all its spheres, control the use of scarce raw materials, facilitate labour mobility, and alleviate manpower shortages in defence industries.

As to the allocation of naval strength under the N.A.T.O. Pact, the newly-appointed Allied Supreme Commander in the Atlantic, Admiral Lynde McCormick, announced recently that the British Navy would represent about 30 per cent. of the Allied Naval forces in the Atlantic Command. The United States, on present plans, would provide about 60 per cent. of the total Naval power, and other member nations, apart from Britain, would provide 10 per cent.

This would seem to be a fair and equitable arrangement and should lead to general approval.

An important step forward at the Lisbon Conference was the decision to translate the N.A.T.O. Council into a continuously functioning body, with a permanent Secretary-General, a N.A.T.O. civil service, and a concentrated group of committees instead of the numerous satellite "Boards", whose operations since their inception have tended to overlap and create confusion.

This reorganisation should make the whole machinery of control more efficient, a need which in recent months had been painfully apparent, and which was accentuated by the French crisis, but which was mainly apparent in overplanning and too little implementation. The Secretary-General will be the "key" civil servant, and the Council has wisely chosen for the position a man of outstanding organising ability and diplomatic experience—the present British Ambassador in Washington, Sir Oliver Franks.

All in all, one thing would seem to be certain:

That the Council's structure, though not without difficulty, is becoming a still more effective association of like-minded nations, determined to maintain peace in the face of potential dangers, would seem now to be beyond question.

### BRITISH MINEWATCHING SERVICE.

The recent formation of a new Royal Naval Minewatching Service in Britain has created great interest in that country, both in those interested in Naval affairs in general, and in coastal and trade route defence in particular. In announcing the setting-up of this service at an Admiralty Press Conference recently, the First Lord (Mr. J. P. L. Thomas) said that part of the British Government defence policy was to make it clear to any potential aggressor that any attack could and would be successfully met.

The safe passage of ships, goods, material, and manpower in time of war was essential. This required safe entrance into and exit from the United Kingdom. The life of the country depended on considerable imports of food and raw materials, and Britain could not effectively defend herself without an outward flow of men and instruments of war, and the effectiveness of the air potential based on the United Kingdom depended almost entirely upon a steady import of petroleum products.

In the last war Great Britain had to maintain alone an average import of about one million tons of goods a week, of which nearly half was in the form of aviation spirit, petrol, fuel oil, and lubricants. The parallel export was also prodigious; hundreds of thousands of men left the country by sea, and these required a vast amount of stores, etc., to keep them operational.

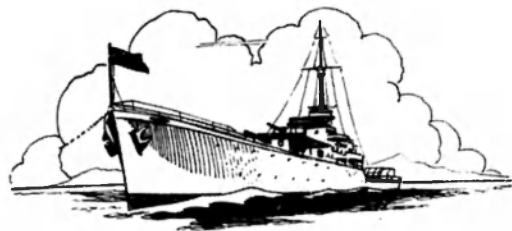
That these facts have given the Admiralty much food for thought, is self-evident by this further preparation to meet such an emergency.

That Britain, apart from controlling the high seas, had also in any future war keep the local approaches to her ports free and open, is now not a conjecture but an axiom.

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## INDIAN NAVY—PAST & PRESENT

In unison with other countries of the Commonwealth, India to-day places an ever-increasing emphasis on the development of her naval forces. Starting with a force of a few small vessels, the Indian Navy to-day comprises one cruiser, a destroyer flotilla, a frigate flotilla and a mine-sweeping flotilla with a number of subsidiary vessels. For a country of the size of India with a coastline of nearly 3,000 miles, this force would look inadequate for any defence purposes. So it is.

An essential fact, however, is that the gradual build-up of the Indian Navy is proceeding on right lines. Experienced British Naval Officers and men are helping in the construction work. The result of efforts since 1947 are now being consolidated. Expansion to the level of minimum defence requirements is duly planned and programmed for next five years.

The Indian Navy has a long history, but the recognisable beginnings of the Navy, as we know it to-day, can be traced to the days of the East India Company.

As far as the ancient period is concerned there is definite evidence in scriptures, treatises and works of art that Indian ships navigated the seas before the beginning of the Christian era and thereafter. Although they were mostly trading vessels, evidence is not lacking that conquests of "islands in the sea" were carried out by means of armies transported by ships.

Maritime activities also marked later centuries when people on the entire Indian coast participated in these activities. Great attention was paid, during the Moghul period, particularly by Akbar, to develop the Navy. His naval headquarters was situated at Dacca in Bengal. Akbar's successors also did not neglect their navy.

The Navy of the Mahrattas was developed by Shivaji, and the Mahratta naval power reached its zenith in the early part of the 18th century under Kanoji Angre. Angre was then the "Sarkhel" (Admiral) of the Mahratta fleet. The Origin.

But the real origin of the Indian Navy can be traced back to 1613, when the East India Company

created the Indian Marine and recruited its first Indian employees to work on these vessels. The ships were officered by volunteers from the Company's trading vessels, but the lower ranks and a large percentage of dockyard workers were consisted of Indians.

The Indian Marine, whose name was subsequently changed to Bombay Marine, with headquarters at Bombay, played her part in the wars against the Portuguese and the Dutch. But while the ships of the Company continued to do their share of combatant and non-combatant duties, it was in the construction of ships that outstanding achievement was made. The present dockyard site in Bombay was acquired in 1735 and developed as a building yard. By 1775 it was comparable with any in the world and teak-built ships constructed there were universally recognised as superior to those built in Europe.

In 1857 the Indian Navy was taken over by the Crown, but meanwhile it had undergone various changes in its name, being known as Indian Marine, Bombay Marine, Indian Navy at different times until 1892, when the designation "The Royal Indian Marine" was affixed.

Since its taking over by the Crown, the Indian Navy functioned as an adjunct to the Royal Navy and in that capacity served in various theatres of war during World War I.

It was in 1934 that the Indian Navy, as we know it to-day, came into existence as the Royal Indian Navy. During World War II the Indian Navy underwent large-scale expansion. Its force of about

2000 officers and men grew to a strength of 30,000, and modern ships began to be added to it.

The Indian Navy undertook various operations during the war and was engaged on convoy duty in the North Atlantic and in the Indian Ocean. It also assisted in the evacuation from British Somaliland and the Java Sea.

After partition in 1947, all that was left with India was a force of four ships, two frigates, one corvette, one survey vessel together with some trawlers and mine-sweepers and a landing craft wing.

In its programme of naval expansion, India had therefore a great deal of work to do, and in building up her naval establishments it had to begin almost from the beginning. However, before the end of the year, India had entered into an agreement with Britain under which it acquired the 7030-ton Leander class cruiser "Achilles," which was handed over to the Indian Navy in July the following year (1948) and was renamed H.M.I.S. "Delhi."

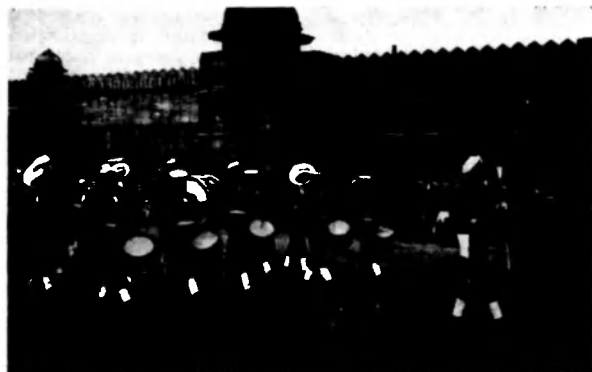
This marked the beginning of the expansion programme under which three destroyers were obtained from Britain, now known as "Rajput," "Ranjit" and "Rana" and formed into a flotilla. Simultaneously, with the frigates that had come to India's share after partition, a frigate flotilla was formed—each vessel having a complement of 200 officers and men. Recently a minesweeper flotilla has also been constituted.

### Training Centres.

But a greater part of the expansion programme, the one that has contributed greatly to the efficiency and self-sufficiency of the Navy has been the development of training establishments in India.

On partition, India lost three good training establishments together with a number of experienced officers and men. The difficulty in the initial stages was got

over with the help of the Admiralty, who undertook to train India's naval officers and men in batches and also increased the number of Indian cadets to be sent to the U.K. each year from 16 to 46. By the middle of 1948, I.N.S. "Delhi," as it had now come to be known, had its complete quota of trained officers and men. But, even with all the help the Admiralty could give, it was not possible to meet all the requirements of the expanding Navy. It was therefore decided to develop the training establishments that already existed in the country and to open new training centres. The training establishments at Jamnagar and Bombay were expanded and new training centres were opened at Cochin and Vishakapatnam.



The Central Band of the Indian Navy on parade.

With the consciousness of its newly-acquired status and of its role as India's sea arm, the Navy undertook a number of goodwill visits to the neighbouring countries in the Persian Gulf, East Africa, Australia, New Zealand, etc., where it received a warm welcome. In addition to establishing and strengthening our good relations with our neighbours, these visits afforded to the officers and men of the Navy opportunities to receive proper sea training.

The Navy also carried out com-

bined training exercises with the Royal Navy, the Royal Air Force, and the Indian Air Force, in the Indian Ocean and in the Mediterranean.

One of the latest developments in the Indian Navy has been the formation of a shore-based Fleet Requirement Unit which forms part of its programme for the development of Naval aviation.

To provide the necessary scientific guidance the nucleus of a Naval scientific research wing has started functioning under the control of a scientific adviser. A start is also made to conduct hydrographic survey of Indian waters.

In May, 1951, a commemorative plaque was presented to the Navy's flagship "Delhi" by the Government of New Zealand for

her past services as H.M.N.Z.S. "Achilles" while on loan to New Zealand during the last war. The message sent on the occasion by the New Zealand Prime Minister expressed the hope that the cordial relations would continue between the two countries.

Though the Indian Navy had made good progress since partition it has still a long way to go. The energy, enthusiasm and power of initiative of those who are guiding it gives ground for hope that it will rapidly attain its goal.

## WORLD OIL OUTPUT RECORD.

World production of crude oil and natural gasoline for 1951 is estimated by the Petroleum Information Bureau at 600 million metric tons. This is 10 per cent. more than the record output of 543 million metric tons for 1950. Excepting Persia, the order of the leading oil-producing countries is unchanged. The United States has again provided more than half the total, with Venezuela second and Russia third, closely followed by Saudi Arabia and Kuwait. Largest British Commonwealth producer has been Canada, followed by British Borneo, which together produced more than 11 million metric tons—a substantial increase on output in 1950.

## BRITAIN LENDS THE "VENGEANCE".

The British Government has agreed to lend the Royal Australian Navy the light aircraft carrier "Vengeance" until the new carrier "Melbourne," still on the stocks, arrives in Australia.

The Prime Minister, Mr. Menzies, in announcing this on March 21st at the White Ensign Club in Melbourne, said that the "Vengeance" was expected to reach Sydney early next year.

Five hundred R.A.N. officers and ratings will sail from Australia in a merchant ship next September or October to bring the "Vengeance" from Britain.

The "Vengeance's" first commanding officer will be Captain H. M. Burrell, R.A.N., at present Australian assistant defence representative in London.

Mr. Menzies said the new light aircraft carrier "Melbourne" was originally due in Australia this year, but her departure from England has been postponed while certain modifications are made. Her sailing date was now "somewhat indefinite."

"Vengeance" is a sister ship of the "Glory," which left Sydney recently after refitting to return to service in Korean waters.

## MERCHANT NAVY DEFENCE COURSES

As pointed out in the September, 1951, editorial of this Journal, at the beginning of that year, a well-prepared plan of defence courses for Merchant Navy masters, officers and men was put into operation by the British Admiralty, with the concurrence and collaboration of the British Ministry of Transport and the various essential representative bodies of ship-owners, officers and men. The courses seem to have been encouragingly received and attended, and in the "Merchant Navy Journal" for October-December, 1951, Mr. Douglas S. Tennant, General Secretary of the N.E.O.U., makes the following brief comment and gives some useful information in regard to them.

"Encouraging results have been reported in attendance at the Defence Courses now being held in the United Kingdom ports.

"Additionally, I have recently been informed that for the benefit of officers who may for one reason or another have time to spare in Wellington, New Zealand, Staff Officers attached to the New Zealand Navy Office there are now prepared to give similar lectures to those delivered in the Officers' Defence Courses, Parts I and II in this country (United Kingdom).

"Local arrangements at Wellington, N.Z., are to be made in conjunction with the shipping companies, and should undoubtedly prove of interest to members of the N.E.O.U. whose ships may be detained in that port.

"At the present moment, I understand that the full complete facilities such as are now available in the United Kingdom, where Defence Courses have been running for some little time, will not be available in Wellington, for which reason it is recommended that officers who do attend the courses there should, where possible, also carry out Merchant Navy Defence Courses in the U.K. at the first opportunity."

All masters and officers, includ-

ing cadets and apprentices, whether employed at present or not, are eligible for the Officers' courses, and on completion of the whole course or of a part thereof, those who attend are given a certificate of attendance signed by the instructor officer.

As this Journal wrote in its editorial of September last, the institution of these precautionary measures—those Defence Courses—cannot be too highly commended. Many officers and men of the Merchant Navy were not at sea

during the last war, and it is with the aim of familiarising these officers and men with the special duties and conditions that would be theirs if war broke out that the measures in question have been adopted. Naturally, too, officers and men with war-time experience will, by attending the courses, be able to refresh their mind on these matters and bring themselves up-to-date.

In a nutshell, the success of the British Merchant Navy depends, as it always has depended, on the character and ability of those who take its ships to sea.



On the recent occasion of the R.A.N. handing over the "Inverell" to the New Zealand Government, the Minister for Defence presented the shipowner's log book to the New Zealand High Commissioner.

# THE LAUNCHING OF THE "VOYAGER"

A SUCCESSFUL AND SPECTACULAR CEREMONY.

The dockyards at Cockatoo Island, Sydney Harbour, presented a busy and spectacular scene, worthy of the occasion, when the new Australian destroyer, H.M.A.S. "Voyager," was launched on the morning of March 1st.

Mrs. Menzies, wife of Australia's Prime Minister, performed the naming ceremony.

As the hull of the "Voyager" moved swiftly and silently down the slipway into the waters of the harbour, 3,000 dockyard employees and visitors cheered the ship to the last echo. A band played "Rule Britannia" and the waiting tugs and nearby craft set the harbour ringing and reverberating with blasts from their sirens.

A group of shipyard workers, clad in singlets and overalls, stood on the "Voyager's" deck behind the blue ensign at her bow and cheered and waved their hats as the hull took the water. The waiting tugs quickly picked up the "Voyager" as soon as she came to rest afloat.

Among those who attended the launching were the Prime Minister, Mr. R. G. Menzies; the Minister for the Navy and Air, Mr. W. McMahon; the First Naval Member, Vice-Admiral Sir John Collins; Alderman O'Dea, Lord Mayor of Sydney; many senior officers of the Navy, Army and Air Forces, and other prominent Australians.

Construction of this "Daring" class large fleet destroyer has opened up a new era in Australian shipbuilding. The "Voyager" is Australia's first prefabricated, all-welded ship.

Instead of being built from a framework in a slipway as are conventional riveted ships, the "Voyager" was built in sections, upside down, in various parts of the Cockatoo Dockyards, and then individually assembled and joined together. There is hardly a hand-

ful of rivets in the whole construction of her hull.

The "Voyager" is made from sheets of steel marked and cut out like pieces of a jigsaw puzzle. When the different sections of the ship were finished a powerful crane picked them up, turned them over, and lowered them to the slip, where they were fitted together and welded into the sleek grey hull that now floats ready for the fitments and armament that will turn her into a fighting-ship prepared for any emergency that may arise.

The "Daring" class ships are the largest destroyers ever built for the British Commonwealth Navies. The "Voyager" and her sister ships will be almost in the light cruiser category, mounting six 4.7 inch guns in three twin turrets, two forward and one aft, near the stern. The "Voyager" will carry 21-inch torpedo tubes, six 40-millimetre anti-aircraft guns, and new, secret anti-submarine weapons.

The ship has already been tested for leaks (by filling each watertight compartment with water), and her welds have been X-rayed for possible defects.

The pre-fabricated, all-welded technique adopted in the construction of the "Voyager" is comparatively new, and ship-builders and Naval architects see a big future for it.

One of the outstanding advantages of this method of shipbuilding is that it lends itself to mass production. Sections of ships can be fabricated in various parts of the country, then assembled at the shipyards, which are then not limited in their production capacity by having ships lie in their slips from the time the keels are laid.

The welded ship, too, is said to be more easily and quickly repaired than a riveted ship. A torpedo,

a mine, or a collision may fracture hundreds of rivets in a ship's plates far removed from the point of impact. Damage in a welded ship is much more localised.

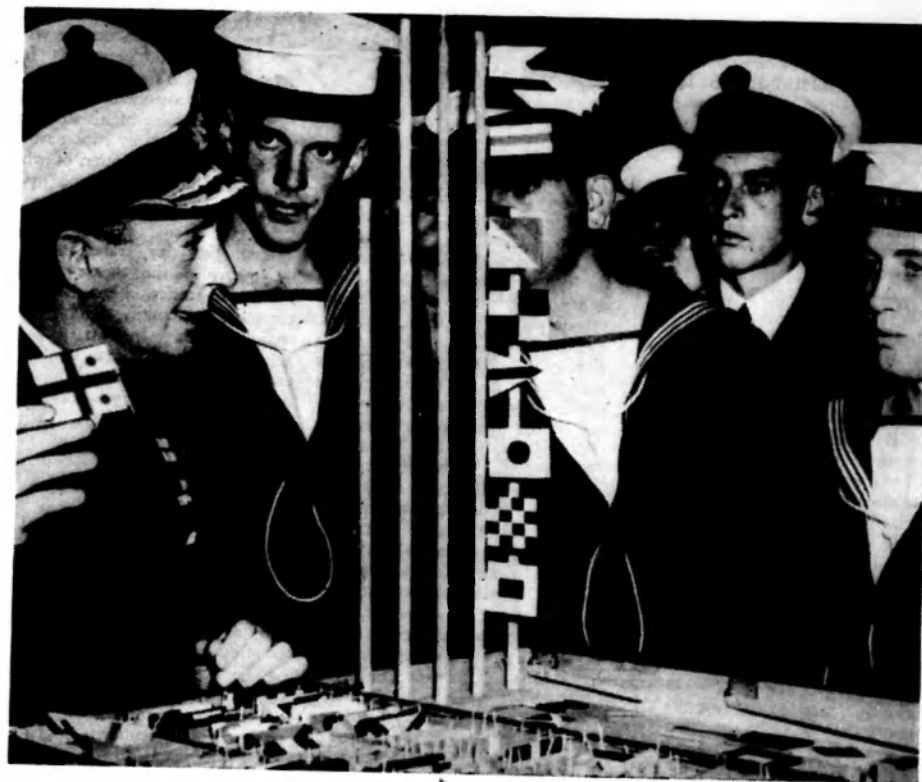
Moreover, experts have estimated that construction of an all-welded ship requires up to 15 per cent. less steel than that of a similar riveted ship.

There are certain difficulties in the all-welded technique, and these require constant care and the most skilful attention. But these difficulties are not insuperable, and the engineers at Cockatoo Island are finding and overcoming them.

The Cockatoo Island Dockyards and these men who work in them have contributed many ships to the Royal Australian Navy. They built the cruisers "Brisbane" and "Adelaide," the sloops "Yarra," "Swan," "Warrego" and "Parramatta," the destroyers "Tobruk," "Bataan," "Warramunga" and "Arunta," the frigates "Barcoo" and "Barwon," and many other vessels, including eight minesweepers.

Their latest achievement, H.M.A.S. "Voyager," is the first of four "Daring" class destroyers on order for the Royal Australian Navy, and it carries the honoured name of the old destroyer which, with four others, the "Stuart," "Vampire," "Vendetta" and "Waterhen," formed what Goebbels and "Lord Haw Haw" contemptuously called the "Scrap Iron Flotilla," running the famous ferry service to Tobruk during the Western Desert fighting in the last war.

But the old "Scrap Iron Flotilla" "Voyager" sank the first Italian submarine destroyed in the war, and continued in service for a considerable period. In 1942 she was lost after she went aground while co-operating with Australian ground forces on the island of Timor.



The First Naval Member of the Commonwealth Naval Board, Vice-Admiral Sir John Collins, making his first inspection in Sydney of Naval reservist ratings. In this picture he is seen testing ratings in the officer candidates' class on their knowledge of visual signals.

—"Sydney Morning Herald."

## QUEEN'S MESSAGE TO ROYAL NAVY

On her accession, Her Majesty Queen Elizabeth II sent the following gracious message to the Royal Navy:

Buckingham Palace  
12th February, 1952.

"On my accession to the Throne, I wish to send a message of gratitude to the Royal Navy and all my other Naval Forces for the distinguished services which they rendered during the reign of my beloved father. He received his

early training in the Royal Navy and maintained throughout his life a close personal interest in the ships and men of the Naval Services. As the wife of a Serving Officer, I too have a specially intimate link with the Royal Navy. I have seen both at home and overseas how its great traditions, tested and proved in two World Wars, are constantly maintained by all who serve under the White Ensign. I shall endeavour to keep in touch with

the activities and welfare of all ranks and ratings of my Naval Forces throughout the Commonwealth.

"Grateful for their services in the past, proud of their present efficiency and confident that they will uphold their high standards, I send to them all this expression of the trust which I and my peoples throughout the Commonwealth repose in them."

(Signed) ELIZABETH R.

# AUSTRONAUTICS

## THE NEW SCIENCE OF SPACE TRAVEL.

By Maurice Goldsmith, Unesco Science Editor,  
in the "Unesco Courier"

Astronautics is a new science. It is the science of space travel, of flight beyond the earth's atmosphere and of voyages to other worlds.

Its rapid development during these past decades is bringing a note of hard reality into the world of mythology and fantasy that for centuries has been fed by the writing of men who dreamed of exploring the realms of space.

It was Galileo who — as in so many other cases — laid a foundation for this reality. Through his telescope he saw four hundred years ago what no other man had ever seen before. "It is a most beautiful and delightful sight to behold the body of the moon, which is distant from us nearly sixty semi-diameters of the earth, as near as it was at a distance of only two of the same measures," he wrote. "And consequently any one may know with the certainty that is due to the use of our senses that the moon certainly does not possess a smooth and polished surface, but one rough and un-

even, and just like the face of the earth itself, is everywhere full of vast protuberances, deep chasms, and sinuosities."

Galileo's telescope bore out the theory of Copernicus that the sun, and not the earth, was the centre of our planetary system; and that the earth was only one of many planets of its kind. Indeed, Galileo was able to discover "four planets neither known nor observed by any one of the astronomers before my time."

Arthur C. Clarke, chairman of the British Interplanetary Society, points out in his new book, "The Exploration of Space," that only one writer of ancient times wrote a story about travelling to the moon. He was Lucien of Samos, who, in about the second century A.D., told how a man taken to the moon in a waterspout which seized his ship when he was sailing beyond the Pillars of Hercules (The name given in mythology to the twin rocks at the entrance to the Mediterranean at the east extremity of the Straits of Gibraltar.

—Ed.) Another more recent story of a journey to the moon was written just over 400 years ago, following Galileo's discoveries, by another great astronomer, Johannes Kepler. The hero of his story arrived on the moon by supernatural means, but his description of what he found there was based upon the latest scientific knowledge of that time.

Since that day, travel in space has provided the theme for innumerable stories. Now, however, the moon is actually coming within our reach. In two or three generations the first man may land there, and long before then—perhaps within a few years—an unmanned rocket may have reached the moon. We have already contacted that planet by radar. A signal has been sent across 240,000 miles of space and it has brought back an echo from the moon. The naked eye and the revealing telescope will no longer be our main means of "exploring" the heavens. We shall be able to travel through interplanetary space and see the realities for ourselves.

The instrument which will make this possible is the rocket. (It is interesting that this seemingly most modern of inventions originated about 700 years ago in China.)

To leave the earth and to travel in space we require to do two basic things: first, to devise a means of overcoming the earth's gravitational pull so that we can get into space; and secondly, once there, to find means of travelling around in an airless vacuum, which is basically what outer space is.

We are all familiar with the force of gravity. If it did not exist, neither would we. It is gravity which makes life possible for us by keeping a thin blanket of air tightly round the earth. With increasing height, however, the force of gravity slowly diminishes. At 250 miles up—the greatest height yet reached by a rocket—it loses only 10 per cent. of its value at sea level. But at 12,000 miles up, a one-pound weight would weigh only one ounce. "It follows, there-

fore," says Clarke, "that the further away one goes from the earth the easier it is to go onwards." In terms of gravity, leaving the earth is rather like climbing a hill which at first is very steep but later becomes more and more gentle until finally it is almost perfectly flat.

It was Sir Isaac Newton, the English scientist, who first formulated the laws of gravity. It was also he who gave us the clue that has enabled us to understand the mechanics of travel in space, when he said: "For every action there is an equal and opposite reaction." To understand what this means, take an ordinary-shaped rubber balloon and blow it up. Then let go of the balloon, and it will dart rapidly around until the air has gone out of it. What has happened is that molecules of compressed air in the balloon are bombarding the closed front end of the balloon—and it is this which is pushing the balloon forward. That is, the action of the molecules in bombarding the front end of the balloon is producing the reaction of balloon movement.

This is basically what causes a rocket to move. It is essentially a cylinder with the back end open. It carries along its own oxygen, and the chemical reaction causes the molecules to move about swiftly and to bombard the confined space in the cylinder. The molecules fly out of the open end. In this way, the action of the molecules bombarding the closed front end produces the reaction that pushes, or thrusts, the rocket forward. The great virtue of this is that the rocket would move faster if there were no air at all, because the air in front tends to slow it down.

The rocket is, therefore, the ideal form of space-ship because it can generate enormous power for little weight or size or engine (for example, the V2 was four times as powerful as the "Queen Elizabeth"), and this will enable it to overcome the earth's gravitational pull. It will also work most efficiently in the vacuum of outer

space at high flight speeds.

To escape from the earth a rocket needs a velocity of 25,000 m.p.h. This may seem utterly fantastic, but we should remember that while in 1940 the top flight for a rocket was under 1,000 m.p.h., in 1950 it was nearer 5,000 m.p.h. It is certain that there will be great developments in the immediate years ahead.

Rocket research is proceeding in all advanced industrialised countries, for a variety of purposes: to assist the take-off of aircraft; to propel aircraft at extreme speeds and heights (for example, the American Bell rocket plane was the first to fly faster than sound); for high-altitude research by instrument-carrying projectiles, and for guided missiles. So far as fuel is concerned, it is probable that future rocket space-ships will ultimately make use of atomic power.

On the basis of all this work, experts declare that within the next few decades there will be set

up in space an "earth-satellite-vehicle," a man-made planet in a close orbit round the earth. This would circle the earth without remaining at a constant distance and would stay there indefinitely without using any power.

It could be used, for example, as a research observatory beyond the atmosphere, for physicists and astronomers; as an observatory for meteorologists who would be able to "see" the earth's weather system developing; as a radio relay station, which would allow, for instance, of world-wide reception of television; and, unfortunately, as a military base for reconnaissance.

Since early pioneers began some 40 years ago to study the theory of space flight (Goddard in the U.S.A., Oberth in Germany, Esnault-Pelterie in France, and Tsiolkovsky in Russia), we have made tremendous advances. So much so that man may soon be setting out on the "roads" to the planets.

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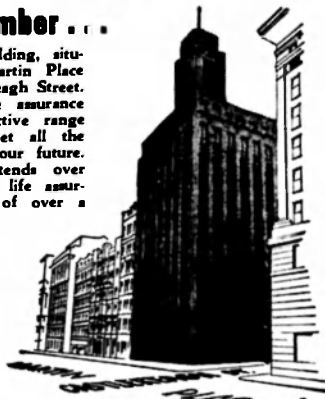
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## WORLD'S NEW HYDROGRAPHIC RECORD

The deepest-ever specimen obtained from the bottom of the ocean has been recorded by H.M. Survey Ship "Challenger" (Commander G. S. Ritchie, D.S.C., R.N.). The specimen, consisting of reddish clay, was brought up from a depth of 5,744 fathoms.

The "Challenger" has revisited the area in the Pacific Ocean (Latitude 11 21 N., Longitude 142 15 E.) where in June, 1951, she obtained the deepest recorded sounding of 5,940 fathoms (10,863.2 metres). Opportunity was taken to amplify the information collected on the previous occasion. Two closely-sounded profiles were run across the trench to obtain the shape of the ocean floor, and in addition temperatures and water samples were taken from the depths. This sounding exceeds that which had recently been attained by the Danish research ship "Galeathea" over the Mindanao Trench, which then constituted a record, namely, 10,500 metres.

The soundings on the "Challenger" were taken with a type of Asdic equipment which is capable of using a vertical directional beam. In addition, three further wire soundings were made during the investigation, using a machine on which 20 miles of piano wire were used, and also a 5,000 fathom Lucas sounding machine with an extra 2,000 fathoms of wire on.

The reddish clay is similar to that generally found in the deeper parts of the Pacific. It is composed largely of volcanic dust which must have been accumulating for millions of years.

Historical interest is added to this cruise of the "Challenger" by recalling that a former H.M.S. "Challenger" obtained her deepest sound of 4,475 fathoms at a spot only 50 miles to the eastward of the present scene of operations, when she was making a world cruise under the command of Captain (afterwards Sir) George S. Nares between the years 1872-1876.



## STOWAWAY TO PAY.

William Doe, a hospital orderly, was given a year's probation and ordered to pay £14/5/9 passage money, in the Auckland (N.Z.) Police Court on March 19, on a charge of stowing away in the "Aorangi" at Sydney on March 13.

## ACROSS ATLANTIC IN BARREL.

Peter Olsen, a veteran seaman, plans to return to his native Norway next June in a barrel called the "Viking". He hopes to sail from Nova Scotia to Norway in 35 days. His ocean-going "Sail-Barrel" was built by Mark Carlton, of Windsor, Ontario, who had contemplated sailing it to England. Carlton changed his mind and presented the "sail-barrel" to Olsen, who has had it shipped to Nova Scotia. The "Viking" is ten feet long and six feet nine inches in diameter. It has a keel, a rudder, and a stern stabilising "scoop". It is equipped with a 29-foot mast, a compass, sextant, and anchor, and, according to the owner, is unsinkable.

## BROKEN TANKER TO BE REBUILT.

The stern section of the broken tanker "Fort Mercer" reached New York harbour on February 24 after a 260-mile tow from off Cape Cod. A crew of 16 manned the broken hull during the tow, including 10 who were aboard

when the 10,000-ton ship broke in two in a fierce storm on February 18. A later message said that the seamen who stayed on board the broken ship helped to save about one million dollars (£A446,000) worth of ship and 147,000 dollars worth of oil. In giving this estimate, the owners of the "Fort Mercer" said the ship would be reconstructed. A new bow will be built.

## RADIO-CONTROLLED LIFEBOAT.

A 30-foot lifeboat which can be dropped from a plane and then guided by radio to survivors in the water has been built, it was announced in Washington on February 10. The new craft has a push-button system of steering for men who are too weak to handle a tiller. It also has walkie-talkie radio sets, a water-distiller and a canopy to protect survivors against sun rays. It can carry 15 men with provisions for 10 days.

## G.S.N. SERVICES REDUCED.

The General Steam Navigation Company's historic services with Holland, Belgium and France are being hit by those countries reducing their imports from Britain, but there is partial compensation by the increase in the trans-shipment trades to them.

## NEW WIRELESS TELEPHONY STATION.

Lifeboat services in the Eastern Channel (of Britain) will be

greatly facilitated by the new wireless telephony transmitting station at Fairlight, near Hastings, to bridge the gap between the stations at the North Foreland and Niton, Isle of Wight.

## FRENCH MERCHANT FLEET RECONSTRUCTION COMPLETE.

The work of reconstructing the French merchant fleet at government expense is practically completed, and the French government has prepared a subsidy bill to prevent the shipbuilding yards being closed down on account of their high costs.

## M.N. DEFENCE COURSES.

Additional Merchant Navy Defence Training Centres are to be opened, if they have not already been opened, at Southampton, Cardiff and Hull on similar lines to those that have for some time been operating at London, Liverpool, Glasgow and Newcastle-on-Tyne. The centres will be found located at the R.N.V.R. headquarters in each area.

## FIFTY-NINE SEAMEN LOST IN NORTH SEA.

Fifty-nine seamen were reported missing after a 90 m.p.h. hurricane had swept the North Sea during the week-end ending on March 9. Seventeen were reported missing from the German trawler "Thor", 18 from the Finnish freighter "Edna", and 24 from the Swedish ship "Rosso".

# MARITIME NEWS OF THE WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL



## INSTALLATION OF GAS TURBO-ALTERNATOR IN TANKER.

The installation of the 1,200-h.p. B.T.H. gas turbo-alternator in the Anglo-Saxon Petroleum tanker "Auris", was completed in early October, 1951. Successful sea trials followed, in which the "Auris" ran on a gas turbo-alternator alone under fully loaded conditions, achieving a speed of seven knots against a moderate wind and sea. There was no sign of vibration, and it was estimated that in calm weather the turbo-alternator should drive the ship at eight knots.

## ELDER, DEMPSTER LINES RESUME FORTNIGHTLY SERVICE.

The Elder, Dempster Lines re-established their fortnightly passenger service between Liverpool and West African ports as soon as their new ship, the "Aureol", was commissioned in November, 1951.

## NEW NAVIGATIONAL AID.

A revolutionary "crystal ball" which, its makers claim, would make it possible for a mariner to interpret the movements of nearby vessels and let him know in advance whether his ship was heading for clear sailing or disaster, was demonstrated to ship-owners in New York during the last week of February. The device, called the "reflection plotter", is used in conjunction with the shipboard system of radar. Its manufacturers, Caytheon Manufacturing Company, of Waltham, Massachusetts, said the factor of "human error" in the navigation of ships—one of the major causes of collisions at sea—would be a "step nearer to elimination" by use of the device. "It provides the radar with a visual course and speed recording feature which permits the navigator to keep track of all vessels within danger range, and to plot the course and progress of those likely to cross, meet or overtake him," said officials of the company.

## "CUTTY SARK" DAMAGED.

The "Cutty Sark", the famous China tea clipper and Australia-England wool trader of last century, was damaged on the Thames on the night of January 30 when she was struck by an 800-ton motor-ship near the Port of London. The jib-boom was carried away and the outstretched arm of her well-known figure-head was broken.

## JAP. SAMPAN OFF AUSTRALIAN COAST.

A message from Brisbane on February 4 reported the sighting of a Japanese sampan near Hawkesbury Island, 30 miles from the Australian mainland, on January 30. The sampan was sighted by the crew of the lugger "Adelphi", operated by the Island Industries Board, which arrived at Thursday Island on February 3. No Japanese were seen on board the sampan, which did not display a name. But whoever was navigating the sampan appeared to have a good knowledge of the reefs as it disappeared at high speed eastward.

## LUXURY SHIPS FOR DUTCH IMMIGRANTS.

Extensive alterations have been made to five Dutch liners to make them more comfortable for Dutch immigrants on voyages from Holland to Australia. Royal Inter-oceanic Lines when announcing this on February 20, said that the liners were the "Johan van Oldenbarnevelt", "Sibajak", "Zuid-erkruis", "Waterman", and "Groote Beer". The "Johan van Oldenbarnevelt", for instance, formerly a crack 20,000-ton mail liner between Holland and Indonesia, has been converted for the migrant service at a cost of £A1,000,000, and duly arrived at Sydney early in March. Although she has been refitted to suit her present strictly utilitarian role, she retains the character of dignified luxury which marked her pre-war service on the rich East Indies run. She emerged

from the refitting dock in January of this year and, on this her first voyage following her refit, carried 1,440 Dutch migrants to Australia.

## INTRASTATE TRADER GOES OUT OF SERVICE.

The 860-ton steamer "Cohar-go", which carried timber and other cargo to and from the South Coast of New South Wales, calling in at many of the small coastal ports, went out of service at the latter part of February. Her sister ship, the "Bermagui", will in future carry only timber. The taking off of this steamer from its old run, will tend to cut off still more the South Coast of N.S.W. from the capital centre of the State.

## SOMALI STOWAWAYS.

Two young Somalilanders (North-east Africa) stowed away at Aden on the freighter "Fernmoor" which reached Sydney on February 2. Instead of seeing the world as they hoped, they were locked away at each port of call. The pair, Jana Tarabi (23) and Ahmed Mahomed (20) both of British Somaliland, caught only a brief glimpse of Sydney as they were taken into police custody from the ship to await deportation.

## EASTER ISLAND PROJECTED FOR U.S. AIR BASE.

It is reported that the United States Government has asked Chile for permission to establish an air base on Easter Island—that 45-square-mile Pacific isle lying about 2,000 miles west of the Chilean coast, to whose intriguing and baffling mysteries reference was made in the January issue of this Journal. The aim of the U.S. request is to strengthen the Western hemisphere defences and to provide a suitable airport for a trans-South Pacific air service, linking Australia and South America. Easter Island was surveyed from the air and ground for the first time in March, 1951, when Captain P. G. Taylor and a crew of



Left: The minesweeper H.M.N.Z.S. "Kiwi," which arrived in Sydney on 24th February, coming alongside her berth at Kuttabel dolphins, Garden Island. Right: The only Maori member of the crew studying a map of Sydney before he went on shore leave.



four accomplished their historic flight from Rose Bay, Sydney, to Valparaiso. The practicability of a two-and-a-half days' air service between the East coast of Australia and the West coast of South America was then, it is said, fully established. The project now under review is probably a result of Captain Taylor's flight.

## SHARK TOWS BOAT.

A Townsville (Queensland) amateur fisherman on January 20 caught a six-foot shark by the tail. He landed the shark on a thin nylon line after the shark had towed a boat with two men

in it around the harbour. It was found that when the shark had been hooked by the tail, a part of the trace wire had become wrapped around the tail above the hook, making a secure loop. The shark jumped from the water several times in an endeavour to break the hook from its flesh.

## H.M.A.S. "CONDAMINE" TO RELIEVE "WARRAMUMGA" IN KOREAN WATERS.

The Minister for the Navy (the Hon. William McMahon) announced on March 24th that the River class frigate "Condamine"

would leave Sydney for the Korean area in June to relieve the Tribal class destroyer "Warramunga." "Warramunga" had been serving in Korean waters on a second tour of duty since the end of January. Her first period of service there lasted from August, 1950, until September, 1951. Mr. McMahon said that "Condamine" had not previously been engaged in the Korean theatre, but he knew that she and her officers and men would win similarly high praise to that won by other ships of the Royal Australian Navy which has assisted the United Nations to oppose Communist aggression.

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## ROYAL NAVY VOTED

£332,250,000.

The British House of Commons on March 7th granted the Royal Navy £332,250,000, the amount it had asked for.

The vote includes £38,000,000 for new construction, most of which has already been started and is now under way.

The First Lord of the British Admiralty, Mr. J. P. Thomas, in presenting the annual Naval Estimates, said that it was just as important for the Navy to be air-minded as sea-minded. Aviation was now the main striking power of the Fleet.

He disclosed that the Navy had done much towards the development of an atom-powered submarine.

Mr. Thomas said that another outstanding development which might have a far-reaching effect on Naval air tactics was the steam catapult for launching the most modern carrier-borne aircraft.

This would reduce the need for aircraft carriers to steam a long distance into the wind to enable her aircraft to take off.

The Navy, he added, was working on a torpedo which sought out and destroyed its target no matter what evasive tactics the target might employ.

New submarine safety devices were also being developed. They include a new type of breathing apparatus and a new type of life-jacket. As for anti-submarine work in a general way, four new types of frigate were being built for this purpose, the result of long experience and the application of scientific research to Naval needs.

However, a shortage of skilled craftsmen was holding up Naval production, especially the reconstruction of the aircraft-carrier "Victorious."



The Navy

## NEWS OF THE WORLD'S NAVIES

### BRITISH EASTERN ATLANTIC COMMAND.

The British Admiralty announced that the Commander-in-Chief of the British Home Fleet will be Atlantic Treaty Commander-in-Chief, Eastern Atlantic. This British post is at present held by Admiral Sir George Creasy, K.C.B., C.B.E., M.V.O. The command under N.A.T.O. will be subsidiary to that held by the Supreme Allied Atlantic Commander, United States Admiral Lynde D. McCormick, who was appointed to that post on January 30.

### BRITISH N.A.T.O. APPOINTMENT.

The British Admiralty announced on January 30 that Vice-Admiral Sir William Andrewes, K.B.E., C.B., D.S.O., is to be Deputy SACLANC. (Deputy Supreme Allied Commander Atlantic under N.A.T.O.). Vice-Admiral Andrewes is at present Commander-in-Chief, America and West Indies Station and will continue in this appointment.

### AMERICAN-BRITISH NAVAL TALKS.

Admiral Lynde D. McCormick, the America naval commander, who was on January 30 appointed Supreme Allied Commander in the Atlantic under N.A.T.O., flew to London on February 29 for talks with British Naval leaders.

### H.M.S. "SHEFFIELD'S" AMERICA-WEST INDIES CRUISE.

The flagship of the Commander-in-Chief, America and West Indies Station (Vice-Admiral Sir William Andrewes, K.B.E., C.B., D.S.O.), the cruiser "Sheffield", sailed from Bermuda in January for her spring cruise, in the course of which she visited Unit-

ed States, Venezuelan and Cuban ports. H.M.S. "Sparrow", frigate, left Bermuda in company with the "Sheffield".

### NEW FRIGATE FOR ROYAL NAVY.

The keel of a new frigate was laid down in H.M. Dockyard, Devonport, on January 3. The ceremony was performed by Lady Mansergh, wife of the Commander-in-Chief, Plymouth (Vice-Admiral Sir Maurice J. Mansergh, K.C.B., C.B.E.). The main machinery for this ship is being supplied by Messrs. Vickers-Armstrongs Ltd., Barrow-in-Furness.

### EXPLOSION IN R.N. SUBMARINE.

The British Admiralty announced on February 14 that an explosion occurred in the engine-room of H.M. Submarine "Alderney" off Portsmouth on that day when she was undergoing engine trials following a refit. The "Alderney" returned to harbour under her own power.

### R.A.N. RATING STRENGTH.

The rating strength of the Royal Australian Navy had increased by 1742 during the year 1951, the Minister for the Navy (the Hon. W. McMahon) said in Canberra on January 23. "This rate of enlistment is encouraging, but a similar increase will have to be maintained, if the target of 14,000 ratings is to be reached by 1953", Mr. McMahon said.

### BRITISH CIVIL LORD VISITS SCOTLAND.

The new Civil Lord of the British Admiralty, Mr. S. Wingfield Rigby, paid his first official visit to Scotland and toured shipyards on the Clyde and inspected Dockyard and Naval establishments in the Rosyth area early in January of this year.

### H.M.S. "SNIPE" ARRIVES AT DEVONPORT.

After a year's service on the America and West Indies Station, the frigate H.M.S. "Snipe", commanded by Captain D. Sanderson, D.S.C., R.N., returned to Devonport on January 15.

### SOUTH AFRICA DROPS LETTERS H.M.S.

A message from Capetown on March 15 reported that the Malan Government had decided to remove the letters H.M.S. from South African naval ratings' caps and substitute S.A.S. (South African Ship).

### U.S. TO BUILD 554 NAVAL SHIPS.

A message from Washington on March 19 said that U.S. Congress Armed Services Committee had unanimously approved a bill authorising the construction of 554 ships and the conversion of 10 others at a cost of £511,000,000. Included in the programme is a second nuclear powered submarine and a second 60,000-ton aircraft carrier. The new programme provides for construction of 237,000 of new navy craft, from the super carrier to 450 landing-craft.

### ATOMIC TEST SHIPS LEAVE FOR AUSTRALIA.

Two British Navy tank landing ships, the "Norvik" and "Zebrugge", left Portsmouth on February 19 for Australia with detachments of Royal Engineers and Royal Marines who are being sent to prepare the test site for a number of new British atomic weapons which are to be exploded in Australia later this year. Thetwo ships carry more than 400 tons of equipment for the tests. But the actual atomic charges, and other highly secret components will, it is understood, be flown out.

## THE FIRST "DARING" CLASS DESTROYER JOINS THE FLEET.

H.M.S. "Daring," the first of the Daring class destroyers to be completed, was due to be accepted by the Royal Navy from her builders, Messrs. Swan, Hunter and Wigham Richardson Ltd., of Wallsend-on-Tyne, early in February.

She and her seven sister ships—all in various stages of construction in Britain—are the largest destroyers ever ordered by the British Navy. They have been described by the Third Sea Lord (Vice-Admiral Sir Michael Denny, K.C.B., C.B.E., D.S.O.) as comparable with light cruisers of 20 to 25 years ago, but much more powerful and suited to carry out the functions normally assigned to small cruisers. H.M.S. "Voyager," launched in Sydney on March 1st, is the Australian version of this class of ship.

H.M.S. "Daring" is to join the Mediterranean Fleet — and may already have done so — as the first vessel in a new Second Destroyer Squadron, and will be joined by other "Daring" class destroyers later this year. Her peacetime complement of more than 300 — 22 officers and 286 men — is con-

siderably larger than that of any destroyer now in commission, and is made necessary by the increasing amount of highly technical equipment carried in this new class of ship.

H.M.S. "Daring" was laid down in 1945 and launched on August 10th, 1949, having been designed during World War II for possible use against the Japanese. She is of all-welded construction and incorporates many lessons learnt during the war. She is powered by geared steam turbines, manufactured by the Wallsend Slipway and Engineering Co. Ltd., of Wallsend-on-Tyne, and is of advanced design.

Every effort has been made to provide for the comfort of the ship's company. Great care was taken when the ship was designed to ensure that the layout of accommodation spaces was the best possible. Her galleys are fitted with electrical cooking apparatus, she has a modern laundry, and she has many mechanical labour-saving devices for cleaning ship. The electrical installation is 220-volt D.C.

The extreme length of the ship is 390 feet (366 feet between perpendiculars). She has a beam of 43 feet and a maximum draught of 12 feet 6 inches. Her armament

includes twelve guns, six of them of 4.5in. calibre, and two pentad torpedo tubes.

A second squadron leader is expected to join the Home Fleet shortly.

## R.A.N. SHIPS IN KOREAN ISLAND BATTLES.

No fewer than six Australian warships have taken part in battles since late last year to prevent Communist forces seizing a number of strategic islands off the North Korean coast.

The U.N. Korean headquarters had recently released some details of the battles, which, until then, had been held up by censorship. It appears that the only damage suffered by the R.A.N. ships was to H.M.A.S. "Bataan," which had been hit on the captain's cabin, resulting in nothing more than "disastrous results to the captain's best tail coat."

Headquarters said that the fight "was still on."

Other Australian ships which had been involved are the aircraft-carrier "Sydney," the destroyers "Warramunga," "Tobruk," and "Anzac," and the frigate "Murchison."

The "Sydney," "Tobruk," "Anzac" and "Murchison" have since returned to Australia.

U.N. Fleet headquarters said that the Communists have used hundreds of junks and other small craft in the island invasion attempts. Allied ships trying to stop them have come under heavy fire from shore-placed guns and mortars.

Casualties have been suffered on British warships taking part in the battles, which have tied up a considerable part of the U.N. Fleet.



The Navy

## TWO MORE CRACKED HULLS REPORTED.

Following the news of the cracking of the hulls of two U.S. tankers, the "Pendleton" and "Fort Mercer," the latter of which broke in two in a storm off Cape Cod in mid-February, came the news in mid-March of the cracking of two more ships. The latest victims were the "Saxon Star," an 8,964-ton Liberty ship, which radioed that her hull was cracked and leaking and her cargo of fuel overflowing; and the American tanker "E. H. Blum," which also reported that her hull was cracked, but that she could still make 12 knots an hour.

All four ships, it is understood, were of the welded type, which has tended, rightly or wrongly, to discount the reliability of welded ships — particularly in regard to tankers because of the peculiar strains and stresses to which this type of ship is subjected — in heavy weather.

Against this criticism Lloyd's Register of Shipping has thrown the weight of its powerful authority into the defence of the welded ship, with emphasis on the post-war welding technique in shipbuilding.

Lloyd's Register is the accepted world authority on merchant shipping, and in a statement issued from its London headquarters it points out that no major failures have occurred in welded ships built since 1945, and that recent failures were almost entirely among "standard" welded ships, great numbers of which were built during the war, mainly in the United States. The statement reads:

"This immense achievement in production (that is, the immense shipbuilding programme as a whole) was made possible only by the wholesale and rapid adoption of welding.

"The end justified the means. These ships admirably fulfilled the purpose for which they were built and proved a major factor in winning the battle of the Atlantic.

"Failures in a few of these ships must be related to the very large number delivered, which included about 2,600 Liberty ships and 530 tankers of the type involved in the February casualties.

"Since the war Lloyd's Register have surveyed many hundreds of predominantly welded ships, to which the results of earlier experience and of research have been applied, and these ships are giving full satisfaction in service."

Lloyd's statement quotes the British Admiralty Ship Welding Committee as stating that "welding as a process for building ships has been entirely vindicated. Given sound design, good workmanship, and tough steel, the reliability of welded ships is beyond question."

The endorsement by Lloyd's Register of the ship-welding technique is expected to encourage current building programmes, which, in the United Kingdom, include the construction of large passenger ships.

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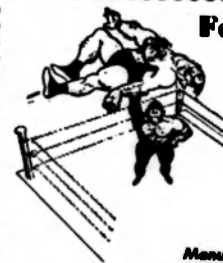
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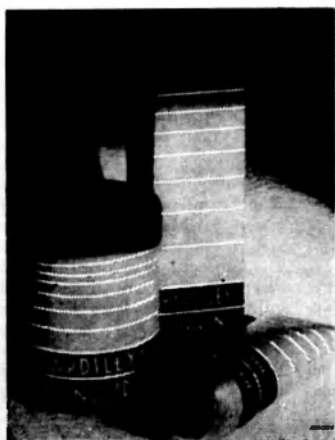
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## PERSONAL PARAGRAPHS

### ADMIRAL SIR PHILLIP L. VIAN RECEIVES G.C.B.

Among the many honours conferred upon Naval men in the 1952 New Year's Honours List, was the high bestowal of the Grand Commander of the Bath (G.C.B.) upon Admiral Sir Philip Louis Vian.

### NEW FLAG OFFICER GIBRALTAR.

Rear-Admiral St. J. A. Micklethwait, C.B., D.S.O., is to be Flag Officer Gibraltar and Admiral Superintendent, H.M. Dockyard, Gibraltar, in succession to Vice-Admiral The Lord Ashbourne, C.B., D.S.O., as from May, 1952.

### R.A.N. OFFICER DECORATED.

It was announced from Australia House, London, on March 19, that H.M. The Queen has appointed Lieutenant Anthony Frederick Sallman, R.A.N., a member of the Royal Victorian Order, fourth class. Lieutenant Sallman, son of Mr. Norris Sallman, of Toorak, Melbourne, was a member of the gun carriage

crew at Windsor during the funeral of King George VI.

### "WORCESTER" OLD BOY APPOINTED TO M.N. TRAINING BOARD.

Mr. R. M. Richardson has been appointed Secretary of the Merchant Navy Training Board in succession to the late Captain F. A. Richardson. An "old boy" of H.M.S. "Worcester", he was at sea with the P. and O. Company, and has been serving as an executive officer of the "Worcester" since 1932.

### NEW YEAR KNIGHTHOODS TO TWO R.N. VICE- ADMIRALS.

In the 1952 New Year's Honours both Vice-Admiral Maurice James Mansergh and Vice-Admiral the Honourable Denis Crichton Maxwell were created knights of the Order of the Bath (K.C.B.).

### NEW YEAR'S HONOURS RECIPIENT.

The knighthood of the British Empire (K.B.E.) was bestowed upon Vice-Admiral Philip K. Enright in the New Year's Honours for 1952.

## PROMOTION TO ADMIRAL.

Acting Admiral The Honourable Sir Cyril E. Douglas-Pennant, K.C.B., C.B.E., D.S.O., D.S.C., has been promoted to Admiral in Her Majesty's Fleet and re-appointed.

### CLYDE SHIPPING MAGNATE DIES.

Sir James Lithgow, the Clyde shipping magnate, died at Langbank, Renfrewshire, on the morning of the 23rd February. Sir James was Controller of Shipbuilding in Britain during the six Second World War years, for which he refused a salary of £3,000 a year.

### BRITISH ADMIRAL RETIRE.

The British Admiralty has announced that Admiral Sir W. Edward Parry, K.C.B., is to be placed on the Retired List in the rank of Admiral.

### DECORATIONS FOR "RECLAIM" OFFICERS AND MEN.

The following officers and men of H.M.S. "Reclaim", the submarine rescue ship, were among those decorated in the New Year's Honours for services rendered during operations in connection with H.M. Submarine "Affray":

### Officer of the British Empire (O.B.E.):

Lieutenant-Commander J. N. Bathurst, D.S.C., R.N.

### Member of the British Empire (M.B.E.):

Lieutenant W. B. Filor, G.M., R.N.

### British Empire Medal (B.E.M.):

Able Seaman W. G. Crane, P/SSX 845937; Petty Officer R. W. Hall, C/JX 441529; Acting Leading Stoker Mechanic E. J. Mallion, P/SKX 838696.

## NEW APPOINTMENT FOR REAR-ADMIRAL J. A. S. ECCLES.

The appointment of Rear-Admiral J. A. S. Eccles, C.B., C.B.E., as Admiral Commanding Reserves, R.N., in succession to Vice-Admiral W. R. Slayter, C.B., D.S.O., D.S.C., has been announced by the British Admiralty. The appointment is to take effect in June, 1952.

### A V.C. WINNER WHO SANK HIS OWN SHIP.

One of the most courageous and hazardous feats of World War II was vividly recalled when Captain S. H. Beattie, V.C., R.N., stepped ashore at Sydney from the P. and O. liner "Strathaird" on March 20.

In March, 1952, Captain Beattie, then a Lieutenant-Commander, rammed his depth-charged destroyer "Campbeltown" into the Nazi-held Naval dock at Saint-Nazaire, the French port on the Loire River.

The blast of 24 depth charges in the bow of the "Campbeltown" shattered the dock, and for the remaining period of the war prevented its use by German pocket-battleships. The wreck of the destroyer was discovered during post-war reconstruction work on the docks. She had been shattered practically into little pieces.

Amazingly enough, despite the extreme violence of the blast, all hands of the "Campbeltown" escaped from the scene of destruction, but many were lost and others, including Captain Beattie, were captured when their escape launches were sunk in the river.

Captain Beattie will be stationed in Australia for two years in command of the first R.A.N. frigate flotilla. Mrs. Beattie, his wife, together with their three sons, accompanied him to Australia.



Three crew members of the first Philippines naval craft to visit Australia, the LST. 875, relax after coming off duty when they arrived in Sydney on 1st April.

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# SEA-ODDITIES

A deep-sea volcano, dormant for the past 90 years, on March 19 erupted and pushed a mass of rock 250 feet above the surface of the Pacific Ocean, 315 miles north of Manila, capital of the Philippines. The turbulent pile of rocks covered at least an area of five acres. For hundreds of yards around it the ocean boiled and bubbled, while a 10,000-foot column of smoke and sulphurous steam towered above. Huge black boulders, some of them five storeys high, were tumbled around. The new island appeared at almost the identical spot where about a century ago an undersea eruption created Didicas Rocks and pushed them 700 feet above the surface of the sea. That eruption lasted for four years. The new island was inspected soon after it appeared by a U.S. Air Force plane.

Of the physical conditions of the oceans, that which concerns the subject of colour and light is of particular interest. The light in the sea depends on depth, time of day, season, and weather conditions. Light, of course, penetrates much more readily into clear water than into water made turbid by sand or mud. Only on rare occasions can the whole of the sun's light penetrate the actual surface of the sea. For the most part the sea surface acts as a barrier to light-waves, reflecting them back in a greater or lesser extent, according to the angle at which the rays strike the surface. The dazzling reflections of the sunrises can often be quite painful to eyes unaccustomed to them.

The light that penetrates the sea passes down and is slowly absorbed. The light conditions of the English Channel, off Plymouth, are, according to E. M. Stephenson, the noted marine biologist, "at ten fathoms (60 feet), similar to those in the shadiest part of a beechwood in summer. At greater

depths the light becomes more and more dim, until it fades altogether and complete darkness reigns. Not only the brightness but also the quality of the light alters in passing from the surface downwards. The red end of the spectrum is quickly absorbed near the surface, then the other wave-lengths in the order orange, yellow, green. Blue and violet light penetrate most deeply, and in clear sea—for instance, in the Sargasso region of the Atlantic—violet light has been detected at 550 fathoms." Incidentally, the blue colour of the sea is caused by the upward reflection of light waves striking small particles in the water.

Often to be seen floating above the surface of the warmer waters of the Western Atlantic are patches of sargassum weed. Drawn by wind and current into long parallel lines which stretch away on either side of the ship, these yellow, sponge-like patches must be familiar to every traveller in those seas. "But how many people realise," writes Robert Gibbings in his fascinating book, "Blue Angels and Whales," "that each separate piece provides a home for numerous small fish and crabs who travel in each other's company and trust to those frail tendrils, leaves and berries to complete the cycle of their lives."

Gibbings goes on to say that "out of scarcely more than a bucketful of this weed I shook 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. One was a small trigger fish and two were slate-coloured midgits with a bright silver patch on their bellies. The most interesting of all was the sargassum fish, who takes his name from the weed he lives in and

whose appearance he imitates so well. His disguise is as perfect as that of the little Indo-Pacific mangrove fish, which can hardly be distinguished from the dead leaves of that tree which float in the water. . . . Only by shaking the sargassum fish from the weed was it possible to discover his presence, for his shape and markings blended so well with his surroundings that the closest scrutiny failed to find him." Here was camouflage in its most effective form.

Contrary to what is often asserted, there are no alligators in Australia. But there are two species of crocodiles: *Crocodylus johnstonii* and *Crocodylus porosus*. "The first-named," writes Archer Russell in his recent book, "Bushways," "is comparatively small and harmless, and is confined to the mainland; but *Crocodylus porosus*, the huge estuarine saurian, has been known to attain to a length of 22 feet, and is most ferocious. It lives on fish and on the animals it is able to catch in the swamps or on and about the riversides. The gape of a large estuarine crocodile will measure as much as 24 inches. Extremely dangerous, the reptile should be closely watched for, especially at the river crossings and on the banks of pools and among the reedy swamps. The lash of a crocodile's tail is as dangerous as the snap of its jaws. When swimming along the edge of a mangrove swamp a large crocodile approached a boat and, suddenly spying it, turned and dived. In doing so the lash of its great serrated tail cut the 3-inch thick mangrove roots as though they had been sawn by hand. More than one unwary human has been whipped from his foothold and carried off by a crocodile that had been lying, camouflaged like a log, on the river-bank or sandbar."

## NAVY TO REFIT AND COMMISSION MORE SHIPS.

The Minister for the Navy (the Hon. William McMahon) announced on February 21 that the Cabinet had approved the allocation of £730,000 for the refitting by June next year of Bathurst class fleet minesweepers for the Royal Australian Navy. It had also accepted a commitment involving the expenditure of £470,000 for refitting more fleet minesweepers after June, 1953.

Mr. McMahon said that when these vessels had been refitted they would be able to deal with all known types of mines.

The money provided would be spent on dockyard and shipyard work and on the provision of machinery and spare parts. For reasons of economy and standardisation, machinery, equipment and spare parts would be ordered in bulk for the whole project. Most of the machinery and equipment, as well as the dockyard materials, would be obtained in Australia.

Some of the minesweepers would be refitted in Sydney, some in Melbourne and some in Fremantle.

The Minister also said that two frigates and a fleet minesweeper would be brought forward from reserve within the next few months to fulfil increased training commitments.

Two frigates, H. M. A. S. "Hawkesbury" and H. M. A. S. "Macquarie", would be commissioned before the end of the year, the first of them in May. H.M.

A.S. "Katoomba," a fleet minesweeper, would also be commissioned late in 1952 after undergoing refit in accordance with the programme recently approved by Cabinet.

After "Hawkesbury" had been commissioned H.M.A.S. "Barcoo" a frigate, at present being used as a training ship, would revert to her duties as a survey vessel.

Mr. McMahon said that the Royal Australian Navy's training commitments had grown as a result of increased recruiting in the permanent naval forces and the introduction of national service.

The ships to be commissioned would spend part of their time in anti-submarine training and would periodically engage in exercises arranged with the R.A.N.-R.A. A.F. Joint Anti-Submarine School which had recently been established at Nowra (N.S.W.).

## THE "GOODWIN SANDS" CLAIMS ANOTHER.

The freighter "Agen" (4,196 tons) broke in halves on the dreaded "Goodwin Sands" off the Kentish Coast during the renewed gales which swept the United Kingdom in mid-January. The French captain, Maurice Landreau, 47, remained aboard his ship until the last minute. The Walmer lifeboat took five hours to find the freighter because its power and light failed soon after it grounded. When the lifeboat reached the wreck the "Agen" had broken in two, with each half folded to-

gether. The crew, huddled together on the forward half, had to wait until the tide rose next morning for the lifeboat to close in and take them off. The captain saw his crew—all of whom were suffering from exposure—safely into the lifeboats, but at first refused to leave his ship. The lifeboat crew went without him, landed the rescued men, then went back to plead with the captain. This time he agreed to leave the freighter, which was being buffeted by huge seas.

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# SPEAKING OF SHIPS

The Brazilian Government has promised to take energetic steps to improve the conditions in their ports, particularly Rio de Janeiro and Santos, to end the present long delays that occur to shipping loading and unloading there.

The cost of transporting a ton of mutton from New Zealand to London has gone up £12/16/8 in 1939 to £19, and a ton of wool from Australia from £14 to £28.

The late Lord MacLay, Shipping Controller in the First World War, left estate valued at £1,301,066, on which death duties of no less than £1,041,736 had to be paid.

Trial borings in South Wales have revealed the presence of big anthracite deposits on the Western edge of the South Wales coalfields.

The Swedish Ambassador in London gave a serious warning that it might not be possible to maintain Swedish exports to Britain of such scarce commodities as iron ore or timber if Britain did not supply the coal and coke urgently required by Swedish economy.

Messrs. Vickers-Armstrong Ltd. have sufficient orders on hand to keep their yards in Barrow-in-Furness and on the Tyne busy for about five years.

A company known as "Discoveries Ltd." is reported to have been registered with a capital of £10,000 "to fit out an expedition for the discovery of certain treasures."

British shipyards are continuing to get a certain number of orders from American owners for tankers and dry cargo ships.

Messrs. William Doxford and Sons, of Sunderland, are carrying

out extensions to various ships; they have no idea of building larger engines, but the plan will permit the production of existing types of the opposed piston diesel to be stepped up by about 50 per cent.

Rispond Tankers Ltd., under the chairmanship of Mr. Ross Geddes, formerly of the Shell Company, have placed a £3,000,000 contract for two 28,000-ton tankers in Holland.

Recent investigations have proved that a very large proportion—something like 90 per cent.—of the shares of most of the big British shipping companies are held by small investors of £500 or less.

The rescue of the crew of the "Bisco 9" by the Campbelltown Rocket Company is officially proclaimed as the best rocket rescue in the year 1950-51.

During the year 1950 the Liverpool Port Health Authority reported "nuisances" in 953 ships—931 British and 22 foreign—mostly regarding dirty or verminous crews' quarters.

A considerable number of ships built by the Government during the war and later sold to private companies are now having to have bottom stiffening.

The Baltic and International Maritime Conference has been discussing the question of despatch money which is criticised as so easily leading to abuses.

Lord Runciman stated at the Moore Line general meeting that the price of new tonnage of the kind needed by the Company was already about twice as much in 1943 and about four times present.

It is reckoned that the suspension of Argentine meat cargoes, after crediting substituted cargo, cost the Royal Mail Lines over half-a-million pounds.

The two new Union-Castle ships for the London intermediate service, "Rhodesia Castle" and "Kenya Castle," will cost well over £2,000,000 apiece.

A good deal of feelings has been aroused in the United States by European countries accepting aid to restore their shipbuilding industries and then accepting orders from Russia.

The Civil Service Life Boat Fund has presented its 28th boat to the Royal National Life-Boat Institution stationed at Holyhead.

The South African Government has denied German Press reports that it is recruiting 25,000 German immigrants, including technicians; that is the number suggested, but no preference is to be given on grounds of nationality.

The Union-Castle liner "Arundel Castle" put about and searched for a deck steward supposed to have fallen overboard, but he was later found asleep in a life-boat.

The returns for laid-up shipping in British ports on 1st April, 1951, were the lowest since they were re-commenced in 1946 and only 29 out of 163 were for reasons other than for undergoing or awaiting repair.

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FOR THE NEXT ISSUE OF

**The Navy**

# NAVIGATIONAL PROBLEMS.

In the course of his Presidential address, delivered in London at the annual meeting of the Institute of Navigation, Sir Robert Watson-Watt referred to a number of factors in the navigational field which seemed to be of immediate and increasing importance to the British shipping industry.

The industry, he said, must maintain and improve its world position against the competition of other nations, and with that in mind careful consideration should be given to those factors affecting the safety, the speed and economy of navigation, even though they might only be 1 to 5 per cent. factors.

Turning to the problems facing the navigator, Sir Robert said that celestial navigation was more than sufficiently advanced for his needs, but he might be helped further by mechanical or simple electronic calculators. Radio time signals, supported by the quartz-crystal clock, had carried time accuracy far beyond practical requirements. Celestial navigation had fallen from its former high estate and had now become largely a convenient check on the newer arts. The science of terrestrial magnetism had not entirely kept pace with the demands which had been made on it. The magnetic compass, still virtually in its original form, must surely be superseded by one of electronic design. The gyro compass appeared to be in a much more satisfactory state of development.

In meteorology, the electronic computation of future weather for a given area might never be attained, for it involved a new mathematics. But there was greater scope for the rational use of radio communications for giving shipmasters a wider and more comprehensive service than at present—particularly in the vital shipping lanes of the North Atlantic. Salt water in the veins was useful, Sir Robert said in conclusion, but salt sweat on the brow was needed to

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The report of the Council of the Institute states that during the year work continued on a handbook on marine radar which the Institute is preparing. It had been hoped to publish the book in 1951, but delays had been encountered, and publication is now scheduled for the (English) spring of 1952.

The Council reported last year that they had decided to offer annually an award for the outstanding contribution to navigation or the outstanding navigational

achievement of the year, and an award for the best paper to be published during the year in the journal of the Institute. Each of the two awards will only be made in years when the Council consider that outstanding work has, in fact, been done. It is understood that both awards are being made this year (that is, for 1951).

Rear-Admiral A. Day, Hydrographer of the Royal Navy, has been nominated as President, in succession to Sir Robert Watson-Watt.

## BOOK REVIEW

"Thames to Tahiti", by Sidney Howard (219 pages, illustrated.) "A Gipsy of the Horn", by Rex Clements. (251 pages, illustrated.)

These two books, each published by Rupert Hart-Davis, London, form Nos. 16 and 17 respectively of the "Mariners' Library Series," and fully maintain the high standard set by the preceding volumes of the series. The "Thames to Tahiti" volume tells the story of a voyage made from London to the famous Pacific isle by way of Panama in a 35-foot auxiliary cutter, in the early 1930s, with a crew of two. "A Gipsy of the Horn" is the story of an apprentice's first voyage of 16 months in the three-masted barque "Arcthusa" at the turn of the century. It gives a fine picture of conditions and practices aboard ship in the old "windjammer days."

"A History of the Practice of Navigation", by Commander J.

B. Hewson, R.N.R. (270 pages, illustrated.) Brown, Son, and Ferguson, London.

This is a detailed survey, containing extracts from many past manuscripts and other publications, of the "tools of the navigator's trade," and the manner in which they are applied in ocean navigation. In style, the work leans somewhat towards that of a textbook.

"The Adventure Of The Life-Boat Service," By Malcolm Saville, Macdonald, London, 6/.

This small but interestingly written and well-illustrated history of the Royal National Lifeboat Institution's work round the coasts of Britain might well prove to have a wider appeal than solely to the boys and girls for whom it is primarily written. It is therefore commended equally both to the young and the old.

## SHIP'S RADIO BEACON FOR PENGUIN SHOAL.

The Commonwealth Marine Branch has announced that it will install a radio beacon covering the dangerous Penguin Shoal on the North-West Coast of Western Australia.

The shoal lies in the direct route of the "Iron" class ships, which carry iron ore from Yampi Sound to Port Pirie, South Australia, and Eastern States ports.

The all-weather signal will emanate from a station to be erected on Troughton Island, which lies between the shoal and the mainland.

The equipment, supplied by Amalgamated Wireless Australia Ltd., and the Marconi Company of Great Britain, comprises a low frequency beacon with automatic code sender, a direction-finding apparatus, and a receiver for communication between the island and the mainland.

Vessels not fitted with direction-finding equipment will also be able to use the new installation by contacting the staff at Troughton Island.

Troughton Island was selected as it was not possible to erect any form of warning on the shoal itself. The shoal is covered by 36 feet of water at high tide.

Mr. G. J. Laycock, Director of Lighthouses, Commonwealth Marine Branch, says the equipment was being installed following a number of requests from the Broken Hill Pty. Ltd. to have some shipping aid placed over the shoal.

## NEW S.N.O., PERSIAN GULF.

Captain Arthur H. Wallis, R.N., who commanded the Naval forces in the Shatt-el-Arab during the Abadan crisis last year, has struck his broad pendant as Senior Naval Officer, Persian Gulf, on being succeeded by Captain Theodore E. Podger, R.N., who previously commanded the cruiser "Kenya." Captain Podger, it will be remembered, was lately in command of "Kenya" during part of

that cruiser's long and honourable record of service in Korean waters.

Captain Wallis, with the temporary rank of Commodore (2nd Class), continuously watched the development of events only a few hundred yards from the giant Persian oil refinery from June until October in the cruisers "Euryalus" and "Mauritius" and has now taken command of the last-named ship, which, as told by this Journal in its December, 1951, issue, withdrew the Anglo-Iranian employees to Basra when it was decided to evacuate Abadan. The Commanding Officer of the "Mauritius," Captain E. O. F. Price, O.B.E., R.N., has transferred to the "Kenya" for service with the East Indies Squadron based on Trincomalee, Ceylon.

The new Senior Naval Officer, Persian Gulf, was the Naval Assistant to the Deputy Chief of Naval Personnel before going to the "Kenya." A gunnery specialist promoted to his present rank in January, 1947, he served as Gun-

nery Officer on the staff of the Vice-Admiral Commanding Force H, the famous Mediterranean striking force, in 1941, and subsequently served as Gunnery Officer in the "Rodney," "Malaya," "Ramilles," "Nelson," and "Illustrious."

## "WARRAMUMGA" CAUSES EXTENSIVE DAMAGE IN KOREA.

The Minister for the Navy (the Hon. William McMahon) announced on March 5th that the Australian Tribal class destroyer "Warramunga," which was serving in the Korean area, had recently done extensive damage to Communist railways, bridges and shipping. In the last few days she had made 14 direct hits on the railway at Songjin, on the east coast of Korea, had shattered the temporary underpinning of a bridge as repair gangs tried to make the bridge fit for traffic, and had damaged numerous sampans. She had also dispersed bodies of enemy troops.

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# EX-NAVAL MEN'S Association of Australia



## (FEDERAL COUNCIL).

The Association desires to convey to readers of "The Navy" a few extracts taken from the speeches and reports given at the last biennial Federal Conference, which was held at Brisbane.

In his opening address to the assembled Delegates, The Lord Mayor of Brisbane, The Right Hon. Alderman Sir John Chandler, K.B., said: "Mr. President and Delegates, it is a pleasure for me to be here, and I feel honoured in being asked to this Conference. May I begin by expressing my thanks to you for the congratulations you have been kind enough to offer me—I feel that in this particular case I am the recipient of an honour which was conferred not so much on myself as on the city which I have the privilege to represent.

"I am extremely glad to see ex-Servicemen's associations of the various kinds continuing in their activities and remaining in strength. I suppose my experience of life is that there is nothing that binds people more closely together than having spent a lot of time together and under unusual circumstances, sharing the same hardships, experiencing the same dangers and, of course, in many cases, enduring the same privations. I know there is no other way of life where men have become bound together by such strong and such common ties as the men who have shared the dangers together under active service, and it is a particularly good thing, I think, that they should continue to remember each other; that they should fraternise and remain together as friends after the peace-time has come and their services are no longer required. When I say that, it is with some

doubt, because I think all of us must agree that at the present time at any rate there is no indication whatever that a war has been won and we have entered into any period of peace which we can be reasonably assured of, and it seems rather a tragedy on civilisation that that should be so. But again, organisations such as the one which you gentlemen belong to, can do a great deal in this country to make the people of Australia realise that if we wish to remain a free people, if we wish this country to continue to be occupied by a White race,



we will have to face all the responsibilities which go with the adoption of such a policy. Let me make it clear that I am entirely in favour of the policy, but sometimes think there is a danger of people in Australia saying: 'We are going to keep this continent White,' without realising the responsibilities which are generally associated with this momentous decision.

"I hope this continent will remain White, but it will only remain in control of White people provided the White people are prepared to do their part, and prepared to do something which at the present time we are not doing in anything like adequate manner, and that is: producing sufficient food not only for ourselves, but for supplying to the rest of the world.

"I do not want to discuss matters of that kind. You gentlemen, I have no doubt, have a lot of problems which you are going to face during this conference, and I hope the conference will be a very pleasant one and a very successful one. I am pleased to see so many here from such long-distance places, particularly Western Australia, South Australia, Tasmania and New Guinea. We are very pleased indeed to see them. I do wish your Association the greatest of success and a pleasant stay in Brisbane and a very, very pleasant time for you all.

A vote of thanks was then tendered to the Lord Mayor by Mr. F. Calvert, State President of New South Wales, and later he was suitably supported by other leaders from each States' delegation.

In his report to Conference, the Hon. Federal Secretary stated that up to the close of June, 1951, there was a numerical strength of 18,532 members registered throughout Australia. There are eight State sections and thirty Sub-Sections all working in harmony and under the jurisdiction of the Federal Council. During the past year 39 members have passed away. In a subsequent issue of "The Navy" the names of the deceased will be given, so that readers will know how many of their "Old ship-mates" have gone before them.

Federal Council has taken up the matter of having a unit of the R.A.N. based at Brisbane, for the purposes of Naval Reserve Training. Conference expressed a resolution that the subject be brought before the Minister for the Navy and Council is now anxiously awaiting his reply.

G.W.S.

## AUSTRALIA GIVES NEW ZEALAND FOUR FLEET MINE- SWEEPERS.

The Prime Minister, Mr. Menzies, announced on March 5 that the Australian Government had made a gift to the New Zealand Government of four fleet minesweepers. The ships, which had yet to be finally selected, are at present in reserve, and would be sailed to New Zealand by Royal New Zealand Naval crews. They would then be modernised by the Royal New Zealand Navy and equipped to deal with all types of mines, including those of the latest design. The date on which they would be handed over had not yet been determined. Mr. Menzies said that all the minesweepers in the Australian Fleet had been built in Australia and had done excellent work in the Second World War. The Australian Government was very pleased to be able to assist the New Zealand Government in a

way that reflected the spirit of co-operation displayed by the two Governments in dealing with mutual defence problems.

## TASMANIAN FEDERAL MEMBERS SPEND DAY AT SEA IN WARSHIPS.

A party of Tasmanian Senators and Tasmanian members of the House of Representatives embarked in H.M.A.S. "Australia" and H.M.A.S. "Anzac" at Hobart on Tuesday morning, March 25th, to spend a day at sea in them. Invitations had been extended to all Tasmanian Senators and members of the House of Representatives. The Minister for the Navy, Mr. W. McMahon, in making the announcement, said that he was making plans for other visits to warships and naval and air establishments by members of the Federal Parliament. His object in doing this was to enable members to learn more about Australia's defence requirements and the steps that were being taken to meet them.



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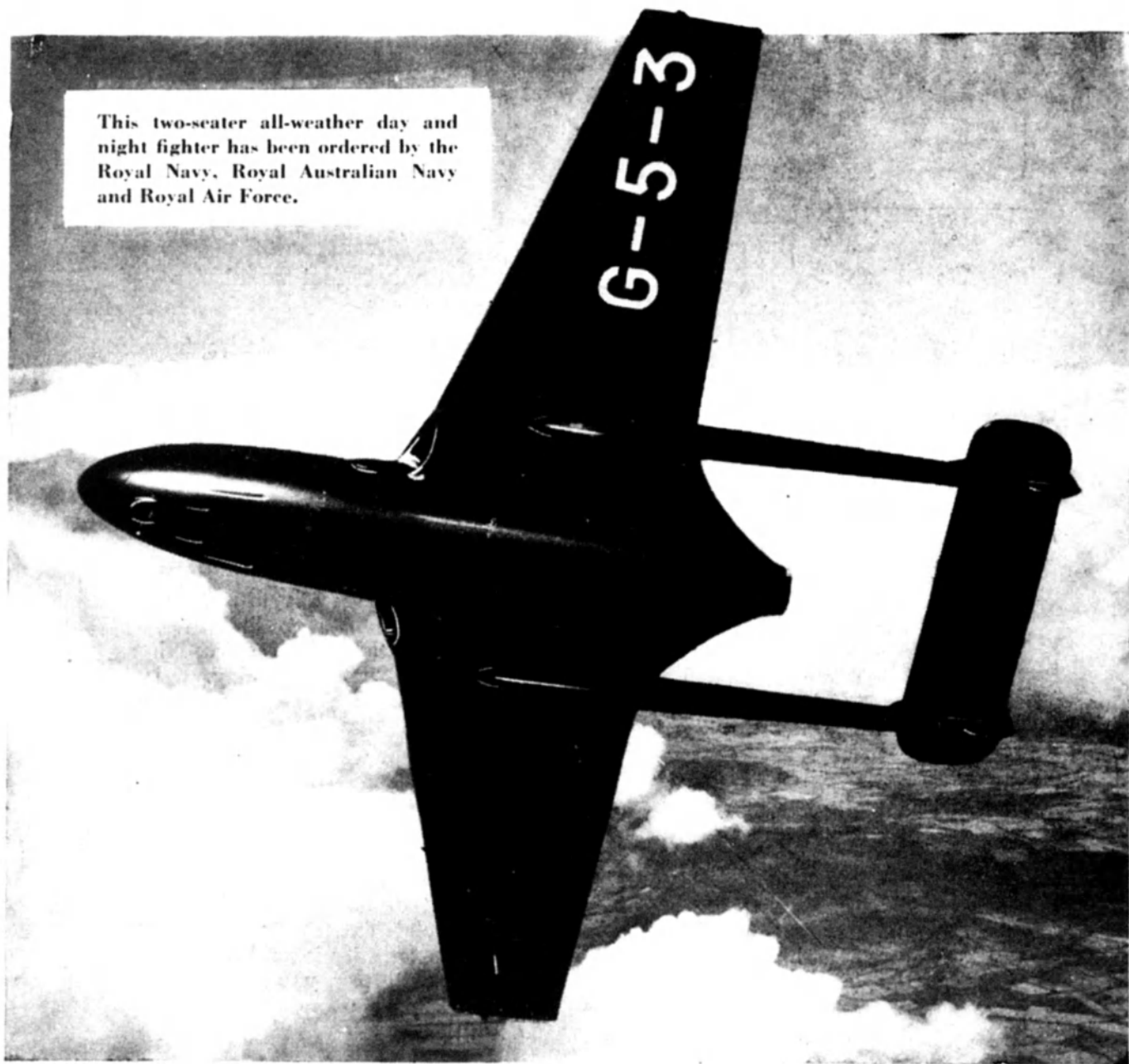
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# *THE* NAVY



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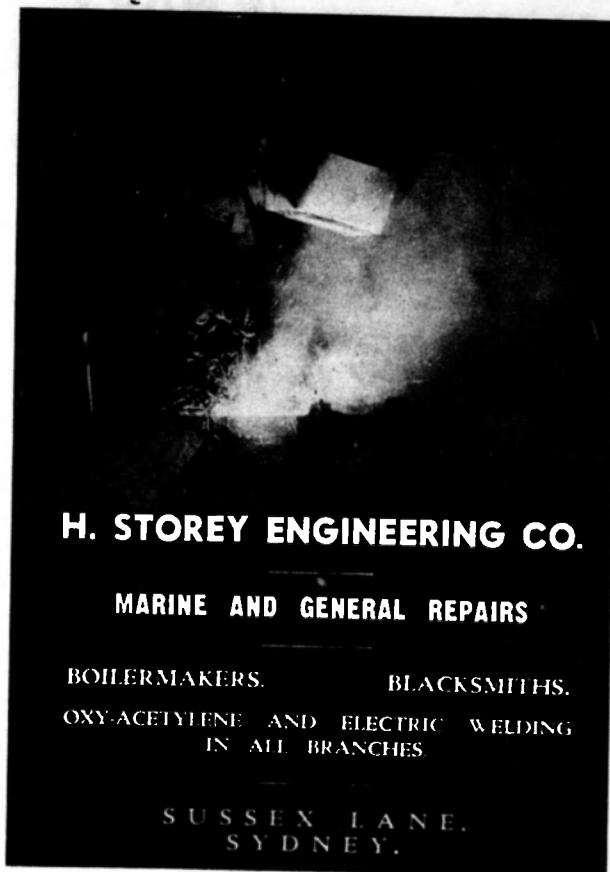
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# THE Australia's Maritime

Vol. 16.

May, 1952.

No. 5.

## BRITISH NAVAL CONSTRUCTION AND CONVERSION.

Although the tempo of the British Naval rearmament programme has quickened, the build up of production has fallen short of what was planned in the 1951-52 Estimates. There has been, as was expected and must still, unfortunately, be expected, a shortage of raw materials, particularly steel, and certain difficulties inherent in introducing a rearmament programme have been a source of retardation. However, taking these factors into consideration, progress has not, so far, been unsatisfactory, but the stage has been reached where a considerable increase in manpower of Naval work in the shipbuilding yards has become necessary.

Dealing with Naval construction policy the First Lord, in his statement explanatory of the Navy Estimates for 1952-53, said: "Particular attention is being given to the need to build up anti-submarine and minesweeping forces and to the expansion of Naval aviation."

"The Royal Dockyards," he pointed out, "will be used to the limit of the labour force available but it will be necessary to continue to rely on private industry for a part of the programme of

modernisation and conversion, as well as for a proportion of repair and refit work. Some orders for new construction, e.g., some of the new type of minesweepers, have been placed with firms not normally used for Naval work."

The new ships of the rearmament programme are principally frigates and minesweepers. Certainly the financial year 1951-52 saw the completion of the new fleet carrier "Eagle" and the new destroyers "Daring" and "Diamond." But these ships were laid down before the rearmament programme. Work is to continue during 1952-53 on the other large warships also belonging to past programmes, i.e., a second fleet carrier, "Ark Royal," four light fleet carriers of the "Hermes" class, and the remaining six "Daring" class destroyers, most of which are nearing completion.

But in all constructional work, one thing must never be forgotten, the First Lord reminds us. If the building-up of the anti-submarine and minesweeping forces is not exactly going on apace, it is at least proceeding, as we have already indicated, in no unsatisfactory manner. Even the smaller ships take a long time to build when compared with other weapons of war and it is apparent that it is far too early to expect the fulfilment of a large part of the rearmament programme in terms of finished ships. The "Daring" class of destroyers

and the fleet and light fleet carriers are obviously being pressed forward as quickly as resources allow, though the completion dates of some of the carriers have been delayed slightly to allow for the installation of flight deck equipment which will be considerably in advance of anything so far in service.

As already stated, the British Admiralty was not long in realising the need for and the value of the smaller type of craft in modern Naval warfare. The frigates are of a number of differing types corresponding to the duties that will be required of them. The greater part of the frigate programme consists of anti-submarine craft of two types of different striking power. These will be complementary to each other and the simpler vessel of the two will be produced in larger numbers for the same expenditure in resources. The anti-submarine frigates will be equipped with the very latest developments in anti-submarine weapons.

As to minesweepers and other small craft, a large number of new design minesweepers has been ordered and many are already on the stocks. The first from each of a number of shipyards, should be completed before the end of the present financial year.

Work is also proceeding, we learn, on a number of fast patrol boats, on a new design of vessel for seaward defence, and on other craft of the smaller types. A number of fast patrol boats has been ordered incorporating a new design of diesel machinery, which for its power is the lightest unit so far designed. Until these engines are ready, however, a number of craft of older design are being built and will be finished shortly. In addition, two experimental boats of the patrol type are nearly finished and from these the designers expect that much valuable experience will be gained for future utilisation.

Work is also proceeding on a new design of vessel for seaward defence and the first of these vessels, the First Lord anticipates, will be completed during the present year. Development of the new type of fast submarine is apparently continuing satisfactorily and, in addition, a number of an interim type, with a better performance than any predecessor, will be built. A small hospital ship also will shortly be laid down which, it is expected, will take about two years to build: this vessel will, in peace-time, as this journal has already stated, be a Royal Yacht for H.M. The Queen, but it will be so designed that it can be used as a hospital ship in time of war.

That the modernisation of ships and the conversion of others to a new role, plays an important part in the rearmament programme, goes without saying. Work continues on the modernisation of H.M.S. "Victorious" at Portsmouth, which

when finished will make this fleet carrier practically a new ship. The light fleet carrier "Warrior" will shortly undergo a less extensive modernisation. Work on the modernisation of the cruisers "Birmingham", "Newcastle", and "Newfoundland" is nearing completion.

As previously stated by "The Navy," and as stressed by the First Lord in his Explanatory Statement of the Estimates, the main purpose of the conversion into fast anti-submarine frigates and thus provide a speedy supplement to the anti-submarine new construction programme. The first two of these converted destroyers, H.M.S. "Rocket" and H.M.S. "Relentless", are, it will be remembered, already in service with the Fleet. Work is proceeding on further vessels and more will follow during the year. The first ship of a simpler form of conversion, H.M.S. "Tenacious", is also in service and she will be followed by other ships now in process of such conversion. The strength that will be given to the Fleet by the addition of all these vessels needs, of course, no elaboration. A further noteworthy and most heartening feature of the programme is that nearly all the Reserve Fleet ships have been refitted since they were last in service.

## BRITAIN'S NAVY ESTIMATES, 1952-53.

The British Navy Estimates for 1952-53, issued towards the end of February, indicate the upward trend in Naval expenditure that has taken place since Britain's rearmament programme was inaugurated. This year provision is made for a net expenditure of £357,000,000, or £78,750,000 more than the sum voted by Parliament last year. The First Lord made it clear that, apart from a numerical increase in Naval personnel, construction, and conversion, additional provision had to be made for higher prices and costs in preparation and maintenance and increases in the pay of civilian staff.

The Estimates provide for a maximum personnel strength of 153,000. This is an increase of 9,500 over the maximum strength provided for last year. In this connection also, it is of interest to know that a number of both officers and men have been retained beyond their normal period of service, and some have been recalled from the Reserves to meet the requirements arising from increased preparedness of the Fleet. "It will be necessary to recall some 3,500 additional Royal Fleet Reservists as well as some officer reservists during the year, and also to continue to retain time-expire ratings and certain officers, but it is my earnest hope that it will become possible progressively to reduce the length of retention from 1953", remarked the First Lord.

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## H.M.A.S. "EAGLE'S" FINAL ACCEPTANCE

BRITISH ADMIRALTY RELEASES MORE DETAILS OF SHIP.

With the final acceptance of H.M.S. "Eagle," Britain's newest and biggest aircraft-carrier, into Royal Naval Service on March 1st, following the completion of her sea trials (a commentary of which was given in the February issue of this Journal), the British Admiralty has now announced further details of this ship. Clearly indicating as they do the superior striking power of this most modern of aircraft-carriers, they make illuminating reading.

It will be possible to handle larger and faster aircraft and to handle them quicker and with greater ease than in any previous carrier of the Royal Navy, said the announcement. Two hangars are served by high-speed lifts. There are two catapults for launching aircraft. Arrestor gear is of an improved type which will accept landings by faster and heavier aircraft. A comprehensive system of flight deck lighting makes possible the operation of jet aircraft by night as well as by day.

H.M.S. "Eagle" will have a peacetime complement of 88 officers and 1337 ratings, including the complement of embarked air squadrons. It is estimated that some 400 miles of cable are installed. The shipbuilders were required to make approximately half a million electrical connections to complete the installation. The total connected electrical load is nearly 11,500 kws, but there is a considerable diversity in its application. Peak demands for electricity are comfortably met by the generating plant which has a total output of 4000 kws. The generating plant consists of eight electrical generators each of 500 kw. capacity. Four of these generators are steam driven and four diesel driven. Each generator is capable of sustaining a 10 per cent. over-

load for two hours. A 220 volt D.C. water-tight ring main system is used for the distribution of the electrical energy and supplies are tapped off this ring at convenient points round the ship through approximately 300 electrically-operated breakers. An emergency supply system is fitted for use in the event of damage. Distribution of electricity is controlled from a central large switchboard and four smaller switchboards are provided for use in emergency. From each, the supplies to a quarter of the ship can be controlled. All switchboards are provided with an elaborate system if indication lights.

There are over 1000 motors in the ship, representing a total load of 8000 kws. These range in size from large 200 H.P. motors for aircraft lifts down to fractional H.P. motors for a variety of services such as potato-peelers, drinking water coolers, photo printing, paint mixing, collar ironing, and ice cream making. There are 500 lines to an automatic telephone exchange — the first automatic exchange to be fitted in an H.M. Ship. For vital action communications, sound-powered telephone groups, independent of electrical supplies, serve the various ship departments. An integrated main broadcast system is fitted. General information, warning signals, etc., are passed over this system to all parts of the ship. In action, the various departments of the ship can take control of approximate units of the system, e.g., the armament broadcast unit by gunnery personnel, the flight deck and hangar broadcast by flying personnel, etc., and under these conditions only warning signals from the main system can override transmissions on the unit system. Approximately 600 loud-speakers are in-

stalled. Electric galleys are fitted throughout and electrical machinery is used for pie-making, dough kneading, potato peeling, dish-washing and all the innumerable requirements of the Chief Cook's department. Canteens are similarly well-provided with ice cream mixing and storage plant as well as soda fountains.

Cold water for drinking purposes is provided from electrically driven units scattered throughout the ship. Excellent laundry facilities are available with many electrically-driven devices similar to those found in the larger shore-side establishments. Approximately 10,000 lighting points are installed, 3000 of which are fitted with twin lamp fluorescent fittings. The standard of illumination conforms generally with the best practice on shore. A complete absence of glare is a feature of the fluorescent lighting installations. For escape purposes, in the event of severe damage to the ship putting the normal lighting out of action, a complete system of battery-operated emergency lanterns is fitted. These relay-operated miners' type lanterns are switched on automatically immediately the normal lighting fails. A system of "red" lighting is fitted to allow for rapid adaptation of vision at night. Some 450 electrically-driven ventilation fans maintain an adequate supply of fresh air throughout the ship and in addition, in important action positions and in mess spaces, air-conditioning is installed.

The "Eagle" is 803 feet 9 inches in length and with a water line breadth of 112 feet 9 inches she has a maximum draught of 36 feet. Her armament consists of sixteen 4.5 inch guns and 61 smaller guns. Messrs. Harland and Wolff Ltd., of Belfast, are responsible for both her hull and main machinery.



## NEW PHASE IN NAVAL WAR

It has fallen to the lot of the United Nations Naval Forces under the command of Rear Admiral George C. Dyer, U.S.N., to deny to the enemy control of the islands off both coasts of Korea. How it has been done makes an interesting story.

The Commonwealth Naval Forces have responsibility for those islands on the West coast which are threatened. Many of these islands are close to the mainland and in some cases are joined to it by mudbanks, which can be crossed on foot at low waters. Others are only a short distance off-shore well within range of enemy shore batteries, which have been increasingly active.

The enemy has collected and hidden in many creeks and inlets numbers of junks and small boats capable of crossing with large numbers of men to any of these islands along the 150 miles of coastline. Such a crossing would probably be safe in the dark, or in fog or snowstorms under cover of the guns now mounted on the promontories.

It would be comparatively simple to mine these waters against passage by our ships, and it has, and still is, taking a considerable effort by U.N. Forces and Republic of Korea minesweepers to ensure these narrow channels are kept clear. A representative group of ships have

been engaged in these operations.

Among them at various times were the cruisers H.M.S. "Bel-fast" and H.M.S. "Ceylon," destroyers H.M.S. "Constance" and H.M.S. "Cockade," H.M. Canadian Ships "Cayuga," "Athabaskan," and "Sioux," H.M. Australian Ship "Tobruk," destroyer, and the Netherlands destroyer "Van Galen." Also engaged on these operations were the following frigates: H.M. Ships "Mounts Bay," "Whitesand Bay," "Cardigan Bay," and "Alacrity," H.M. New Zealand Ships "Taupo" and "Hawea," and H.M. Australian Ship "Murchison", assisted occasionally by the United States cruisers "Manchester" and "Rochester," and U.S. destroyers "Eversole," "Taussig Fletcher", and "Porterfield."

Small patrol craft of the Republic of Korea Navy and small landing craft manned by Commonwealth and U.S. Seamen and Marines, operating from United States L.S.T.'s, patrol the shallow waters wherever the larger ships cannot do so. Three United States assault rocket ships have brought a devastating blanket of fire to bear on enemy gun and mortar positions. During the dark hours night has been turned into day by the use of starshell fired from the destroyers and cruisers.

Some of the islands are of no strategic value, and while the

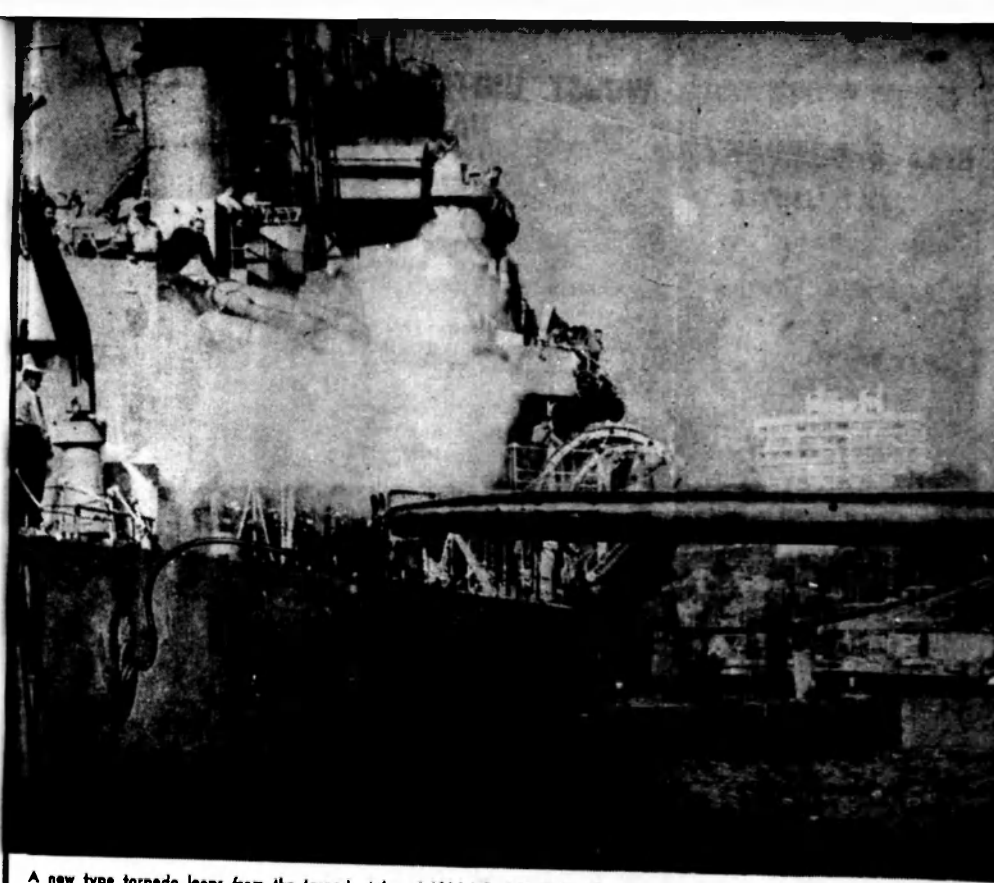
enemy can occupy them at low tide, the U.N. Forces can re-occupy them at will at high water. Nevertheless it has been costly to the enemy to take these islands and he has invariably been strafed by aircraft of the U.N. carriers (during its period of service by H.M.A.S. "Sydney" and by U.S.S. "Badoeny Straits"), who, with their untiring screen of escorting destroyers patrol continuously in the background. The carrier-based aircraft also range far and wide, striking the enemy wherever he appears, spotting for the guns of the Fleet and attacking the enemy shore batteries whenever they open fire. Even camouflaged junks and small boats are not immune from attack by the all-seeing eyes of the pilots of the aircraft of the Fleet.

The West coast of Korea has strong tides and the waters in which U.N. ships operate conceal many navigational dangers. The weather too, is very cold; ice and snow at times hamper all movements. All U.N. ships have been under fire in these operations. H.M.S. "Constance" and U.S.S. "Porterfield" have been hit, but have suffered only superficial damage and no casualties.

### COMET JET AIRLINER FLIES 927 MILES IN 137 MINUTES.

A Comet jet airliner on April 21 flew 927 miles from London to Rome in 137 minutes at an average speed of 406 miles per hour. A prototype of this airliner will be used next year on a section of the British Overseas Airways Corporation route between London and Australia. In October, Canadian Railways will use Comets between Honolulu and Sydney. The Comet made the return trip from Rome to London in 149 minutes against a 60 m.p.h. headwind. With the inauguration of Comet passenger flights next year, no part of Australia will be more than 36 hours from London.

The Navy



A new type torpedo leaps from the torpedo tube of H.M.A.S. Tobruk in Woolloomooloo Bay when the ship tested some of its newly installed armaments. The rope tied to the torpedo stopped its run several hundred yards from the ship.

## NAVAL MEDICAL DIRECTOR PROMOTED REAR ADMIRAL

The Minister for the Navy (the Hon. William McMahon) announced on March 28 that Surgeon-Captain D. A. Pritchard, C.B.E., R.A.N., who has been Director of Naval Medical Services since 1946, had been promoted to the rank of rear-admiral. Rear-Admiral Pritchard, who was appointed an Honorary Physician to the late King George VI. in November, 1946, was awarded the C.B.E. in the last New Year Honours List. He graduated in medicine and science at the Uni-

versity of Sydney to which he matriculated from the Sydney Grammar School, after earlier education at Hayfield Preparatory School. He is a foundation Fellow of the Royal Australasian College of Physicians and a Member of the Royal College of Physicians, London. He joined the Royal Australian Navy as a surgeon-lieutenant on August 3, 1923, and received his first promotion, to surgeon lieutenant-commander, six years later. He has been a surgeon captain since

December 31, 1945. In the early days of the Second World War he served in H.M.A.S. "Perth" as Squadron Medical Officer. Later he was pathological specialist at H.M.A.S. "Penguin", the shore establishment at Balmoral, Sydney. He again served as Squadron Medical Officer from April, 1942, until March, 1944, this time in H.M.A.S. "Australia."

From November, 1945, until January, 1946, he was Assistant to the Director of Naval Medical Services.

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## WORST UNITED STATES PEACE-TIME NAVAL DISASTER

On the night of Saturday, 26th April occurred the worst peace-time disaster in the annals of the United States Navy, when the 1,600-ton destroyer-minesweeper U.S.S. "Hobson" sank following a collision in mid-Atlantic with the U.S. aircraft-carrier "Wasp" (27,000 tons) during high speed night manoeuvres. The "Hobson" went down in four minutes, with a loss of 176 of her complement. There were 61 survivors.

A practice night air attack on the ships was in progress, and an unofficial report says that the "Hobson" was rammed amidships and cut in two when she crossed the bows of the "Wasp."

The "Wasp", it appears, had turned into the wind to retrieve her aircraft, which were returning from the mock attack. All engines of the "Wasp" were "backing" at emergency speed when the collision occurred. Ships of the 23-ship armada flooded the scene of the disaster with their lights. Most of those who were picked up had life jackets on or were in life rafts waiting for the rescue boats. The "Hobson's" captain, Lieutenant Commander W. J. Tierney and six other officers were among those lost.

The "Wasp" suffered no casualties.

The United States Navy Office said on April 28 that the ships of the task force to which the "Wasp" and "Hobson" belonged continued to search for survivors until sunset on Sunday night, then abandoned the search because Navy officers were sure that no one else could have survived in the cold waters.

The "Wasp" is commanded by Captain B. C. McCaffree, and both the "Wasp" and "Hobson" were part of a task force of 23 warships sailing to the Mediterranean. The "Wasp," with a 75-foot gash in her side, escorted by the destroyer-minelayer "Rod-

man," travelled back to New York with the survivors at reduced speed. The other ships continued their journey east.

The "Hobson", according to "Jane's Fighting Ships", has a complement of 250, but the U.S. Navy said she was carrying 14 officers and 223 men. She was under the command of the Atlantic Fleet Mine Forces.

With a distinguished war record to her credit, the "Hobson" took part in the Allied landings in Normandy, southern France, and North Africa, and in anti-submarine patrols in the Atlantic. While operating as a destroyer, she won the Presidential unit citation for sinking a German submarine and for other actions in the Atlantic.

The "Hobson" was converted into a fast destroyer-minesweeper at Charlestown, South Carolina, in 1944, then moved to the Pacific, where she took part in the American landings at Okinawa. Four of her crew were killed and five wounded by a Japanese suicide plane.

The news of the sinking of the "Hobson" on April 26 and the listing of only 61 survivors stunned the people of Charlestown—home town of many of the "Hobson's" crew. Wives sat tense before their radios, with their children or friends for days listening to the story of the tragic happening as it was unfolded and borne to them and the American Nation. Mrs. Mary Tierney, wife of the "Hobson's" missing captain, was at Naval headquarters in Charlestown, when the names of the survivors were announced.

"The Navy" offers its deepest sympathy to the bereaved relatives of those who perished in the disaster, as well as to the American Nation and the United States Navy in the loss of so fine a ship and of so many of their brave and able men.

## R.N. VESSELS RECOMMISSIONED



This picture shows frigates and corvettes berthed at Garden Island, which are among the 31 R.A.N. vessels being recommissioned under one of the most extensive refitting programmes since the beginning of the last war.  
—Sydney Morning Herald.

## MORE THAN HALF-A-MILLION FOR SYDNEY DOCK

The Australian Defence Preparations Committee has authorised the expenditure of £539,000 on Cockatoo Island Dockyard, Sydney. The money will be used to modernise the dockyard.

In announcing this on April 4, the Minister for the Navy (the Hon. W. McMahon) said that the expenditure would provide machine tools and equipment for Naval work. The new equipment would ensure higher standards of accuracy and interchangeability than those in use at the dockyard at present.

Mr. McMahon added that "this

equipment is essential for the satisfactory and economical completion of work on the Navy shipbuilding programme."

"The Cockatoo Island Dockyard is to build two of the four "Darling" class destroyers (of which the "Voyager," launched on March 1, is the first) and three of the six anti-submarine frigates."

Other jobs (to be done at this dockyard) include converting two of the five "Q" class destroyers into fast anti-submarine frigates and modernising a "Tribal" class destroyer.

Cockatoo Island Dockyard also

will construct turbines and boilers for two destroyers and three frigates to be built at the Naval Dockyard at Williamstown, Victoria.

"The ships and machinery being built for the Royal Australian Navy are of a more advanced type than any previously constructed in Australia," Mr. McMahon continued.

"The design and materials of the modern tools to be purchased for Cockatoo Island Dockyard will meet the requirements of the new construction and reduce the time in which it can be completed."

## SAFETY ON THE HIGH SEAS

A field as old as man's spirit of adventure and enterprise is now coming within the scope of the United Nations activities, as the seafaring nations take new steps for joint action to develop and improve measures for bringing maritime hazards under control.

Two international conferences have prepared the ground. The United Nations Maritime Conference, which met at Geneva in 1948, established I.M.C.O. (the Inter-Governmental Maritime Consultative Organisation), which will join the U.N. Specialised Agencies. This organisation is still in the early stages of formation. As soon as it comes formally into being, its task will be to promote higher standards of maritime safety and efficiency of navigation. Another important step was a Sea Safety Conference held in London the same year. It prepared and opened for acceptance the International Convention for the Safety

of Life at Sea, 1948, which will replace the old convention of 1929. 37,000 Lighthouses.

Maritime co-operation is not new. Faced with the perils of the sea, man early understood the need for common action. Beacons sprang up all over the world to mark perilous waters, shoals and reefs, and to-day the globe is dotted with some 37,000 lighthouses. Between the ancient Lighthouse of Alexandria, one of the seven wonders of the world, and the helicopter patrol of to-day lies a story of practical and effective co-operation among the nations to establish common methods for guiding and guarding ships wherever they sail. Lifeboat service, maintenance of buoys, weather charts, and international signalling codes are only a few examples. A typical measure is an international agreement of 1930 establishing the International Load Line, designed to prevent over-

loading of vessels with cargo and passengers. Similarly, rules were laid down for collision prevention; and since the "Titanic" disaster in 1912, a regular iceberg patrol has been operated by the U.S. Navy for the benefit of all nations. Now it is financially supported on an international basis.

Although modern science has placed at the seafarer's disposal new means of making shipping safe, Nature still takes a heavy toll of man's life and property. For instance, in 1946, the first year of peace, as many as 179 vessels were lost on the high seas, representing a gross tonnage of 370,000. This indicates clearly that, due to the vast increase in sea and air traffic, the need for international co-operation is as great as ever.

### Weather-Rescue Ships.

To-day, under direct or indirect United Nations encouragement, new progress is being made in maritime safety. An important part is played by a patrol network of weather-rescue ships established recently along the main traffic routes in the North Atlantic. These vessels, equipped with the latest scientific devices, make periodic observations of weather conditions and relay their information to shore stations for incorporation in weather forecasts. At the same time, they supply weather data to ships and transoceanic planes, and keep constant watch for any craft in distress. The scheme, sponsored by the International Civil Aviation Organisation of the United Nations, is operated on an international basis.

When the Safety of Life at Sea Convention comes into force, and its provisions embodying the latest scientific advances are generally accepted and put into practice, the men who sail the seas, both passenger and sailor, will greatly benefit from this agreement among nations.

## STRENGTH OF THE BRITISH FLEET

THE TABLE BELOW SHOWS THE STRENGTH OF THE BRITISH FLEET IN CLASSES (EXCLUDING VESSELS OF THE FLEET TRAIN, ATTENDANT SHIPS AND NUMEROUS SMALL CRAFT).

	Active Fleet.	Training and Experimental (Special Complements).	In Reserve, Reducing to Reserve.	In Course of Construction
Battleships	—	"Vanguard" (a)	"Anson" "Howe" "Duke of York" "King George V" "Victorious" (b) "Formidable"	—
Fleet Carriers	"Eagle" "Indomitable"	"Indefatigable" "Implacable" "Illustrious"		1
Light Fleet Carriers	"Theseus" "Glory" "Ocean"	"Triumph" "Vengeance"	"Warrior" (b)	7 (c)
Escort Carriers	—	—	"Campania"	—
Cruisers	12	2	12	—
Destroyers	31	13	66	3
Frigates	36	19	110	6
Fast Minelayers	2	—	1	9
Monitors	—	—	2	—
Submarines	39	—	14	—
Minesweepers:				
Ocean	24	3	37	—
Coastal	18	12	46	30
Inshore	1	—	(d)	35

(a) Refitting. Was intended for the cruise of His Late Majesty.

(b) Modernising.

(c) Excludes one building for Australia.

(d) Excludes those earmarked for minesweeping but not yet fitted as such.

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## R.N. VACANCIES FOR RUSSIAN LANGUAGE STUDENTS

A knowledge of foreign languages forms a very useful qualification in the Royal Navy's many-sided functions in peace and war, and the intake of National Servicemen is to be broadened to encourage officers and men to acquire this knowledge.

No appreciable difficulty arises in respect of such languages as French and German, commonly acquired at school or later. Unfortunately, however, Russian is only rarely acquired in such manner, and special measures have been necessary to remedy the deficiency. One such measure has been the selection of National Servicemen willing to learn the language during their two years' compulsory service.

"The Royal Navy has found it-

self handicapped by its very small normal intake of National Servicemen, from which it has been impracticable to obtain sufficient suitable candidates to learn the language," says an Admiralty statement issued recently.



"The Admiralty have therefore, decided to relax the present rules for the entry of National Servicemen into the R.N. to the extent

that they are willing to consider applications from any National Service candidates who, during their Secondary School education, have obtained a General Certificate of Education in subjects at ordinary level or other equivalent qualifications.

"Any men who are prepared to undergo Russian language training in the Royal Navy should express a preference for the Navy and their willingness to learn Russian when they register for National Service. Men who have already registered should, regardless of any Service preference they may have expressed at registration, similarly notify the local office of the Ministry of Labour and National Service at the address shown on their Certificate of Registration.

The coronation of Queen Elizabeth will take place on June 2, next year, Buckingham Place announced on April 28. The announcement said: "The Queen has been pleased to appoint Tuesday, June 2, 1953, to be the day of Her Majesty's Coronation."

Preparations for the event will begin almost immediately. They may cost nearly £1,000,000.

The Palace statement also announced the formation of a Coronation Commission under the chairmanship of the Queen's husband, the Duke of Edinburgh.

The Commission will consist of 36 representatives from the United Kingdom, Canada, Australia, New Zealand, South Africa, Pakistan, and Ceylon.

The selection of June 2 as Coronation Day coincides with the year's greatest social event in London.

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#### ANNIVERSARY OF THE CORAL SEA BATTLE.

To mark the anniversary of the great Allied victory of the Coral Sea in May, 1942, the Australian-American Association in Australia held, on Sunday, April 27, its Annual Coral Sea Special Commemoration Service.

The Service, held at St. Andrew's Cathedral, Sydney, was conducted by the Dean of Sydney, the Very Rev. Dr. Stuart Barton Babbage.

Lieutenant-General R. L. Eichelberger, who came especially from America as the guest of the Australian-American Association, attended the service with Mrs. Eichelberger.

The United States Consul-General in Sydney, Mr. Donald Smith, and the General-Officer-Commanding, Eastern Command, Lieutenant-General F. H. Berryman, read the lessons.

Representatives of the Navy, Army, and Air Force, and members of the Australian-American Association were also present.

At the opening of the service the British National Anthem and the American National Anthem were both sung.

In his sermon Dr. Babbage said the Battle of the Coral Sea had saved Australia from invasion and imminent disaster. It was not only a great victory, but it now also served to recall the magnificent partnership which was formed between the United States and Australia.

"To-day we acknowledge thank fully that America has attained a position of wealth and strength, and immense influence throughout the world. We pray that these responsibilities may be humbly and rightly used, and that her resources may be used for the welfare of mankind," Dr. Babbage said.



The Navy



#### OF THE WORLD'S NAVIES. MARCH GALES SWEEP BRITAIN.

The 19,930-ton Cunard liner, "Scythia," was 22 hours late when it docked at Southampton on the night of March 29 after encountering the blizzard which swept Britain from Cornwall to the Wash at the end of March. Gales in the Channel reaching 100 miles an hour isolated Alderney and Sark from their larger neighbour island for three days. The sea-sick, storm-weary passengers of the Dunkirk-Dover train-ferry stepped ashore at Dover on March 29 after 25 hours at sea on what should have been a journey of 3 hours 40 minutes. The southern half of Britain had practically to dig itself out of the coldest March snow-storm of the century.

#### "LIBERTY" SHIP BATTERED.

Three hundred miles north of Bermuda, the "Liberty" ship "Rachel Jackson" (7,100 tons), radioed on March 2 that a storm had smashed the bridge, torn away the steering gear, and left her captain seriously injured. The coastguard cutter "Mendota" raced to the aid of the vessel. Merchant ships near the "Rachel Jackson" also answered her distress signals. The "Rachel Jackson" ultimately reached port, after steering by hand, without running lights.

#### U.S.A. MERCHANT SERVICE.

A message from Washington on April 3 said that the National Federation of American Shipping has reported that the U.S.A. Merchant Service at present employs 110,000 seamen, with a monthly payroll of 45,000,000 dollars (£20,000,000). Figures given by the Federation show 38 per cent. of the men were engaged as deckhands, 36 per cent. as engine-room hands, and 26 per cent. as stewards. Of the employed sea-going personnel in the service, 23 per cent are officers and 77 per cent. ordinary seamen.

#### COLLISION AT PORT ADELAIDE.

Two ships collided at Port Adelaide (South Australia) on March 29 in high winds. The anchor of the "City of Carlisle" is alleged to have holed the Italian ship "Marilcn," ripped off deck rails and lifeboat davits.

#### TRAPPED BY SHIPS EXPLOSION AND FIRE.

Trapped aboard when a drum of white spirit exploded on March 25 in the tanker "Regina", unloading in Wellington Harbour (New Zealand) 18-years-old storeman Paul Joseph Porteous was burned to death and four other workers were severely burned. One of the firemen who went into the ship's hold to rescue the

# MARITIME NEWS OF THE WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

men was overcome by fumes and was taken to hospital.

#### OLD PADDLE STEAMER SUNK.

A message from Wanganui (New Zealand) on April 10 reported that the "Waimarie," one of the last of New Zealand's paddle steamers, was sunk by vandals on February 9. The owners are hopeful that the "Waimarie," which is 50 years old, may be salvaged.

#### QUEENSLAND COAST WHALING.

Three whaling ships sailed from Norway in March to open the whaling industry off the Queensland coast early this month. However, a quota for whale catching has been fixed. A limit of 500 whales a season has been announced in Canberra.

#### MASTER BLAMED BY MARINE INQUIRY.

A Court of Marine Inquiry on April 3 held that the master of the motor vessel "Arkaba", which ran aground on a reef near Port Lincoln (South Australia) on February 19, was guilty of careless navigation. The Court suspended the ticket of the master, Captain Norman Hurst Grantham, for six months from February 19, and recommended that he be given a mate's certificate during the term of suspension.



The "Arkaba", owned by the Adelaide Steamship Co., was carrying a coal cargo when she struck a reef near Boston Point about 5 a.m. on February 19. No lives were lost and the ship was refloated and towed to Port Lincoln.

#### HUMAN "GUINEA PIGS" TO AID RESEARCH.

In an attempt to defeat the three worst enemies of the shipwrecked sailor—lack of water and sugar and attacks of scurvy—a young French research doctor



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plans to take five companions adrift in the Atlantic on a raft fitted with laboratory appliances. Doctor Alain-Louis Bombard, 26, says he and his companions will get all their food and drink from the sea and test methods he has worked out in theory. Dr. Bombard said he hopes to: (1) Get drinking water from the bodies of fish, as some Polynesian people did; (2) Do without sugar by taking fat and protein from the sea. This, he said, would enable the party to: (a) make sugar in their own bodies, like the Eskimos; (b) combat scurvy by feeding the party with plankton—a plant abundant in salt water.

#### JAP. DIVERS FOR AUSTRALIA.

The Federal Government announced in Canberra on April 4 that it had authorised the entry of 35 Japanese divers into Australia to be employed by the pearling industry. They will work on luggers stationed at Broome, probably being permitted to remain in Australia for a year. Their movements will be restricted to the area in which they work. Because of the value to Australia of the pearling industry, the Australian Immigration Department is believed to be considering increasing the number of landing permits for Japanese divers. Exports of pearl shell have been a substantial dollar-earner for Australia in the past, and the employment of Japanese in the industry, it is claimed, will increase the trade's dollar-earning capacity. A protest meeting in Darwin recently decided to ask the Prime Minister not to allow Japanese to come back to Darwin.

#### COAL CARGO AFIRE IN ITALIAN SHIP.

Seamen on the Italian collier, "Dea Mazzella", worked in relays around the clock in the last two days of the ship's voyage to Melbourne, fighting a fire at sea. The fire broke out in a hold containing 2,000 tons of coal from Cal-

cutta. When the ship berthed at Williamstown (Victoria) on the night of March 28, brigade firemen were waiting. As they removed the hatch cover from the hold dense clouds of smoke rose up. Tons of water were poured into the hold and the outbreak was eventually overcome. A senior fire brigade officer said the fire had been caused by spontaneous ignition of coal gases.

#### SUNDAYS AT SEA AGREEMENT.

An important amendment has been effected, as a result of an application made by the Navigators and Engineer Officers' Union, to the Sundays at Sea Agreement affecting both the foreign and home trades. Under the existing Agreement a half-day's leave was provided if the time spent at sea was in excess of nine hours, and one day's leave if the time spent at sea was in excess of 18 hours, should the arrival or sailing day be a Sunday. The Agreement has now been amended so as to provide a half-day's leave for six or more hours and one day's leave for 12 or more hours spent at sea on a Sunday.

#### HEAVY FINE FOR OVERLOADING TANKER.

The master of an American tanker was fined £1,500 in the United Kingdom for overloading his vessel. He was prosecuted at Grays, Essex, when it was alleged that his vessel was overloaded by 700 tons, her maximum prescribed loading line being submerged over 12 inches.

#### DEEP-SEA SPECIMENS.

The Danish Oceanographic Research ship "Galathea" contrived to bring up sea anemones, sea cucumbers, bivalves, and a crustacean from over six miles of water in the Mindanao Deep, Philippines, over a mile more than the deepest from which living specimens had, it is claimed, ever been obtained before.

#### ALLIED NAVAL EXERCISE IN MEDITERRANEAN.

A British, French, Italian and United States Naval training exercise involving large numbers of Allied ships and planes ranging over half of the Mediterranean Sea was held recently. Admiral Robert B. Carney, U.S.N., acted as Exercise Director on behalf of the four Naval Commanders-in-Chief.

The American Sixth Fleet, the available units of the British Mediterranean Fleet and part of the British Home Fleet, the French Mediterranean Fleet and the Italian Fleet took part, and the Exercise as known as Grand Slam.

It was designed to increase the ability of Allied Naval Forces and their Air-Arms normally stationed in the Mediterranean to operate together and communicate with one another in defence of the area against any possible aggressor. The presence of the British Home Fleet provided an additional opportunity to test inter-allied communications and operational procedures on a large scale. Large segments of the land-based Air Forces of the four Nations also participated in the Exercise.

Various combinations of Units were commanded in turn by Italian, French, British, and American Admirals, and the Exercise Director (Admiral Carney, U.S.N.) was assisted by a combined staff of British, French, Italian and American Naval officers operating from a central headquarters aboard the U.S.S. "Adirondack" in Naples and with sub-central points at several key locations in the Mediterranean area. Senior participating officers afloat were Vice-Admiral Matthias B. Gardner, U.S.N., Commander of the U.S. Sixth Fleet; Vice-Admiral Ralph Edwards, C.B., C.B.E., of the British Mediterranean Fleet; Rear-Admiral W. G. A. Robson, D.S.O., D.S.C., Flag Officer, Flotillas, British Home Fleet; Rear-Admiral Joseph Laurin



Naval personnel landing the speedboat Dis-N-Dat onto Gordon Island recently after divers had raised it from the bottom of Fern Cove. The boat sank when it struck an object in the water.

and Rear-Admiral Edouard Joze, of the French Mediterranean Fleet, and Rear-Admiral Umberto Rouselle, of the Italian Mediterranean Fleet.

Senior observers at sea included Admiral Sir John Edleston, K.C.B., C.B.E., Commander-in-Chief of the British Mediterranean Fleet; Admiral Sir George Creasy, K.C.B., C.B.E., D.S.O., M.V.O., Commander-in-Chief of the British Home Fleet; Vice-Admiral

Antoine Sala, Commander-in-Chief of the French Naval Forces in the Mediterranean; Vice-Admiral Louis Pothuau, Commanding the French Squadron; Admiral Massimo Gironi, Commander-in-Chief Designate of the Italian Naval Forces, and Admiral Giuseppe Manfredi, Commander-in-Chief of the Italian Fleet. Admiral Carney also observed part of the Exercise Grand Slam from aircraft over the operating area.

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## BOYD TROPHY AWARD FOR 1951.

The Boyd Trophy, awarded annually for the most meritorious feat of Naval Aviation during the preceding year, and won in the year 1950 by H.M.S. "Theseus" during her operations in Korean waters, has been awarded for the year 1951 to No. 814 Squadron (Lieutenant-Commander A. C. Lindsay, D.S.C., R.N.) for its outstanding contribution to night flying during the past 18 months from H.M.S. "Vengeance" and from ashore.

In announcing this award the Flag Officer, Air (Home), Vice-Admiral G. E. Lambe, C.B., C.V.O., stated that this squadron has done more than any other unit to overcome the difficulties of operating Naval anti-submarine aircraft at night.

First at R.N.A.S. "Culdrose" in the winter of 1950-51, and later while embarked on H.M.S. "Vengeance" during the summer of 1951, No. 814 Squadron persevered with its training and continuously developed night deck landing methods and weapon tactics. Many valuable lessons have been learnt to be applied in planning such training in future. During the main part of this training the Squadron achieved a total of 928 hours night flying.

The Squadron is at present based at R.N.A.S. "Eglington" for general anti-submarine refresher training. Some of its pilots have been selected and temporarily attached to the Naval Section of R.A.F. Boscombe Down. From here night deck-landing trials of the Firefly VII aircraft will shortly be carried out in the Royal Navy's Trials Carrier, H.M.S. "Illustrious." No. 814 Squadron and others are expected to re-equip with Firefly VII's later this year, until these can be replaced in due course by the Fairey Gannet.



The Boyd

## NEWS OF THE WORLD'S NAVIES

### BRITISH FRIGATE GOES TO GRAHAM LAND.

The British frigate "Burghead Bay" (Captain J. A. Ievers, O.B.E., R.N.) was ordered from Port Stanley, Falkland Islands, to Hope Bay, Graham Land, when a party landing stores from the British survey ship "John Biscoe" were stopped by armed Argentinians. Announcing this the British Admiralty said it was customary for a British warship to visit the Antarctic dependencies periodically. The "Burghead Bay" had Sir Miles Clifford, Governor of the Falkland Islands, on board. After British protests the Argentine Government offered the explanation that its local commander acted in error, and had had his instructions rectified. The landing of stores from the "John Biscoe" was later resumed.

### FRENCH RECEIVE SECOND H.M. SUBMARINE.

H.M. Submarine "Spitfire," the second of four submarines to be lent to the French Ministry of Marine by the Royal Navy, has been handed over at H.M.S. "Dolphin", the submarine base at Gosport. She was received by Captain de Vaisseau Begouen-Desmaux and was renamed French ship "Sirene." The vessel was handed over on behalf of the Flag Officer, Submarines (Rear-Admiral G. W. G. Simpson, C.B., C.B.E.) by Captain R. L. S. Gaisford, O.B.E., R.N. Two other submarines being made available to the French Navy, the "Satyr" and the "Sportsman", will be handed over later and will be renamed "Saphir" and "Sibille," respectively. It was stated in the House of Commons on August 1 last by Mr. L. J. Callaghan, then Parliamentary Secretary of the Admiralty, 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.

### R.N. DESTROYER TO THE RESCUE.

The destroyer H.M.S. "Chevron" (Commander J. H. Walwyn, O.B.E., R.N.), rescued 14 survivors from an America aircraft which crashed off the west coast of Cyprus with 15 people on board early in February. Royal Air Force aircraft at Nicosia were sent on a search when wireless communication with the American aircraft was broken. The United States Navy highly praised the Royal Navy and the Royal Air Force for the rescue. Reuter Newsagency reported that the Navy said that the destroyer displayed "daring seamanship in rough water."

### R.N. SUBMARINES TO EXERCISE IN ARCTIC WATERS.

H.M. Submarines "Alaric" and "Taciturn," commanded by Lieutenant-Commander A. J. D'A Burnett, R.N., and Lieutenant-Commander J. M. Michell, D.S.C., R.N., respectively, of the Third Submarine Squadron based on Rothesay, are to carry out a cruise in Arctic waters in the English Spring. They are expected to proceed well into the Arctic circle to carry out exercises and study weather conditions in the vicinity of ice. The cruise is of a routine nature and is made in accordance with the policy of gaining experience of operating conditions in all climates.

### UNDERSEA "EARS"

The U.S. Navy announced in Washington on April 2 that it is testing in the Pacific a device called "Sofar", which, it is said, picks

up underwater sounds more than 3000 miles away. If the device is adopted for search and rescue work, liferafts and planes would be equipped with small bombs. Dropped overboard, the bombs would sink thousands of feet and explode. Sound waves from the explosion would be picked up by "Sofar" receiving stations, and the position of the craft in distress could then be fixed. The U.S. Navy has acquired the basic patent rights to "Sofar", which stands for "sound fixing and ranging."

### WOMEN'S ROYAL NAVAL VOLUNTEER RESERVE.

Recruiting has started in Britain for the Women's Royal Naval Volunteer Reserve the formation of which was announced by the Admiralty last year. The W.R.N.V.R. will provide spare time training for women, former members of the W.R.N.S. and others, who are prepared to serve in the W.R.N.S. in the event of an emergency. It will form part of the R.N.V.R. organisation and W.R.N.V.R. units will be attached to the R.N.V.R. Divisions.

### U.S. NAVAL LOSSES IN KOREA.

The Commander of the U.S. Seventh Fleet, Vice-Admiral Harold M. Martin, revealed recently that four U.S. minesweepers have been sunk and 34 warships damaged in the Korean war. He said the mine threat, once critical, now has little more than nuisance value to the enemy. Four destroyers have been damaged by mines, and 29 other U.S. warships, mostly destroyers, damaged by Communist shore batteries. The cruiser "Rochester" was damaged slightly by a near-miss of an aerial bomb. No carriers or battleships have been damaged. In addition to surface

ship casualties, the Seventh Fleet has lost 407 carrier-based aircraft. Of these, 181 were combat losses and 226 operational. U.S. Navy casualties total 1,230—243 dead, 935 wounded, and 52 missing.

#### CHANGES IN NAVAL TERMINOLOGY.

To facilitate communications between the various Naval forces of the N.A.T.O. member countries, it has been found necessary by the Command to introduce a standard nomenclature, and in future small formations of any type of ship, whether they be aircraft carriers, submarines, coastal forces, etc., will be known as Squadrons; two or more Squadrons of destroyers or smaller types may be grouped together to form a Flotilla. A Squadron or Flotilla may include any additional ships assigned as flag ship or tenders.

#### NEW U.S. GUIDED MISSILES IN PRODUCTION.

A message from Washington says that the U.S. Navy is ready to use for the first time three kinds of guided missiles that already are coming off production assembly lines. Mr. Dan Kimball, U.S. Secretary for the Navy, disclosed this when giving evidence

on the American defence budget before the U.S. House Appropriations Committee. He added that by next year the U.S. Navy will have seven different aeroplanes superior to the Russian MIG15 jet fighter. All but two of those planes are now flying, principally in the testing stage, and some are in production. Vice-Admiral John Cassady, Deputy Chief of Naval Operations for Air, said two of the guided missiles were for defence against attack planes. The other was for offensive use against other ships or against shore targets. Vice-Admiral Cassady concluded by saying that the three missiles are being produced by assembly-line methods, but production is being held to the bare minimum needed to attain the techniques that would be required for all-out production in the event of full mobilisation.

#### AUSTRALIA HANDS R.A.N. MINESWEEPER OVER TO N.Z.

The first of the four Australian minesweepers which Australia is to hand over to the New Zealand Navy, H.M.A.S. "Inverell", was officially presented to the High Commissioner for New Zealand.

land, Mr. G. E. L. Alderton, at Garden Island on April 10. Under the command of Lieutenant E. C. Thorne, R.N.Z.N., the "Inverell" left Garden Island at 3.30 p.m. the same day for New Zealand manned by a R.N.Z.N. crew. It was the minesweeper's first voyage since 1946, when she was laid up. The Minister for Defence, the Hon. P. A. M. McBride, handed the ship's "book" to Mr. Alderton. The "Inverell" is one of 60 "Bathurst" class minesweepers built for the Royal Australian Navy during World War II. Three other minesweepers, the "Kiama", "Stawell", and "Echuca", are now in course of being prepared for presentation and sailing.

#### BRITISH UNDERWATER DETECTION.

This is the silver jubilee year of H.M. Underwater Detection Establishment at Portland, Dorset, and a staff dinner was held at Weymouth early in February to celebrate the foundation. The research and development side of Asdic work was joined in 1927 to H.M.S. "Osprey" at Portland under Captain W. B. Mackenzie (now Rear-Admiral Mackenzie). In 1940 the research and development side was separated and named H.M. Anti-Submarine Experimental Establishment, and the instructional side remained as H.M. S. "Osprey". After World War II both sides returned to Portland but did not amalgamate again. The experimental establishment reappeared as H.M. Underwater Detection Establishment and H.M.S. "Osprey" retained its original name.

#### WALCHERN THANKS R.M. COMMANDOS.

A standard emblazoned with the arms of Walcheren Island and presented by the people of the island as a token of their appreciation of the part played by Royal Marine Commandos in liberating the island from German occupation on November 1, 1944,

was dedicated and placed in St. Andrew's Church, Eastney Barracks, Portsmouth, on February 3. The Rev. John Armstrong, R.N., who was with the Royal Marine Commandos in Walcheren, dedicated the standard and conducted the service. Royal Marines who took part in the liberating operations were among the colour party which escorted the standard. This was officially handed over at Middelburg last November 4, and by direction of the Commandant-General, Royal Marines, it has now been placed in St. Andrew's Church for safe keeping.

#### BRITISH GUNBOATS IN MALAYAN JUNGLE.

A message from Singapore on April 17 said that two British gunboats have sailed 100 miles up the Pahang River into the very heart of the Malayan jungle to fight Communist bands. A Naval spokesman said that the boats have co-operated with land forces and will remain on the river indefinitely. Navigation is extremely difficult because of uncharted narrow channels, shoals and overhanging trees which meet above the water. The gunboats are L.C.A.'s (landing craft assault) shipped with their crews of 10 each from Hong Kong especially for the operation. They are 41 feet long, with a draught of about two feet and are heavily armed.

#### H.M.S. "AMETHYST'S" NEW EXPLOIT.

The famous British frigate, H.M.S. "Amethyst", is again in the forefront of active service operations. She recently sailed 30 miles up the Perak River in Western Malaya and shelled Communist jungle hide-outs. It will be remembered that it was the "Amethyst" who successfully ran the gauntlet of Chinese Communist fire down the Yangtse River in 1949. The frigate, in her latest exploit, combined with units of the Royal Marine Commandos, Gordon Highlanders, and

Malay police. Government officials say it was one of the most comprehensive operations carried out since the Malaya emergency was declared in 1948. H.M.S. "Amethyst" is under the command of Commander A. R. L. Butler, of Petworth, Sussex.

#### SUBMARINE "THOROUGH" VISITS NEW ZEALAND.

The Minister for the Navy (the Hon. William McMahon) announced on April 4 that H.M.S. "Thorough", one of the three Royal Navy submarines based on Sydney by arrangement with the Admiralty, would leave there for New Zealand on April 25. She would engage in anti-submarine exercises with ships of the New

Zealand Squadron and aircraft of the Royal New Zealand Air Force.

While in New Zealand waters she would visit Auckland, Wellington, Lyttleton and Dunedin and would arrive back in Sydney on May 31.

#### JETLINERS IN SERVICE.

Speed of air travel was stepped up by hundreds of miles early in May when Britain started the world's first regular passenger service by jetliner. Comets started the London to Johannesburg service on May 2. The jetliners cruise at 490 m.p.h. at 35,000 to 40,000 feet and take only 23 hours (against 32 hours 40 minutes previously) for the 6724-mile trip.

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## PERSONAL PARAGRAPHS

### NEW C-IN-C., SOUTH ATLANTIC.

It has been announced that Vice-Admiral P. B. R. W. William-Powlett, C.B., C.B.E., D.S.O. is to be Commander-in-Chief, South Atlantic, in succession to Vice-Admiral Sir Herbert A. Packer, K.C.B., C.B.E., the appointment to date from September, 1952.

### DEPUTY MEDICAL DIRECTOR GENERAL R.A. RE-APPOINTED.

The British Admiralty has announced that Acting Surgeon Rear-Admiral J. Hamilton, C.B.E., M.B., B.Ch., is promoted Surgeon Rear-Admiral as from March 31 and re-appointed for duty as Deputy Medical Director General R.N.

### SURGEON CAPTAIN PROMOTED SURGEON REAR-ADMIRAL.

Surgeon Captain R. M. Musson, C.B.E., M.D., B.Ch., F.R.C.P., is being appointed for duty on the staff of the Commander-in-Chief Nore as Command Medical Officer-in-Charge R.N. Hospital, Chatham, and to be promoted Surgeon Rear-Admiral.

### SECRETARY TO FIRST LORD OF THE ADMIRALTY.

The British Admiralty has announced that Captain R. G. Onslow, D.S.O., has been appointed

Naval Secretary to the First Lord of the Admiralty, Mr. J. P. L. Thomas. He is to succeed Rear-Admiral W. W. Davis, C.B., D.S.O., from May, 1952.

### RECALLED TO ACTIVE LIST.

Captain D. H. Hall-Thomson, Retired, has been recalled to the Active List for duty as Assistant Chief of Supplies and Transport, Admiralty.

### N.A.T.O. APPOINTMENT.

The appointment of Captain A. H. Wallis, C.B.E., R.N., for duty with the Ministry of Defence on the United Kingdom Delegation of N.A.T.O. Military Standardisation Agency, has been announced by the British Admiralty.

### RETIREMENT FROM ROYAL FLEET AUXILIARIES.

Captain R. J. Harland, O.B.E., has retired from the position of Technical Assistant (Personnel) in the British Naval Stores Department after being associated with Royal Fleet Auxiliaries for more than 30 years. During the Second World War, Captain Harland served as Assistant Fueling Officer at H.M. Dockyard, Portsmouth, where he played a prominent part in the planning and execution of the arrangements for fuelling the great assembly of ships at Spithead and in the Solent and Southampton

water at the time of the Normandy landings. During Captain Harland's tenure of the office he has held in the Naval Stores Department, many changes have taken place as a result of experience gained during the war, and he has devoted his energies to the improvement of service conditions in Royal Fleet Auxiliaries.

### R.N. CAPTAIN TO BE FIRST C.O. OF NEW R.A.N. AIR STATION.

The Minister for the Navy (the Hon. William McMahon) announced on April 10 that Captain D. Sanderson, D.S.C., R.N., had been appointed Captain (Air), New South Wales, and Commanding Officer of the new Royal Australian Naval Air Station, H.M.A.S. "Nirimba", at Schofields, N.S.W., due to commission fully later this year.

Captain Sanderson had, until recently, been in command of the large frigate H.M.S. "Snipe", which had been serving on the American and West Indies Station. He would arrive in Australia in November.

Mr. McMahon said that H.M.A.S. "Nirimba", which was to be a naval air station and naval aircraft maintenance yard, would be engaged upon the maintenance, repair and storage of aircraft, technical training and the operation of reserve air units; and would provide accommodation for carrier air groups temporarily disembarked.

### NEW C.O. FOR H.M.A.S. "TOBRUK".

The Minister for the Navy (the Hon. William McMahon) announced on April 3 that Commander R. I. Peek, O.B.E., D.S.C., R.A.N., in command of the Battle class destroyer H.M.A.S. "Tobruk", in which he recently returned to Australia from Korea, had been appointed executive officer at Flinders Naval Depot.

Commander Peek is a gunnery specialist and was formerly Direct-

or of Plans at Navy Office, Melbourne. From November, 1950, until June, 1951, he was in command of H.M.A.S. "Shoalhaven", and Senior Officer of the First Frigate Flotilla. He was awarded the O.B.E. for his work in the Leyte operations and the D.S.C. in recognition of his services in the operations in Lingayen Gulf.

Commander J. S. Merley, D.S.C., R.A.N., at present executive officer at Flinders Naval Depot, will assume command of "Tobruk". Before going to Flinders Naval Depot he was a member of the Joint Planning Staff at Victoria Barracks, Melbourne. He commanded H.M.A.S. "Vendetta" in the Second World War from December, 1943, until September, 1944. Earlier in the war "Vendetta" was one of the ships of the "Scrap Iron Flotilla."

In November, 1945, Commander Mesley was awarded the D.S.C. for courage, skill and initiative while serving in operations in the Far East.

### R.N. AVIATION.

Probably the most notable feature of the past year in British Naval aviation was the commissioning of the most modern of the Royal Navy's fleet carriers—H.M.S. "Eagle". Further to this, the re-placement of the R.N. air groups with jet squadrons has appreciably increased the front line strength of Britain on the seas. The modernisation of R.N. air stations has continued, including the extension of runways and the improvement of radio aids in order to provide for the operation of the new types of aircraft. Nor is it other than pleasing to read that two aircraft carriers are now equipped with helicopters for rescue and search purposes. Additionally to all this, a fifth R.N.V.R. Air Squadron has been formed.

The British Admiralty is to be congratulated not only on its Estimates but also on the development of its rearmament programme for which, year by year, the main part of the Estimates is provided.



The Senior Instructor of H.M.A.S. Rushcutter Diving School, Commissioned Gunner Mr. J. Lovell, checking the head pieces of three naval divers who were completing their course in under-water diving, and will be posted to the Australian Squadron.

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## SEA-ODDITIES

Twelve men arrived back in Britain on February 18 bringing with them a lump of rock in a refrigerator. The men were members of the first international Antarctic expedition — Swedes, Norwegians, Australians and Canadians — who had spent two years in exploratory and research work in the South Polar Seas. The lump of rock is a moss-covered slab on which hundreds of mites are living. *They are the only form of life discovered so far south.* The biggest of the mites is less than half a millimetre long. They live one on the back of another. A Swedish scientist, Dr. Ove Wilson, rushed the rock on their arrival to a hotel refrigerator to prevent the mites dying in the warmer temperature. Swedish University experts are to examine them.

Strange partnerships, some of them almost unbelievable, exist for mutual aid and protection among the creatures of the seas. Not the least in the long list of such oddities is the partnership between the small pilot fish known as the Naucrates, and the shark. The little Naucrates swims ahead of his giant mate and pilots him to his prey, knowing full well that there will be enough left over from the meal to satisfy his own modest needs, added to which he will obtain security from the presence of the shark, which would certainly scare away any other predacious creature. Dr. Meyen, a well-known authority on such matters, relates how, on one of the three occasions in which he had seen a shark led by a pilot fish, the little pilot swam close to a shark's snout, or near one of its pectoral fins. Sometimes the pilot fish "darted rapidly forwards or sideways as if looking for something, and constantly went back again to the shark. When," he continues, "we threw overboard a piece of bacon

fastened on a great hook, the shark was about twenty paces from the ship. With the quickness of lightning the pilot fish came up, smelt at the dainty, and instantly swam back to the shark, swimming many times round his snout and splashing, as if to give him exact information as to the bacon. The shark now began to put himself in motion, the pilot showing him the way, and in a moment he was fast upon the hook." In this instance, of course, the pilot fish led his protector astray, but this would not happen ordinarily.

The eye of a fish is likely to be a vulnerable and an easily discernible point of attraction, and Nature, for this reason, often camouflages it. Among the reefs of the Tahitian islands there lives the "Four Eye," whose true eye is obscured by a vertical dark stripe, while a large black-and-white "eye" is marked on each side close to the base of the tail. If alarmed, the "Four Eye" swims backward, and usually gets safely into shelter.

There is no doubt that light—and the brighter it is the more likely it will attract—has an attraction for many sea creatures. Thus a lamp hung over the side of a boat is often an aid to the fisherman. Nor does the human fisher alone employ it. The deep sea angler fish has a luminous bait, and to test its efficiency Professor Herdman let down two nets on the sea bottom for half an hour at night, one with lamps at its entrance, the other without. There was a big catch in the lighted net and practically none in the other.

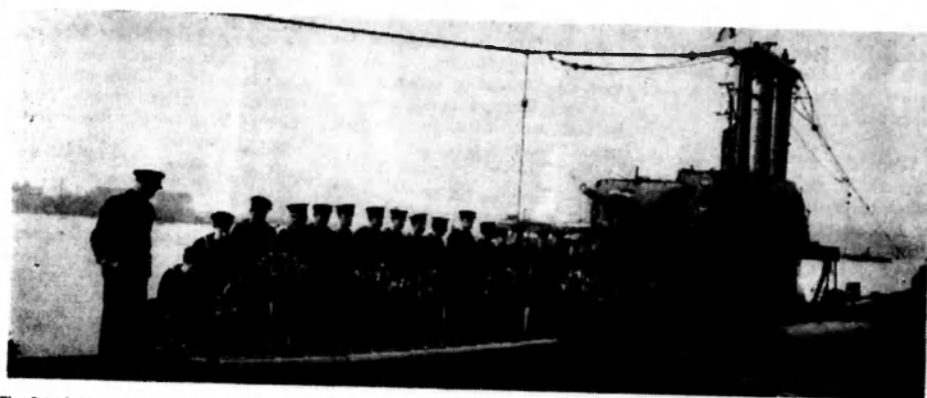
The Pacific round about the beginning of last century provided a grim record of mingled tragedy

and pioneering enterprise. Romance perhaps there was, but the tragic was all too often the main element in Pacific life. The early navigators, the convict escapees from the penal settlements of New South Wales, the whalers, sealers, traders, pearl fishers, sandelwood-getters, paradise bird hunters, mining prospectors, native labour recruiters (mostly of the "black-birding" type), and missionaries followed one another among the green isles and blue seas of Oceania, blotting not infrequently their trail with blood, much of it their own. No form of cruelty or crime was totally unknown. For instance, "hijacking," as the American rum-runners of a few years ago called it, was practised by the sealers, who violently raided one another's depots; and head-hunting became as familiar among them and the whalers as it was among the native peoples upon whom they imposed their nefarious traffic. These gentry would make a selection of elaborately tattooed faces from, say, among the Maoris paraded before them for the purpose by the chiefs, and on the next voyage the preserved heads, which had a ready sale abroad, would be ready for barter.

In the March issue of "The Navy" we published one or two incidents regarding waterspouts. Here is another, of very recent happening. One person was killed and three were injured when a waterspout on April 13 wrecked three houses near Avarua, the biggest town on the island of Raratonga, in the Cook Group. Avarua radio said the waterspout was 150 yards in diameter — a gigantic water-filled whirlwind. It passed through a coastal area one mile east of Avarua. Had it passed through the centre of the town the damage would have been terrific.

The Navy

## "AFFRAY" DEAD HONOURED



The British Navy last month honoured the 75 officers and men who died when the submarine Affray submerged in the English Channel a year ago never to surface again. Affray's sister submarine Alliance went out and dropped wreaths over the spot where Affray was lost. Picture shows ratings carrying the wreaths on board Alliance in Gosport Harbour, Hampshire.

## SEA CADETS TO ATTEND CAMP IN ENGLAND

The Commonwealth Government has generously approved a grant of £2,200 to the Navy League of Australia to enable one officer and 10 cadets of the Australian Sea Cadet Corps to attend an Empire sea cadet camp rally in England in July.

Announcing this on April 15, the Minister for the Navy (the Hon. W. McMahon) said that the cadets would be chosen from New South Wales, Victoria, and Tasmania, the only States in which sea cadet corps have been formed.

The camp will be held at H.M.S. "Osprey," Portland, the depot of the Royal Navy training flotilla in Dorset. Besides the usual training available to a Naval shore establishment, facilities will be provided to enable the cadets to gain sea-going experience in destroyers, submarines, and smaller craft.

An the annual meeting of the Australian Navy League in Sydney on April 21, it was arranged that five cadets should be selected from New South Wales, four from Victoria, and two from Tas-

mania, and that the party should said for England in May.

This Journal takes the opportunity of offering its congratulations both to the Commonwealth Government for its foresight in making available so valuable a grant and to the Australian Sea Cadet Corps for having so worthily merited the privilege and the distinction that have been conferred upon it. The spiritual effect and training value that must accrue to the Corps from such a grant cannot be over-empha-

sised. There is no doubt that within the limits of its constitution the Australian Sea Cadet Corps, as an establishment offering preliminary maritime training to young Australians, is something those responsible for it can be really proud. The inheritors of a great tradition of service and efficiency, it is for the Australian Sea Cadet Corps to see that that tradition is proudly and signally maintained. That it will be so maintained goes without saying.



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# SPEAKING OF SHIPS

The Cunard liner "Samaria" has returned to service after a complete reconditioning and modernisation of her passenger accommodation.

With the difficulty of getting softwood in Scandinavia and the Baltic, the British Timber Controller last year ordered 600 million board feet in British Columbia at a cost of about £18,000,000.

The shortage of navigating and engineer officers in the French merchant service is causing concern and there is a tendency to blame the necessity of passing theoretical examination.

Sir Colin Anderson, of the Orient Line, has stated that the Company was anxious not to increase fares, but when the old seasonal slack periods return it might be unavoidable.

One hundred and seventeen dependants are still receiving help from the "Titanic" Disaster Fund, the oldest being 91 and the youngest 41 years of age.

It is understood that the British Railways new fleet of passenger motorships for the Clyde services will all have the same type of machinery to facilitate handling and spare parts.

British Admiralty supervision was sharply criticised by the Court when five men were convicted of stealing platinum from the Admiralty Observatory at Datchet, England.

Tests of suggested improved sea-air rescue were last year carried out by the meteorological ships "Weather Watcher" and "Weather Explorer" in conjunction with the Royal Air Force.

Sir Frederick Rebbeck, of Har-

land and Wolff, the big ship-building firm, has expressed the opinion that tankers of 50,000 tons d.w. would be ordered soon and that German builders would be keen competitors for the business.

A Norwegian tanker of 29,500 tons d.w., just ordered in Sweden for delivery in 1955, has been time-chartered in advance for 12 years, the first ten years at 20s. per ton and the remaining two at 19s.

South African shipping is suffering from a serious shortage of certificated engineers, particularly the coasting concerns which have had to import qualified men from overseas.

Engineers are continuing to work on the problem of a really satisfactory combustion chamber which will bring out the economic advantages of the coal-fired gas turbine.

The Pametrada (turbine research association) is working on all types of turbine blading to find the one best adapted to segmental construction.

It is estimated that the trials, alterations, etc., of the new design of turbines and boilers in the British "Daring" type of destroyer, two of which, H.M.S. "Daring" and H.M.S. "Diamond," were recently accepted into service in the Royal Navy, will cost about £100,000.

The scheme for restoring the historic Holyrood Church at Southampton, England, as a memorial to the Merchant Navy is making good progress.

During the last (European) winter the Cunard Line put the "Ascania," "Scythia," and "Sama-

ria" on to the London-Halifax service, primarily for cargo work.

The Manchester Liners Ltd. are planning to extend their Montreal service with a branch line to the Canadian Great Lakes and have ordered two geared turbine cargo ships of Welland Canal size from Cammell, Lairds.

Owing to the impossibility of getting early delivery from British yards, the United Baltic Company has gone to Germany for three 16-knot, 285ft. motorships for the London-Hull-Finland service.

The oil facilities of the Port of Bombay are proving quite inadequate these days, and a pier on an island off the harbour, connected with the storage tanks by pipeline, is suggested.

The P. & O. Line, criticised by some shareholders for its conservative dividend policy, capitalised reserved profits by a bonus of £1 of deferred stock for every £2 held.

Watts, Watts, "W" class ships on the regular Canada-Continental service have carried large quantities of munitions from the St. Lawrence to the Belgian Army.

For necessary services between Vancouver Island and the mainland of Canada the Canadian Pacific has been awarded a subsidy of 100,000 dollars p.a., and the Union Steamships Ltd. one of 345,000 dollars.

The South African Chambers of Commerce have expressed the opinion that all probable expansion in trade can be adequately covered by private shipowners.

An increasing number of Norwegian women have recently trained as radio officers on shipboard and have earned high praise.



H.M.A.S. "Waggon" and "Cootamundra" flew overall dress in Sydney Harbour last month to commemorate H.M. The Queen's Birthday.

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# REVIEWS

"Admiralty Manual of Seaman-ship," Vol. 1. (290 pages, illus-trated). Obtainable from H.M. Stationery Office, London.

This is a completely new edition of a standard Admiralty work, and it has been designed to be additionally studied with advantage by young seafarers serving in ships other than those of the Royal Navy. A most useful feature of this new publication is the number of high-class illustrations it contains. The book can be thoroughly recommended to those who have entered, or are about to enter, the Merchant Navy.

"The Abridged Nautical Almanac, 1952". H.M. Stationery Of-fice, London.

Filling an important need, the first newly-designed Nautical Al-manac, incorporating Greenwich Hour Angle, is here published. Navigating officers will find the almanac radically changed in both appearance and lay-out, and to enable them to familiarise them-selves with the new methods while the older form of almanac is still available and in use a supplement containing specimen pages in the new style for sixteen selected days in 1951 has been provided.

"Brown's Nautical Almanac, 1952" (966 pages). Published by Brown, Son, and Ferguson.

With this issue "Brown's Nautical Almanac" completes three-quarters of a century of ser-

vice to the marine navigator. The introduction of Greenwich Hour Angle has required the rearrange-ment of astronomical data, now prefaced here by three pages of explanatory matter. Otherwise, the book contains the same "mixture as before"—and a very good mix-ture it is.

"Reed's Nautical Almanac, 1952". (1,076 pages). Thomas Reed.

A work of considerable practical value to the watch-keeping officer, "Reed's" contains two unique features in its many pages of tidal stream charts, and 17 pages of star identification diagrams, in addition to its customary navigational data.

"Valiant Occasions." Published by Constable, of London.


The stories of all the main Naval actions of World War II have been put into book-form by J. E. Macdonnell. A staff writer on the Sydney "Bulletin," in which most of the stories have appeared, Macdonnell had 14 years in the R.A.N., and for his material had access to the files of the Historical Records Section at Navy Office; as well as assistance from the Chief of Naval Information, Admiralty. The book includes the sinkings of cruisers "Canberra," "Perth" and "Sydney," and of "Vampire," "Waterhen," "Nestor" and "Yar-ra"; as well as the "Bismarck," "Graf Spee" and other famous British and Australian Naval en-gagements. Vice-Admiral Sir John Collins has written the foreword.

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## SEA ODDITIES—Continued.

Three porpoises savagely attack-ed a 14ft. grey nurse shark some little distance off Middle Brighton Beach, Melbourne, on April 5th. They offered no "beg pardons," either. While scores of sea-gulls screeched overhead, the porpoises drove the bleeding shark out to sea. The shark threw itself con-vulsively about and lashed the water as the porpoises and gulls tormented it.

Victorian big game fisherman, Alf Dean, claimed a world record with a white pointer shark, weigh-ing one ton and 112 lb., which he rod-caught at Streaky Bay, South Australia, on April 5. Playing the great fish on his line, Mr. Dean battled for nearly an hour to land the 16ft. 3in. monster. Experts say it is the first game fish weigh-ing more than a ton ever landed with rod and line.

The Pacific is studded with countless islands. In fact, there are so many that a great number of them have never been named, and only a comparatively few — mostly the larger — are inhabited. In the Philippines alone there are over 7,000 islands and islets, and other island groups have nearly as many. It is estimated, however, that there are in the Pacific 2,650 main islands. Many of these islands, particularly in the western parts, are of volcanic origin, and still contain many active volcanoes. In the depths that lave these vol-canic shores, and in the coral seas, a myriad creatures have their life, sometimes in marine forests where seaweeds reach a length of 250 feet, sometimes in sea-bed pastures composed of an infinite number of small sea life. And there are teem-ing multitudes of fishes. In one locality in the Malay Archipelago it is said that 700 varieties of fishes can be caught.

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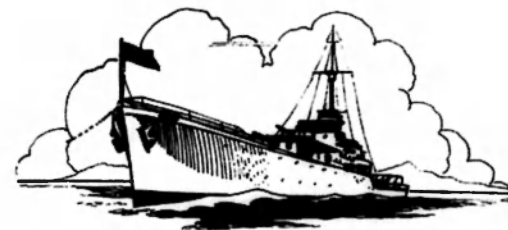
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# EX-NAVAL MEN'S Association of Australia



(Federal Council)

Consequent upon the passing of His Majesty, King George VI, the Federal Council made an appeal, through the appropriate channels, to our new Sovereign for her patronage. Officers of the Council are now anxiously awaiting advice from the Councillors of State confirming that Her Majesty The Queen has honoured the Ex-Naval Men's Association of Australia by becoming its Patron-in-Chief.

The Minister for the Navy has informed Federal Council that he is unable, at this stage, to grant approval for a unit of the R.A.N. to be permanently stationed at Brisbane for Naval Reserve Training purposes, but should the numbers of Reserve Trainees increase in the future, he will again consider the matter.

The June meeting of Federal Council was presided over by Mr. H. S. Peebles (Federal Vice-

President), deputising in the absence of Mr. F. F. Anderson, who is on a hurried business trip to the United States, Canada and the United Kingdom. It is expected that the Federal President will return by air towards the close of the current month.

Mr. E. H. Cook has been elected by the South Australian State Council to be its Federal Councillor and Mr. J. K. Stafford as his deputy Councillor. The Queensland Section elected Mr. A. C. Nichols (a former member of the crew of Submarine A.E.2.) as its Federal Councillor, with Mr. G. W. Scott to act as his deputy in his absence.

Mr. Ken Coonan, who was an observer in one of the Japanese whaling expeditions and has recently been stationed in Sydney, visited Brisbane last month before taking up his appointment in Western Australia. Mr. Paul

Gariner, a new member of the Association, has been sent to Brisbane on business.

In response to the request received from the President of the Navy League's Federal Council, the Association's Executive has made an urgent appeal to all its State Councils, requesting they invite their Sub-Sections' members to assist the Navy League in its efforts to secure willing and capable instructors for the Sea Cadet Corps. The Association believes in fostering the spirit of the Navy and its traditions into the young lads of Australia, so that, in course of time, they will have some form of training and knowledge of the sea, ere they finally decide to serve in the Queen's Navy, and later, become eligible to apply for membership in the Ex-Naval Men's Association.

G.W.S.

## VALUE OF SEA CADET COURSE.

Training as sea cadets would help them to be better citizens. Captain A. S. Rosenthal told members of Launceston's Sea Cadet unit at their first passing in parade in April.

Captain Rosenthal, who is chairman of the Australian Sea Cadet Council, was inspecting the unit to see that it came to the standard required before equipment could be issued to it. The parade was held in Patons and Baldwins' recreation hall.

Captain Rosenthal was accompanied by the senior officer of the Tasmanian Division of the A.S. C.C. (Cdr. H. J. Stokes), the Res-

ident Naval Officer at Hobart (Cdr. F. D. Shaw) and Lt.-Cdr. F. B. Glynn.

Captain Rosenthal told the cadets that their training would give them a good start for life on the sea.

When they had finished it they could join either the R.A.N. or the merchant navy.

If they did not want to go to sea they could join the army or air force. They were not compelled to join the navy, he said.

## Probationary Period.

Recently 22 of the cadets completed their two months' probationary period and were accepted as ordinary seamen for training as a ship's company.

They will now have the opportunity of completing a four years' training course and reaching the rank of chief petty officer.

Uniforms for the cadets have arrived in Launceston, and it is hoped to issue them at the next parade.

## FIRST AUSTRALIAN JET BOMBER BY OCTOBER.

The Minister for the Navy and Air the Hon. W. McMahon, said on April 7 that the first Australian Canberra jet bomber will be completed in October. The aircraft are being built at Fisherman's Bend, Victoria. Mr. McMahon added that the Government hoped to step up production of the aircraft next year despite four recent crashes of Canberra jet bombers overseas.

## BRITISH AIR PILOT ESTABLISHES 18 RECORDS.

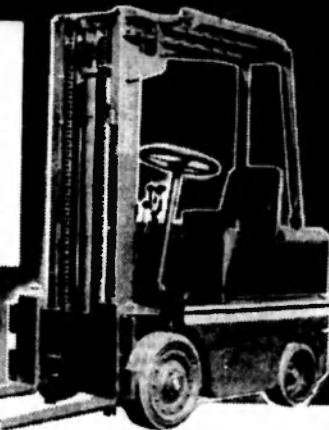
A message from London on April 15 said that Thomas Hayhow, 46, a Surrey marine engineer, established no fewer than 18 records in light aircraft flying during the Easter holidays. He flew to six European capitals—Paris, The Hague, Brussels, Luxembourg, Dublin and Amsterdam—creating three records each trip in an Auster Aiglet plane. He flew to Amsterdam at an average speed of 133.45 miles per hour.

The Navy

May, 1952.

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### R.N. CADET ENTRY.

Cadets now entered the Royal Naval College, Dartmouth, either at 16 years of age or as special-entry cadets at 18, but unfortunately the numbers offering are proving insufficient. Although the numbers applying for the age 16 entry have improved in recent competitions, it was imperative that there should be larger entries and it had been found advisable not to wait to see whether the age 16 entry improved still further. The British Admiralty has been considering ways and means of either securing at once an appreciably higher yield from the existing competitions or of adopting some additional source of entry. The First Lord has been in touch with the British Ministry of Education and they were setting up a working party to tackle this problem from the stage which his formal inquiries had reached.

Referring to officers and men who saw service during the last war or shortly afterwards and who corresponded to what the Army called the Z class, The First Lord said that even when the present National Service Reserve, based on the (British) 1948 Act, reached its full strength the British Admiralty would probably need the services of these men in the event of mobilization. He was getting a tally made on their civil occupations so that call-up notices would not be sent to men doing work of national importance. He wished it were possible to give these officers and men periods of refresher training as the Army did to the Z class reservists, but the demands of the present training programme had made the Board of Admiralty decide against this, at any rate for the present.

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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

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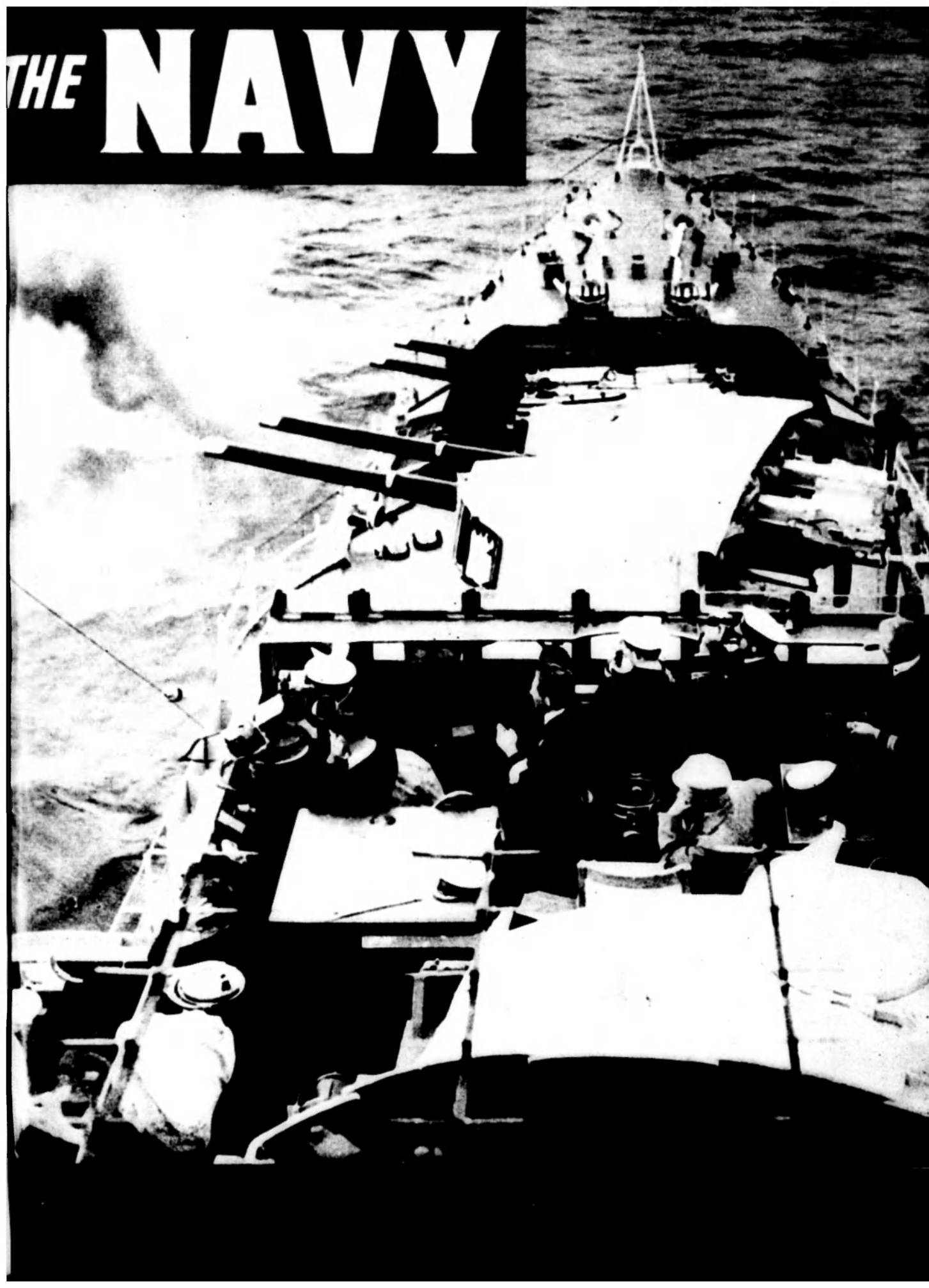
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July, 1952.

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# BRITISH NAVAL RESEARCH AND DEVELOPMENT.

It has become unquestionably plain to all that the three main threats to the power of Britain at sea, and of even her survival, are contained in the mine, the U-boat, and the threat from the air, ever-growing in its shore-based power.

In the debate on Defence in the British House of Commons in March, Mr. Churchill emphasised this fact unreservedly. But, comfortably and encouragingly, he also emphasised something else: that although there existed strong hostile potential mine, underwater, and air forces, there existed in the waters of the world no hostile potential surface battle fleet in any way comparable with the surface navies woven together under the North Atlantic Treaty Organisation.

None the less there was nothing on the horizon that could put us into any mood of complacency. It was only by improving and augmenting our resources and forces that the threats enumerated could be withstood; and it was upon these lines, he very properly stressed, that our efforts for purposes of defence and offence were being concentrated.

Anti-mine and anti-U-boat measures, therefore, are absorbing the overwhelming proportion of our new construction and material development. The same measures also dominated our training, which included constant anti-U-boat and mine-sweeping exercises. In this regard, and as an augmentation of those measures, the new shore mine-watching forces now being raised in Britain from men in civilian life might well be as valuable to the Royal Navy and to the survival of Britain as our sailors afloat.

It is here, in regard to these measures, that an elaboration of what is being done in the science laboratory, primarily in the development and production of the latest weapons and processes, becomes of special interest and moment. Fortunately, the British Admiralty has not been tardy in recognising the outstandingly important role of the scientist in modern war: and in this connection the First Lord's recent Statement on the British Naval Estimates 1952-3 affords a splendid index to the significance of this modern trend.

On programme planning, the First Lord stated that the Navy must have weapons capable of offensive and defensive roles in the face of increased tempo with which a war of the future would be fought.

"The provision of these weapons", he emphasised, "is throwing a heavy load on the Navy's re-

search and development resources, and skill is required in planning the programme to ensure that equipping the Navy with modern weapons is kept within limited manufacturing resources and within ability to train adequate numbers of officers and men in the operation and maintenance of these weapons". These two factors—shortage of trained personnel and shortage of steel, etc.—apparently are the most serious sources of retardation affecting our Naval development.

"More efficient sweeping gear for dealing with the various types of mine is being developed. All possible means of submarine propulsion are under investigation, including systems using nuclear energy and oxygen bearing fuels. Every effort is being made by naval scientists to solve the increasing number of complex problems which arise in providing adequate standards of comfort and habitability. As this journal has repeatedly stressed, nothing is static today. The science of war moves on, like everything else, whether we like it or not.

"Fast frigates to seek out and destroy enemy submarines, are required and, new types of propulsive equipment are being developed in order to acquire the necessary superiority in speed. Detection and location equipment which will be effective against snorting and submerged submarine is also being developed and new weapons of the ahead thrown type are being studied, which will be more flexible and accurate in use and more deadly in action. New types of anti-submarine aircraft with improved radar and sonobuoy equipment are under development. Another anti-submarine weapon which is being developed for use by aircraft as well as by ships, is a torpedo which will seek out and destroy its target whatever evasive measures are taken.

"The most promising weapon in the anti-aircraft armoury will undoubtedly be the guided weapon, capable of engaging the enemy at ranges between that at which our fighter aircraft and our anti-aircraft guns can operate. Naval work on guided weapons is closely integrated with the whole programme of guided weapon development for the defence of the United Kingdom."

Offensive measures equally with those for defence are also being scientifically studied and developed. For offensive purposes in fleet actions and for the protection of convoys from air attack, new and faster Naval aircraft are being produced which, with their parent aircraft carriers, will be fitted with radar equipment, enabling accurate interception to be made at effective ranges from the surface vessels. To deal with those enemy aircraft, which succeed in penetrating these defences, new gunnery systems of greater range, accuracy and destructive power are being worked out and gun and gun-direction equipment, which will pro-

vide the merchant ship herself with an effective defence, are being progressed. It should be noted in this connection that the British Admiralty is also responsible for meeting the requirements for fire control equipment for the Army and new systems are at present under development for light and medium anti-aircraft guns.

Research in the various and greatly changing fields of Naval construction has enabled Britain, with confidence, to design ships' structures to closer margins of strength than would otherwise be possible: also lighter materials are being used in the designs of ships' structures where this has been found to be advantageous. The saving in hull weight resulting from these innovations has gone into increasing the fighting power and efficiency of Her Majesty's Ships. Researches in the hydronautical field have also led to important results and improvements in propulsive efficiency, in manoeuvrability, and in better sea-keeping qualities have been made.

And with these major and significant measures, there are others, perhaps comparatively minor but none the less important, which witness that the British Admiralty is leaving no effort unmade in placing the Royal Navy on a footing of efficiency equal to sustain the noble tradition of service for which it has ever been famous.

## ROYAL NAVAL PERSONNEL: RETENTION AND RECALL.

As a measure designed to improve the efficiency of Britain's sea power, the British Admiralty's decision to continue to retain and recall certain categories of officers and men for eighteen months service made necessary to ensure the preparedness of Her Majesty's Fleet, will undoubtedly receive the commendation of all who are interested in the Royal Navy and in Naval affairs in general. Although it is hoped that from 1953 it would be possible progressively to reduce the length of retention of ratings beyond the expiration of their normal engagements, a high rate of re-engagement is essential if the Royal Navy is to have adequate numbers of senior ratings.

As for recruiting, this, it appears, has been generally satisfactory in Britain but there was still some difficulty in obtaining sufficient men for long service, as opposed to special service engagements. The national service entry there for 1952-53 was expected to be rather more than 3,000, which would increase the total bearing on national service men in the Royal Navy from 4,500 to 6,000. The retention of time-expired men continued to affect recruitment for the Royal Fleet Reserve, the strength of which had fallen. It was not expected that the bearing would exceed 20,000.

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## BIG COMBINED MEDITERRANEAN MANOEUVRES

### EXERCISE "GRAND SLAM"

Units from the Home and Mediterranean Fleets provided about one-third of the naval forces of the four nations—Britain, America, France, and Italy—taking part in the big exercise, "Grand Slam", in the Mediterranean in late February and early March.

As briefly detailed in the previous issue of this journal, the Exercise was directed by Admiral Robert B. Carney, United States Navy, on behalf of the respective Naval Commanders-in-Chief of the participating forces, and it was designed to increase the ability of Allied Naval forces and their air arms normally stationed in the Mediterranean to operate together and communicate with one another in defence of the area against any possible aggressor. Admiral Carney was assisted by a combined staff of British, American, French, and Italian Naval officers at his Central Headquarters on board the U.S.S. "Adirondack", lying in Naples harbour.

Salient features of "Grand Slam" were a bombardment exercise in the Tyrrhenian Sea, in which the warships of all four nations took part, a far-ranging anti-submarine exercise, an operation in which French warships were refuelled at sea by United States Sixth Fleet tankers, and an air "attack" on targets off the East coast of Italy by British, French, and American carrier aircraft and land-based Italian fighters.

Twenty or more separate task units operating simultaneously were grouped without regard to nationality so that various international combinations of the units were commanded in turn by Italian, French, British, and American Admirals. The area covered by the exercise was primarily the central Western Mediterranean. The senior British officer at sea was Vice-Admiral R. A. B.

Edeards, in H.M.S. "Glasgow", and altogether between 30 and 40 British warships participated.

In the early operations of the Exercise a British and Italian task force, led by H.M.S. "Glasgow", made a sortie from Malta and proceeded Westwards to protect convoys. A merchant convoy under Italian command and consisting of British, Italian, and United States ships, proceeding Westward from the Malta area, was attacked from the air approximately every two hours, and by submarines every five hours.

The first simulated air attack on this convoy came from shore-based United States and Italian aircraft. Simultaneously a fast carrier task force from the United States Sixth Fleet left Northern Italian ports for a rendezvous with a French task force West of Sardinia. Other forces early on the move included a British task group from Gibraltar and an anti-submarine hunter-killer group made up of French and United States units. During the submarine attack a number of ships were considered to have been sunk.

A highlight of the undersea phase of the Exercise was provided by the British submarine "Trenchant" which succeeded in slipping undetected into the harbour of Oran where a French and American hunter-killer group was preparing a sortie. Another British submarine claimed to have passed undetected through the Straits of Gibraltar using its Schnorkel tube. Ships of the British Home Fleet with Admiral Sir George Creasy, the Commander-in-Chief, in the Fleet Carrier "Indomitable" were in "action" on their way to ports in Southern France.

Nearly one thousand merchant ships participated in the "Grand Slam" Exercise by submitting voluntarily to simulated submar-

ine attacks while proceeding on their regular runs in the Mediterranean. This, in addition to the scores of major warships and hundreds of land-based planes from the Navies and Air Forces of the four major Western Mediterranean powers that took part, ranks "Grand Slam" as probably the biggest peacetime exercise of its kind yet held.

At the conclusion of the Exercise Admiral Carney said it was another milestone in inter-Allied effort and the scope and variety of the Exercise exceeded anything heretofore undertaken. "Grand Slam" not only fulfilled its intended purpose, but it developed some remarkable and significant realism. Intended as a technical and tactical exercise, and not being based on any particular strategic situation, it did, nevertheless, unfold as a preview of what might well happen in the event of actual hostilities. This was particularly true with respect to the early days of the Exercise when they saw the punishment dealt out by submarines to shipping only partly organised, and witnessed the steady punishment of submarines accomplished by anti-submarine forces.

"I watched with interest the initial communications difficulties and observed with satisfaction the rapid improvement as the Exercise advanced," he continued. "The ability of aircraft of one nation to lead the surface ships of another nation to a contact with the submarine of a third nation was but one of the many striking examples of the growing effectiveness of inter-Allied communications."

"Many rough spots were apparent during the conduct of the Exercise and further analysis is certain to reveal other situations and factors that need correcting. Nevertheless, "Grand Slam",

Concluded on page 8.

NXT WEEK

The Navy

June, 1952.

## BLOCKADE PATROL WORK IN KOREAN WATERS

A blockade patrol of ten to fourteen days on the Korean coast can never be entirely dull and often provides excitement.

The patrol boat extends right up to the Yalu River. Apart from ordinary patrolling to seek enemy craft, there are numerous opportunities for close inshore bombardment of enemy positions and lines of communications in support of our own forces.

A typical day's work might start with a destroyer on night patrol steaming to bombard a reported enemy troop position near the coast at first light. The hands are piped to action stations at 5.30 a.m. and the guns prepare for the shoot as the ship creeps through shoal waters in the darkness. As soon as it is light enough for the spotting aircraft to observe the fall of shot, fire is opened and continued until the target has been well covered or destroyed. The forenoon is spent directing minesweeping operations. Then it is time to rendezvous with another ship and collect mail and despatches.

These "transfers of mail", and indeed of anything from men to potatoes, are normally done at sea by jackstay, a line rigged between the two ships who steam parallel and close alongside each other while the particular commodity is hauled over on the jackstay. Such an operation requires a nice degree of seamanship, and in heavy weather determination.

In the afternoon a shore battery is engaged, with the fire directed by the ship's own spotting team landed in advance by boat. The next task is to visit a friendly island and land stores and equipment for the garrisons. At dusk the ship patrols the limits of prohibited night fishing areas, chases the wayward friendly fisherfolk homewards in order to clear

the seaward approaches and ease the detection of Communist craft attempting to slip through the blockade. Nightfall finds her once again on patrol and sweeping the area with her radar.

Later still there will be "contacts" the "blips" detected on her radar screen—to be closed and investigated: the guns' crews "stand to" while searchlights or starshell illuminate the area. The vessel thus disclosed may be identified as a friendly coaster supplying refugees on one of the off lying islands. If her identity cannot be so easily discovered, the whaler must be lowered to pull over with a boarding party for a thorough examination.

Although East and West Coasts are, broadly, American and British Commonwealth commitments, respectively, the two Navies always exchange one or more ships so that our destroyers and frigates also get their "run" on the East Coast.

Here the Communist main supply line and the end of the battle front run along the coast and are easily accessible to ships. Operations are mainly in the Wonsan or Songjin area and a destroyer's time is spent in keeping up a running bombardment of road and rail communications both by day and night. A ship usually fires over one thousands rounds from her main armament during a patrol and the consequent strain on her guns' crews and equipment is considerable. The land round Wonsan is enemy held and duels with shore batteries are frequent, as also recently on the West Coast where shore batteries are trying to drive away the forces defending the nearby islands.

This type of patrol is interesting and indeed stimulating. There are many patrols too on which not a shot is fired, but ships steam long distances at high speed to

protect an aircraft carrier, escort convoys or replenish ships. This becomes truly monotonous after a time. It has been no exception for destroyers, doing duty on the carrier screen, to spend three weeks at a stretch at sea in the Yellow Sea. Steaming distances of 8,000 miles a month are not uncommon and on occasions 10,000 to 11,000 miles have been aggregated.

So the work goes on and has been going on for eighteen months: unspectacular but important work: work which has entailed much seetime and much hard steaming under conditions of great heat in the summer and intense cold in winter: work which has called for fortitude and endurance by ships' companies: work which has earned the Navy's traditional measure of praise, "Well done".

### BIG COMBINED MEDITERRANEAN MANOEUVRES. EXERCISE "GRAND SLAM."

Continued from page 7.

apart even from its geographical extensiveness and the magnitude of the forces involved, was a profoundly impressive demonstration of the willingness and ability of the several Navies to work together smoothly as an Allied team. It was an impressive demonstration of flexibility and adaptability in which the various forces and types of the four nations were rapidly and effectively regrouped from one task force to another and from one task to another.

Admiral Carney regretted that the Naval Forces of Greece and Turkey did not have an opportunity of participating and expressed the hope that the flags of these two Nations would be seen in the task forces of the next comprehensive Allied Naval manoeuvres.



R.A.N.R. ratings aboard the corvette H.M.A.S. "Wagga" preparing to leave on a 19 weeks' training cruise to northern waters. Forty R.A.N.R. ratings boarded the ship, which left Sydney with H.M.A.S. "Cootamundra."

## Good Progress in Warship Propulsion

Good progress continues to be made by H.M. Navy in the development of high performance steam, lightweight diesels, gas turbines for warship propulsion and in parallel design for auxiliary machinery. The aim here is to obtain the greatest efficiency in performance for a minimum of weight and space and a maximum economy in fuel consumption.

The British Admiralty is responsible for financing and co-ordinating valve research and development for all the defence Services.

In this field particularly, great efforts are being made to combine robustness with maximum efficiency. This most important inter-service work makes a substantial demand on the Royal Navy for research and development.

## ATOM-BOMB SITE.

Monte Bello Islands—80 miles from Onslow—off the north-western Australia coast, have been chosen as the site for Britain's atom-bomb test. As a proving ground these islands somewhat resemble the United States test sites at Bikini and Eniwetok. The Monte Bello group comprises dozens of islets and rocks of limestone and coral formation and some of the islands enclose lagoons. Most of them are covered with grass, spinifex bush, and saltbush, and bird-life, fish and turtles abound. There is no terrain in the islands higher than 200 feet. Nearby Barrow Island, which will be used during the experiments, has irregular steep sandhills, thickly clad with grass and hushes. There is a hill on this island 155 feet high and this may be used as an observation post.

Efforts are constantly being made, not only in connection with new equipment under development, but with equipment already in service at sea to ease the problems of operation and maintenance.

Much help in this direction is provided by the Medical Research Council and the many psychologists, anatomists, and physiologists who are available to advise our Royal Naval scientists. The appointments last year, as previously mentioned in this journal, of a scientist as a sea-going scientific adviser to the Home Fleet, which again has the object of getting a closer integration of Science and Naval practice, is producing valuable results.

"It is hoped," said the First Lord recently, "to extend this experiment."

# AMMONIUM NITRATE CARGO

## Working Party's Report on Handling, Etc.

The "Report of the Ammonium Nitrate Working Party" was published recently by H.M. Stationery Office, London. The Working Party, which was appointed in August, 1947, with Dr. E. H. Watts, of the British Home Office, as chairman, to enquire into the risks attached to the handling, transport, etc., of ammonium nitrate, recommended that:

(a) For transport in ships (1) commercially pure ammonium nitrate; (2) ammonium nitrate containing not more than 0.05 per cent. acid magnesia; and (3) ammonium nitrate containing organic matter approved both in nature and quantity, should be packed only in steel drums which may or may not be lined with wax paper. If packed in this manner it is practically free from hazard when involved in a fire.

These recommendations do not apply to small consignments for laboratory or other purposes, suitably packed.

(b) The loading or unloading in United Kingdom ports of ammonium nitrate containing organic matter other than material approved both in nature and quantity should be prohibited, and that ships arriving at United Kingdom ports with such material on board should be compelled to anchor in explosives' anchorages.

(c) Fire Fighting. The main object is to prevent fire breaking

out in a hold in which ammonium nitrate is stowed.

1. Smoking or the use of naked flames should be prohibited in the vicinity of the ammonium nitrate at all stages of handling.

2. Ships' holds must be thoroughly clean before loading operations are begun.

3. Burst or damaged drums must not be shipped.

4. Drums of ammonium nitrate should be kept clear of all sources of heat.

5. Highly inflammable materials should not be stowed in the same hold as ammonium nitrate.

6. Drums should be securely stowed to prevent movement. Sacking, paper, and other readily combustible materials should not be used as dunnage.

7. Fires in holds containing ammonium nitrate should be combated only by the use of water—salt or fresh—in large quantities as an extinguishing agent. Steam should not be used for fire fighting in compartments containing ammonium nitrate.

It should be noted that fires involving ammonium nitrate usually generate large quantities of gases, a small proportion of which are toxic.

After giving particulars of experiments the working party came to the following conclusions:

1. The trials produced no evidence that even with confine-

ment unlikely to be approached under normal conditions of storage and transport, will the initial thermal decomposition of the commercially pure ammonium nitrate salt readily develop into a self-accelerating explosive effect.

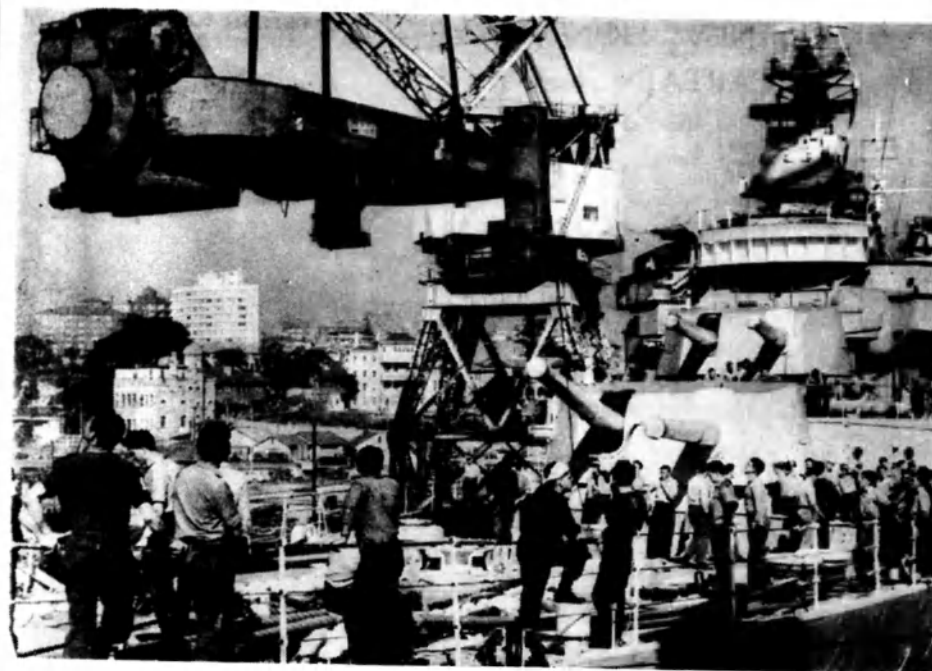
2. This statement appears to hold even when unbitumenised paper bags or waxed paper linings to steel drums are used, although in principle such combustible materials may still be regarded as open to criticism.

3. The behaviour of a mixture of commercially pure ammonium nitrate and a small amount (1 per cent.) of a hydrocarbon when subjected to strong heating is different from that of the commercially pure ammonium nitrate salt alone, in that the decomposition tends to become explosive and self-propagating.

It may be mentioned that ammonium nitrate has been removed from the Comprehensive Classified List of Government Explosives: but it should be remembered that while, by itself, it is not regarded as explosive, it will behave as such if subjected to a sufficiently high explosive impulse.

## NEW ZEALAND NAVAL CHIEF'S VISIT TO AUSTRALIA.

The First Naval Member of the New Zealand Naval Board and Chief of the Naval Staff (Commodore F. A. Ballance, D.S.O., R.N.), arrived in Sydney by air from Wellington on Tuesday, May 20 to confer with Australian Naval Authorities in Melbourne on matters of mutual concern. A further important object of his visit was to return the visit which the First Naval Member of the Australian Naval Board and Chief of the Naval Staff (Vice-Admiral Sir John Collins, K.B.E., C.B.) made to New Zealand last year. Commodore Ballance fulfilled a long programme of engagements and visits to establishments, in respect of which, it is hoped, full information will be available for our next issue.



The giant crane at Garden Island swinging 75 tons of equipment for the Australian Iron and Steel Ltd. works at Port Kembla over the bow of H.M.A.S. "Australia." The heavy machinery was being unloaded from the freighter "Port Fremantle" alongside the Flagship of the Australian Squadron.

## COMBINED INDIAN OCEAN EXERCISES

Ships of the Royal Pakistan Navy, the Royal Ceylon Navy, and the Indian Navy joined units of the East Indies Squadron of the Royal Navy in a four-nation combined training course at Trincomalee, Ceylon, and for tactical exercises at sea towards the end of March.

This, the second assembly in the Indian Ocean of the ships of four nations since Ceylon, Pakistan, and India achieved independence and elected to remain in the British Commonwealth, enabled the Navies concerned to continue the progress begun last year in collective training for the protection of sea communications in times of emergency.

Evolutions and drills took place

in harbour, and at sea, designed to practice ships of smaller types of the four Navies in working and manoeuvring together.

The forces concerned were: H. M. Ceylon Ship "Vijaya" (Lieutenant-Commander J. P. Murray, R.N.).

Ships of the Royal Pakistan Navy: "Tariq" (Commander A. M. Alavi, R.P.N., Senior Officer of the Pakistan ships); "Tughril" (Lieutenant-Commander M. Hassani, R.P.N., and "Shamsher" (Lieutenant-Commander T. R. Buchan, R.N.).

Ships of the Indian Navy: "Delhi" (Captain S. G. Kaymarkar, M.B.E., I.N., and wearing the flag of Rear-Admiral N. V. Dickinson, D.S.O., D.S.C.); "Raj-

put" (Captain R. D. Katari, I.N.); "Ranjit" (Commander S. M. Nanda, I.N.); and "Sutlej" (Commander G. Douglas, D.S.C., I.N.).

H.M. Ships "Kenya" (Captain D. R. Trentman, R.N.) wearing the flag of Vice-Admiral Sir Geoffrey Oliver, K.C.B., D.S.O., Commander-in-Chief, East Indies; "Gambia" (Captain L. F. Durnford-Slater, R.N.); "Loch Glendhu" (Commander R. S. Brookes, D.S.O., D.S.C., R.N.); and "Flamingo" (Lieutenant-Commander I. A. McLure, R.N.).

The Exercise continued until April 5 when units of the Royal Pakistan Navy, Royal Ceylon Navy, and Indian Navy left Trincomalee.

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## A NEW HONORARY CAPTAIN, R.A.N.

Captain W. H. Coombs, C.B. E., President of the Officers' (Merchant Navy) Federation, whose articles and statements have from time to time appeared in the columns of this journal, has been granted an Honorary Commission as Captain in the Royal Naval Reserve in recognition of "exceptional service in promoting the interests of the Royal Naval Reserve". There are only twelve other Honorary Captains R.N.R., a distinction only rarely bestowed.

As a member of the Committee formed to consider the reconstruction of the Reserve after the war, Captain Coombs was closely associated with the important negotiations on this subject between the British Admiralty, the Ministry of Transport, and the shipowners and with his wide knowledge and experience of Merchant Navy conditions was able to give valuable and constructive advice to the Admiralty in framing suitable terms of service for Merchant Navy officers joining the reconstituted Royal Naval Reserve. Since the R.N.R.

has been re-formed, he has continued to take an active interest in its activities and welfare and to serve as a member of the committee responsible for close liaison between the Admiralty and the shipping industry in matters affecting the Royal Naval Reserve.

It was principally due to Captain Coombs' untiring efforts that the Officers' (Merchant Navy) Federation, whose President he has been since 1943, was officially recognised and admitted to membership of the National Maritime Board during the years between the wars. The foundation of the Merchant Navy Officers' Pension Fund in 1938 was also mainly his achievement. As a result of his visit there in 1941, Captain Coombs was responsible for the improved efficiency and organisation of the International Mercantile Marine Officers' Association in New York, which led to better welfare in the Merchant Navy and indirectly to more effective security measures during the war.



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## BRITISH NAVAL HOSPITAL SHIP LAID DOWN.

The keel of a hospital ship to replace the Naval hospital ship "Maine" has been laid down on Clydebank. The vessel is being built at the Clydeholm Shipyard of Messrs. Barclay Curle and Co., Whiteinch, Glasgow, 4, and the main machinery will be manufactured by Messrs. Barclay Curle and Co. at the North British Engineering Works, Whiteinch.

Since World War II, the Royal Navy has retained in service the 7,115 tons hospital ship "Maine", a vessel originally known as the "Leonardi da Vinci", captured from the Italians at Massawa and converted into a hospital ship in 1943. When she first flew the Red Ensign this ship was known as the "Empire Clyde". She became the hospital ship "Maine" on January 1, 1948.

The new hospital ship will be the first vessel to be built as a hospital ship for the Royal Navy. In time of war merchant ships have been converted for use as hospital ships and one, always known as "Maine", has been used in peacetime. There have been three Naval hospital ships named "Maine".

This new hospital ship is not to be confused with the medium-sized Naval hospital ship it is proposed to build for use in peacetime as a Royal Yacht, particulars of which were published in "The Navy's" December, 1951, issue.

**Keep a Good  
Lookout**

FOR THE NEXT ISSUE OF

**The Navy**



The new walk-ashore pontoon which is nearing completion at the Rose Bay Flying-boat Base. It will mean that passengers will be able to walk ashore from the flying-boat instead of coming ashore by launch.

## NAVAL NATIONAL SERVICEMEN IN STORM.

Some 150 Australian Naval national servicemen who were returning from a visit to New Zealand in the frigate "Culgoa" and the minesweepers "Colac" and "Cowra" passed through a severe storm in the Tasman Sea in the last two days of the voyage. Apart from seasickness, however, none of them suffered any disability. The ships encountered winds up to 80 miles an hour, and were hove to for some time. "Culgoa" lost one of her whalers. "Colac" and "Cowra", whose fuel capacities were not as large as "Culgoa's", were proceeding to Hobart for fuel instead of sailing for Westernport direct. "Culgoa" continued her voyage to Westernport without calling at Hobart.

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### MASTER OR PILOT.

The controversy which invariably arises as to responsibility when a ship goes ashore with a pilot on board has not been lessened by two incidents which occurred last year.

In the first instance, it appears, the master of a liner was entering a foreign port and he had a pilot on board. Whilst proceeding up the channel and rounding a bend the ship went ashore and was some days before she got off—fortunately without any structural damage. Subsequently, upon arrival at home there was a company inquiry and the master was suspended for one month since the assessors judged his ship was proceeding too fast, and they were of the opinion that he (the master) should have appreciated this factor.

The other case concerned the master of a cargo liner out East. His ship was brought safely up a fast running river and the dock pilot hoarded for berthing. The master did not like the way his ship was being manoeuvred and questioned the pilot's action. Without further ado, the pilot left the bridge, got into his motor-boat and proceeded on shore, leaving the ship drifting dangerously in the fast running river. Later, and after his vessel was berthed without damage, the master was informed that he had violated the port rules in navigating without a pilot on board, and was liable to legal proceedings.

"Harassed by such conflicting attitudes", says Mr. Alfred Wilson, C.B.E., General Secretary of the Mercantile Marine Service Association (of Great Britain, "the shipmaster must count himself fortunate if he is not called upon to make those split-second decisions at some time or other, in his career. The foregoing masters at any rate had the comfort of knowing that they had the Association behind them".

Yes, it most certainly must have been fortunate and a comfort.



## MARITIME NEWS OF THE WORLD

From our Correspondents in  
LONDON and NEW YORK

By  
AIR MAIL

### HUGE VANCOUVER FIRE.

A 1,200-foot wharf, nine grain silos, a loading plant and a large warehouse, totalling a value of four million dollars (£1,785,000) were destroyed by a fire on April 23 on the Vancouver, British Columbia, waterfront. Tons of explosive fertiliser were in the fire area and police ordered evacuation of the entire district. The fire began with a grain dust explosion in a grain bin. Firemen had the blaze under control after half-a-day of strenuous fighting. Tugs towed three large grain ships to mid-harbour for safety after two ships had been fire damaged.

### NEW MOTORSHIP'S MAIDEN VOYAGE.

The 3,750-ton motorship "Malekula", arrived in Sydney on her maiden voyage on the night of April 23 and berthed at No. 5 Circular Quay. Built at Glasgow for Burns, Philp Ltd., the vessel will replace the "Malaita", which is at present on the Australia-Pacific Islands service.

### ANOTHER "STAYPUT".

Captain Fred. Solomon stepped ashore at Yokohama (Japan) on April 27 after fighting for two weeks to save his storm-battered Liberty ship "William Eaton." A U.S. Navy tug landed him and four members of the crew. On April 13 the 7,176-ton "William

Eaton" broke in two and was being pounded to pieces against rocks off Toshima Island, outside Tokyo Bay. Captain Solomon and an engineer remained aboard hoping salvage efforts might be effective, but the storm held off the rescuers and nearly cost the two men their lives. A tug finally took them off in mountainous seas. It had already picked up three men missing from those who left the ship. The loss of the "William Eaton" adds yet another to the growing list of ships, mostly American, that have cracked or broken in two in heavy seas during recent months.

### TWO FREIGHTERS COLLIDE.

Two freighters collided off the New Jersey coast in dense fog and rough seas on April 26. They were the Portuguese freighter "Monte Brasil" (2,394 tons) and the Ferrell Lines freighter "Cape Martin" (6,711 tons). Reporting the collision, which took place about 15 miles off Atlantic City, the U.S. Coast Guard said that the captain and some officers of the "Monte Brasil" remained aboard and said they hoped they could reach port. Some men, however, took to the lifeboats. The "Cape Martin" radioed: "We seem to be all right." It is believed that both ships eventually reached port.

### OCEAN VOYAGE IN KETCH.

Accompanied by his wife and two sons, aged nine and four years, Dr. T. R. Davis, formerly chief medical officer in the Cook Islands, sailed from Lyttelton, in the South island of New Zealand, for Boston, U.S.A., in the 48ft. ketch "Miru". His main object in making the voyage is to attend the School of Public Health at Harvard University.

### COAL CARGO ON FIRE.

Smoke was billowing from a hold of the collier "Svan River" when she entered Port Phillip Bay (Melbourne) on the afternoon of April 26 and signalled for fire brigades to be waiting when she berthed at Williamstown. 2000 tons of Indian coal which the "Svan River" had taken aboard at Calcutta was afire. It took some time and a lot of water to subdue the outbreak. The "Svan River" brought some 8,000 tons of coal for the Victorian Government.

### CUNARD'S BIG BUILDING PROGRAMME.

The Cunard Company's big building programme for 1952 to 1956 includes three more "Port" liners for the Australian and New Zealand trade runs, the Cunard chairman, Mr. F. A. Bates, says in his annual report, just issued. The company's surplus is £3,351,000 sterling, and a final dividend



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of twelve-and-a-half per cent. is recommended, making a 15 per cent. dividend for the year. Incidentally, the "Port" Line is a subsidiary company of the Cunard group, which runs the "Queen Mary" and "Queen Elizabeth."

### ALEXANDRIA HARBOUR RESTRICTIONS REMOVED.

On April 22 Alexandria Harbour (Egypt) was opened to shipping for 24 hours a day for the first time since 1939. The harbour was closed to night navigation during the war at the request of the Allied Military Command. The restrictions continued because of wrecks which made the harbour unsafe for night navigation.

### U.S. SHIPS CARRY ATOM BOMB NOTICES.

All United States merchant ships now carry notices detailing the precautions to be taken aboard in the event of an atom-bomb attack. The first of these notices was to be in Melbourne at the end of April posted up on the freighter "Pioneer Star", which had just arrived. It advises the crew to wear light coloured clothing during a raid and to fall flat on the deck if no other protection is available. They should not lift their heads or stand up during a raid. They should not expose their bodies until all debris raised by the explosion has finished falling. "Only then are you safe from radiation," says the notice.

### FIERY NEWS FROM A NUDE.

The story is told of a man, nude except for a towel, jumped from a row-boat at Emsworth, on the southern coast of England, and ran up the main street just about dawn to the fire station where he gasped: "The 'Giroflee' is on fire. He then jumped in a taxi and drove two miles to Havant where he knocked up the captain of the "Giroflee", a 60-ton luxury yacht, and returned with him to watch firemen tackle the blaze. The nude man was the "Giroflee's" deckhand, Michael Sweeney, who was asleep when the fire broke out. The story does not say if the yacht was saved.

### JAP'S MERCHANT NAVY THRIVING.

Japan's mercantile marine is expected to earn £60,000,000 during the year 1952. On top of this Japan is planning to build an additional 620,000 tons of shipping.

### "WAIMANA" FOR BREAKING YARD.

One of the best-known freighters in the United Kingdom-Australasia trade ended her career at Milford Haven early this year when the Shaw Savill steamer "Waimana" was handed in for breaking up after 40 years' service. At one time or another the "Waimana" acted as migrant ship, troop carrier, wartime decoy, and tug. She carried more than 250,000 tons of dairy produce, fruit and meat to Britain from Australia and New Zealand. Built in Belfast, Ireland, in 1911, the "Waimana" was a twin-screw steamer of 10,389 gross tons, with a speed of 13½ knots—faster than most cargo vessels in service at that time, when 10-11 knots was considered a fair average speed for freighters.

### INDIAN OCEAN CROSSING IN SMALL FISHING VESSEL.

Twenty men, a woman, and a five-years-old boy left Capetown, South Africa, on April 18 in a small fishing vessel, the "Northcape", on the 6,000-mile crossing of the Indian Ocean to Fremantle, Western Australia. The ultimate destination of the little ship, however, is a secret. It is thought that the crew members intend founding a new fishing venture somewhere on the West Australian coast. The "Northcape" is sailing by way of Mauritius and was expected in Fremantle towards the end of May. Captain Desmond Bowen, a South African, is in charge of the vessel. The women aboard is Miss Joan Boakes, a 28-year-old Capetown shop assistant, who will return to South Africa after the ship reaches the fishing ground. The body is Umberto, son of the craft's mate, whose wife and three daughters left for Australia before the vessel sailed. Fifteen Portuguese fishermen were brought specially from Madeira to form the crew. The manager of the company is said to be Mr.

Jose Silva, a Portuguese-American, who has been in Fremantle for the past year.

### "QUEEN MARY" TO SYDNEY HARBOUR FERRY.

Sir James Bisset, the old Cunard veteran and former commander of the liner "Queen Mary," in his usual spirit of jovial camaraderie, recently took the wheel of the Manly ferry "Curl Curl" on Sydney Harbour, on one of her time-table trips. Sir James's request that he be allowed to take the wheel was readily granted. After 54 years' seafaring on the Atlantic and other oceans, during which he had handled all types of vessels, he showed keen interest in his temporary command.

### STANDARD-VACUUM TRANSPORTATION TANKERS.

The recently-registered Standard-Vacuum Transportation Co., Ltd., of London, will operate eight existing tankers under the British flag and will take over the ownership of the two big ones now being built at Birkenhead.

### SUPERLINER'S RECORD SPEED.

The new 990ft. American ocean liner, "United States," came home triumphantly on May 16 from sea trials which fulfilled predictions that she would prove herself the fastest passenger ship afloat, an American Associated Press report said on May 17. The ship at times is said to have bettered by more than two knots the 31.8 knots which Britain's "Queen Mary" averaged on her record transatlantic run in 1938. The "United States" did it without using all her 165,000 horsepower. Seventeen hundred officials are said to have been aboard for the sea trials of the "United States," which cost 71 million dollars (£32,000,000) to build. She is of 52,000 tons, and can carry 2,000 passengers and a crew of 1,000. The liner is revolu-

tionary in several respects. The builders used more aluminium than in any other ship in the world. She is said to possess the safety factor of a battleship and that no single torpedo could sink her. She could carry 12,000 troops.

### CAPTAIN OF "ORCADES" THANKS NAVAL BOARD.

The Minister for the Navy (the Hon. William McMahon) said on May 8 that the Naval Board had received a radio message from the captain of the Orient liner "Orcares" (Captain I. E. G. Goldsworthy, R.N.R.), expressing his thanks for the help given by the R.A.N. tug "Reserve" and the minesweepers "Gladstone" and "Latrobe" after "Orcares" had grounded off Rosebud, Port Phillip Bay, on May 7. The Naval Board on the morning of May 7 ordered the three ships to give "Orcares" any help that she required. "Reserve", which a few days before had completed the tow of the minesweeper "Echuca" from Fremantle to Williamstown for refit, joined "Gladstone" and "Latrobe" and three harbour tugs in refloating the liner. The message from Captain Goldsworthy, who, in addition to being captain of "Orcares", is commodore of the Orient Line

fleet, read as follows:—

"For the very material part which "Reserve," "Gladstone" and "Latrobe" played in assisting "Orcares", the Orient Company is most appreciative and grateful."

### GEOGRAPHERS DEFINE ORIENT'S BOUNDARIES.

The National Geographic Society in Washington has defined (presumably for American purposes) the boundaries of the Near East, Middle East, and Far East. The society largely follows the definitions used by the United States State Department. The society's definitions are: Near East: Turkey, Cyprus, Syria, Lebanon, Israel, Jordan, Egypt, Iraq, Persia, and the countries of the Arabian Peninsula. Middle East: India, Pakistan, Afghanistan, Nepal, Bhutan, Sikkim, and Ceylon. Far East: China, Mongolian Republic, Korea, Japan, Philippines, Indo-China, Siam, Burma, Malaya, Indonesia. In locating Burma in the Far East the society follows a recent change in the U.S. State Department's grouping, and comments: "The shift is logical, because Burma alone of the countries of Asia's big south-eastern peninsula has been outside the Far East designation."



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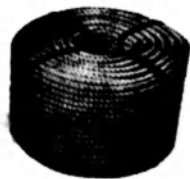


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## ROYAL NAVAL YACHTS FOR AMERICAN RACE.

Two yachts of the Royal Naval Sailing Association will take part in the Newport-Bermuda Sailing Race, which starts on June 21. They are the "Samuel Pepys", of the R.N.S.A. 24ft. class, and the "Marabu", a 55ft. ex-German yacht.

The "Samuel Pepys" will be captained by Lieutenant-Commander Errol Bruce, R.N., who is a nephew of Scott of the Antarctic, and with him will be a crew of four officers. The "Marabu" will be captained by Lieutenant-Commander S. S. Brookes, D.S.C., R.N., a distinguished submarine officer, and there will be a crew of eight members of the Royal Naval Sailing Association.

The "Samuel Pepys" is expected to be the smallest boat in the American race, while the "Marabu" will sail in the largest of the three classes entering the race.

Both yachts will also take part in a transatlantic race from Bermuda to Plymouth. This race, which starts on the 1st July, is being organised by the Royal Ocean Racing Club of Great Britain. It is hoped that there will be American and Continental opposition to the English yachts in this race.

At present the "Samuel Pepys", who has made the fastest transatlantic crossing for a small boat (in 1950), is being fitted out by yacht club members on board H.M.S. "Howe" at Plymouth, and it was intended that she would be taken to Bermuda in a Royal Mail Liner early in May. The "Marabu", who at time of writing was being fitted out by volunteers at H.M.S. "Howe", the Coastal Forces Base, was to sail directly from the Solent at the end of March.



## NEWS OF THE WORLD'S NAVIES

### WESTERN GERMANY ASKS FOR SUBS.

According to the Hamburg correspondent of the London "Daily Express", Western Germany's "shadow" Military General Staff has asked the Western Powers for a fleet of midget submarines. The man behind the German move is said to be Admiral Helmuth Heye, who was Hitler's leading expert on secret Naval weapons. Admiral Heye, the report says, claims that Germany needs the submarines to protect her "Iron Curtain" approaches in the North Sea and Baltic waters. At present the Allies propose to limit the German Navy to minelayers, minesweepers, submarine pursuit vessels, and minor convoy defence craft such as light sloops. Allied officials in Bonn recently confirmed the report that the Germans now want submarines.

### N.A.T.O. MINESWEEPING EXERCISE.

A N.A.T.O. training exercise for British and Netherlands minesweepers took place in March in the area of the Firth of Forth. It was the second N.A.T.O. Minelaying-Minesweeping Exercise in British Home Waters this year. The exercise was similar in scope to the one held off Harwich in January.

### FRENCH NAVY RECEIVES ANOTHER H.M. SUBMARINE.

H.M. Submarine "Satyr" was transferred on loan to the French Navy recently at Gosport. This is the third of four submarines to be lent to the French Ministry of Marine by the Royal Navy. H.M. "Spiteful" was handed over in January and H.M.S. "Statesman" was transferred in November of last year. The "Satyr" was handed over to Capitaine de Vais-

sseau Begouen-Demeaux by Captain R. L. S. Gaisford, O.B.E., R.N., on behalf of the Flag Officer Submarines (Rear-Admiral G. W. G. Simpson, C.B., C.B.E.) and she was renamed F.S. "Saphir".

### RANK OF COMMODORE IN R.F.A.S.

The introduction of the new rank of Commodore in the Royal Fleet Auxiliaries Service was pleasing news both inside and outside that Service. It is well known that Vice-Admiral The Earl Mountbatten of Burma, took a personal interest in supporting the representations which the Federated Organisations (of Great Britain) had made in this connection and is persuading the British Treasury that some additional remuneration should accompany the new rank. The fact that His late Majesty, King George VI., is known to have taken a personal interest in the design of the new Commodore's Burgee and Uniform is but another most pleasing reminder of the close interest which His late Majesty, as Master of The Merchant Navy and Fishing Fleets, took in the affairs of British Shipping.

### THE N.A.T.O. MINESWEEP- ING EXERCISE IN FIRTH OF FORTH.

About seven Netherlands B.Y. M.S. and nine H.M. Ships of the 5th Fishery Protection and Minesweeping Squadron and the 104th Minesweeping Squadron took part in the N.A.T.O. Minesweeping-Minelaying Exercise held in the Firth of Forth in March. During the exercise the ships swept mines laid by H.M.S. "Opportune". The Exercise was under the direction of the Flag Officer Scotland (Rear-Admiral J. H. F. Crombie, C.B., D.S.O.)

### ROYAL FLEET AUX. COMMODORE.

As mentioned elsewhere in this issue, it has recently been announced that the rank of Commodore has been instituted in the Royal Fleet Auxiliary Service. The Commodore's distinction lace will be of one gold band surmounted by a diamond, and a specially designed broad pendant will be worn in his ship. This pendant was first hoisted in R.F.A. "Fort Dunvegan" in H.M. Dockyard, Rosyth, at noon on Sunday, 7th October, 1951, in the presence of Admiral Sir Philip L. Vian, K.C.B., K.B.E., D.S.O., Commander-in-Chief, British Home Fleet. Commodore Kent, O.B.E., is the first holder of the post, and has held command of the R.F.A. Service for more than 27 years. It is very much to be hoped that the announcement of the appointment of a Commodore Chief Engineer in the R.F.A. Service will not be long delayed.

### NORWEGIAN SUBMARINE VISITS U.K.

Early in March the Norwegian submarine "Utvaer" arrived at H.M.S. "Dolphin", Gosport, where her officers and men underwent training, and the "Utvaer" subsequently went to Rothesay, where she exercised with submarines of the Royal Navy. The "Utvaer" was originally the British submarine "Viking" and is one of the five V-class submarines which have been transferred from the Royal Navy to the Norwegian Navy. The V-class submarines were completed in 1943-44.



## "DARING" CLASS DESTROYER "ON SHOW".

Her Majesty's Ship "Diamond", one of the Royal Navy's latest destroyers, was among ships open to the public at Navy Days at Chatham at Easter. She was the second of the "Daring" class destroyers to be completed and is now serving with the British Home Fleet as the first vessel in a new Seventh Destroyer Squadron.

## CORAL SEA MEMORIAL IN NAVAL CHAPEL.

The Battle of the Coral Sea is to be commemorated by the placing of two stained glass windows at the Royal Australian Naval Memorial Hospital which is being built at Flinders Naval Depot, Crib Point, Victoria. The windows are being provided by the Australian-American Association. Mr. Taylor Kellock, of Ballarat, designed the windows and has been commissioned to prepare designs for about 50 other windows of the chapel. The Royal Australian Navy hopes that the cities of Canberra, Sydney, and Perth will sponsor windows in memory of the ships named after them which were lost in the war.

## BRITISH SERVICE CADETS GO TO SEA IN FLEET CARRIER.

One hundred and twenty boys, members of Combined and Cadet Force contingents at thirty schools, spent a day at sea in H.M.S. "Illustrious", the Royal Navy's Trial Carrier, early in March. It was the first time that cadets from a large group of schools mainly situated in the south of England—have visited one of H.M. Ships as part of their training during term time. The boys were taken to the "Illustrious" at Spithead and spent a night on board, sleeping in hammocks and camp beds.

## "RESOURCE AND PROMPT ACTION".

When an Attacker jet aircraft from the Royal Naval Air Station at Ford, near Arundel (Sussex), crashed on the bank of the River Arun near the establishment, Lieutenant John Frank Blunden, R.N., deck landing control officer of H.M.S. "Triumph", swam the river to give the injured pilot a morphia injection. In a Special Order of the Day, the Flag Officer Air (Home), Vice-Admiral Charles E. Lambe, C.B., C.V.O., commended Lieutenant

Blunden for his "resource and prompt action." Despite the almost complete break-up of the aircraft, the pilot's injuries were relatively slight.

## SEA PIECE ACQUIRED BY N.M. MUSEUM.

With the generous help of the National Art-Collectors' Fund, which has contributed the sum of £2,500 towards the purchase, the National Maritime Museum of Britain has acquired a magnificent painting of the battle of the Texel by the painter W. Van de Velde the Younger. It is the most important sea-piece acquired by the Museum, and is thought to be the finest battle-piece ever painted by Van de Velde. The battle of the Texel on the 11th August, 1673, was the last great battle against the Dutch in the three wars England fought against them in the seventeenth century.

## ADMIRAL POWER INSPECTS BELGIAN NAVY.

Admiral Sir Arthur Power, G.C.B., G.B.E., C.V.O., Commander-in-Chief, Channel Command in the North Atlantic Treaty Organisation, early in March inspected units of the Belgian Navy at Ostend and had talks in Brussels with the Belgian Minister of Defence and the Belgian Chiefs of Staff. Admiral Power said that the defence of the port of Antwerp and of the River Scheldt would be organised by all possible means. The Belgian Navy would soon be strengthened by new minesweepers to be delivered by Britain.

## FLAG OFFICER VISITS U.K. EAST COAST PORTS.

H.M.S. "Trafalgar", wearing the flag of Vice-Admiral Sir Henry W. U. McCall, K.B.E., C.B., D.S.O., Flag Officer, H.M. Reserve Fleet, recently visited the United Kingdom East Coast ports. The Admiral saw units of his fleet at present being refitted in both Naval and private yards. He also visited the Clyde Division of the Reserve Fleet at Rosyth.

## BRITISH-DUTCH N.A.T.O. EXERCISE.

A N.A.T.O. minesweeping exercise, with British and Netherlands ships took place near Flushing between March 24 and 30, commanded by Rear-Admiral C. W. Slot, Royal Netherlands Navy, Commander Netherlands Home Station. British ships taking part were the destroyer H.M.S. "Opportunity", four minesweepers of the Algerine class, five M.L. minesweepers, five M.L. minesweepers and a number of fast patrol boats. From the Royal Netherlands Navy seven BYMS type minesweepers, four R-boat minesweepers, and R.N.M.S. "Putten" took part.

## H.M. SHIPS HOME FROM MEDITERRANEAN.

Four ships of the 4th Destroyer Squadron, temporarily transferred from the Home Fleet to the Mediterranean Fleet in November last, have returned to the United Kingdom. They are the "Agincourt" (Captain M. J. Evans, C.B.E., D.S.C., R.N.), the "Jutland" (Commander I. M. Balfour, M.B.E., R.N.), the "Aisne" (Commander M. G. Harworth, D.S.C., R.N.), and the "Corunna" (Commander R. H. C. Wyld, D.S.C., R.N.). All four ships assisted in maintaining the flow of shipping through the Suez Canal during the recent disturbances in the Canal Zone.

## H.M.A.S. "ANZAC" TO RELIEVE H.M.A.S. "BATAAN" IN KOREA.

The Minister for the Navy (the Hon. William McMahon) said on May 20 that the Battle class destroyer "Anzac" would relieve the Tribal class destroyer "Bataan" in Korean waters about the middle of September. "Bataan" has been serving in the Korean area on a second tour of duty since last January, when she relieved the River class frigate "Murchison". She began her first tour of duty in June, 1950, when she and the River class frigate "Shoal-

haven", then on occupation duty in Japanese waters, were placed at the disposal of the United Nations by the Prime Minister (the Right Hon. R. G. Menzies) on the outbreak of the Korean war. "Shoalhaven" returned to Australia in August, 1950, but "Bataan" remained in Korea until June, 1951. "Anzac" has also served in the Korean theatre before. She arrived there in August, 1951, and returned to Sydney in October as escort to the Royal Navy aircraft carrier "Glory". Soon after she began operations in the war area she came under fire from a shore battery, which her guns quickly silenced. She also took part in other successful bombardments.

## R.A.N. EXPRESSES REGRET AT LOSS OF U.S. SHIP IN COLLISION.

The Minister for the Navy (the Hon. William McMahon) announced on May 5 that the Australian Commonwealth Naval Board had asked the Australian Naval Attache in Washington (Captain F. N. Cook, D.S.C., R.A.N.) to convey to the United States Navy Department an expression of deep regret from the Royal Australian Navy on the loss of U.S.S. "Hobson". "Hobson", an escorting destroyer-minesweeper, was sunk with the loss of 176 lives when she collided with the 27,000-ton aircraft carrier "Wasp" in night exercises in the Atlantic.

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## PERSONAL PARAGRAPHS

### FLAG RETIREMENT.

The British Admiralty has announced that Admiral Sir Charles S. Daniel, K.C.B., C.B.E., D.S.O., has been placed on the Retired List in the rank of Admiral as from the 15th March, 1952.

### FLAG PROMOTION.

The promotion of Vice-Admiral Sir Herbert A. Packer, K.C.B., C.B.E., to the rank of Admiral in Her Majesty's Fleet has been announced by the British Admiralty, the promotion to date from 15th March, 1952.

### NEW C.-IN-CHIEF, SOUTH ATLANTIC.

Her Majesty the Queen has been graciously pleased to approve the appointment of Vice-Admiral P. B. R. W. William-Powlett, C.B., C.B.E., D.S.O., as Commander-in-Chief, South Atlantic, in succession to Vice-Admiral Sir Herbert A. Packer, K.C.B., C.B.E. The appointment takes effect in September, 1952.

### NEW V.C. AND DIRECTOR OF NAVAL EQUIPMENT, R.N.

The appointment of Rear-Admiral G. V. Gladstone as Vice-Controller and Director of Naval Equipment (Royal Navy) in Britain in succession to Rear-Admiral J. Hughes-Hallett, C.B., D.S.O., as from June, 1952, has been announced.

### NEW APPOINTMENT (E) TO STAFF OF C.-IN-C., NORE.

Rear-Admiral (E) F. T. Mason, now serving as Deputy Engineer-in-Chief (Royal Navy), has been appointed Rear-Admiral (E) on the staff of the Commander-in-Chief, Nore, as from March 3.

### TWO REAR-ADMIRALS RETIRE.

The following retirements have been announced by the British Admiralty: Rear-Admiral (E) Sir William S. Jameson, K.B.E., C.B.; Rear-Admiral (E) H. S. Harrison, C.B.E., C.B.E., D.S.C.

### PROMOTION TO REAR-ADMIRAL.

Captain (E) C. Littlewood, O.B.E., R.N., has been appointed Assistant Director of (British) Dockyards and Promoted Rear-Admiral.

### NEW CHAPLAIN OF THE FLEET.

The Reverend F. N. Chamberlain, C.B.E., A.K.C., became Chaplain of the British Fleet as from May 15. He succeeds The Venerable Archdeacon L. Coulshaw, C.B., M.C., F.K.C., K.H. Ch.

### RECALLED TO ACTIVE LIST, R.N.

Captain D. H. Hall-Thomson, R.N., retired, has been recalled to the Active List for duty as Assistant Chief of Supplies and Transport, British Admiralty.

### ORIENT LINES FORMER CHAIRMAN DIES.

The former chairman of the Orient Steam Navigation Company, Ltd., Sir Alan Garrett Anderson, died on May 4 in London at the age of 76, the Orient Line announced on May 5. Sir Alan was at the time of his death a director of the Orient Line, Peninsula and Oriental Line, the British India Line, and the Suez Canal Company.

### GEORGE MEDAL FOR PETTY OFFICER.

Petty Officer Stoker Mechanic John Watt, whose home is at Coathridge, Lanarkshire, Scotland, went through steam escaping at 250 lb. per square inch in the boiler room of H.M.S. "Cumberland" to drag an injured Stoker to safety. In the London "Gazette" on February 29 the award of the George Medal was announced for his "Complete disregard of [personal] safety."

### REAR-ADMIRAL ECCLES PROMOTED.

The Minister for the Navy (the Hon. William McMahon) said on April 30 that a message received at Navy Office from London stated that Rear-Admiral J. A. S. Eccles, C.B., C.B.E., who returned to England last October after having been Flag Officer Commanding the Australian Fleet for two years, had been promoted Vice-Admiral. Vice-Admiral Eccles is at present Admiral Commanding Royal Navy Reserves.

### NEW C.O. FOR R.A.N. AIR STATION.

Captain R. Rhoades, D.S.C., R.A.N., at present on the staff of the Commander-in-Chief, Portsmouth, in the United Kingdom, has been appointed commanding officer of the Royal Australian Naval Air Station, H.M.A.S. "Albatross", at Nowra (N.S.W.) and Resident Naval Officer at Jervis Bay. In announcing this on April 28, the Minister for the Navy (the Hon. William McMahon) said that Captain

Rhoades was executive officer of "Albatross" with the rank of Commander before he left for England in August, 1950. He was promoted to his present rank in June, 1951. Shortly after reaching England he was appointed Commander (D) of the Nore Destroyer Flotilla. As commanding officer of H.M.S. "Opportune", the flotilla leader, he was awarded the decoration of Chevalier of the Order of the Dannebrog by King Frederick of Denmark. "Opportune" was on escort duty during the State visit to England of King Frederick and Queen Ingrid last year. A graduate of the Royal Australian Naval College, Captain Rhoades commanded the destroyer H.M.A.S. "Vendetta" on the Tobruk ferry run in the Second World War. He was awarded the Distinguished Service Cross in December, 1941, for service in the Mediterranean. This included not only the Tobruk ferry run, but also the evacuation of Greece and Crete and other operations. Later in hostilities he commanded the destroyer "Quickmatch". In May, 1946, he commissioned H.M.A.S. "Shoalhaven" and in her served as Senior Officer of the First Frigate Flotilla. Captain Rhoades will assume his appointment at "Albatross" early in December. He will succeed Captain G. H. Beale, D.S.O., O.B.E., R.N., who will return to the United Kingdom after having held the appointment since November, 1950, on loan from the Admiralty.

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## SEA-ODDITIES

In the millions of years since life began and the great battle for self-preservation commenced, many of the more ancient life-forms have fallen by the wayside and become extinct. Yet there are certain extraordinarily resistant types that have been able to hold their own through all the vicissitudes of geological time, and remain today to astonish us with their ability to adapt themselves triumphantly to ever-changing conditions. A striking "relict" form is the King Crab, the sole living relative of aquatic ancestors which probably gave rise to the spiders and scorpions of today. Indeed, the King Crab has become so well adapted to modern conditions that one some parts of the American coast it is so abundant that it is used as a soil fertiliser. What a strange fate for one of the world's most ancient forms of life!

Animals which still survive while all or most of their kindred have disappeared have been aptly termed *living fossils*; and Australia has its fair share of these archaic forms, both on land and in the sea. Australia, indeed, is often referred to as "a land of living fossils". In the ancient seas, of the oldest true fishes there were two important groups, the Lung-fishes and the Fringe-finned Ganoids. These lived together in the waters of a period approximately two hundred and fifty million years ago, when fishes were so abundant that the period in which we refer is often called the Age of Fishes. The Lung-fishes and the Ganoids dwindled throughout the succeeding ages but, strange to say, both are still represented by living species. For instance, in Australia we have the Queensland Lung-fish. This ancient fish, scientifically, is called Dipnoi, or double-breather, and it possesses, in conjunction with some of the characteristics of the most ancient and primitive types

of fishes, a lung, heart, and a blood-vascular system that place it higher than most modern fishes, and relates it, strangely enough and despite the fact that it sometimes reaches a length of four or five feet, to the frogs and toads.

In 1938 a remarkable discovery of a living fossil was made in South Africa. In December of that year a trawling vessel, working off East London, made a haul of fishes in forty fathoms, and among the fishes caught was a strange looking specimen, five feet in length and of a steel-blue colour. This presented such peculiar features that it was quickly recognised to be of extraordinary interest. Its scales were large and covered with an enamel-like substance known as ganoine, characteristic of primitive fishes. It was pronounced to be undoubtedly a Ganoid type of fish, which, until this discovery, were



believed to have become extinct fifty million years ago. It proved to be of extreme interest to students of evolution, if only because the paired fins of the Ganoid contain elements which foreshadow the parts which form the limbs of four-footed animals. It is probable that these paddle-like fins could serve as limbs for occasional slow progress on land. There is evidence, too, that, like the Dipnoi, or Lung-fish, these ancient fishes could gulp air, so that we have in this interesting survival a living link with the earliest vertebrates which attempted—and in some cases succeeded in their attempt—to adapt themselves to land conditions and life on land.

A message from San Francisco on April 7 last said that strange creatures from the ocean bed were shown for the first time there the day before by a Danish scientific expedition. The formerly unknown varieties of ocean life-forms were taken in the Pacific by the Danish frigate "Galathea", which dragged the bottom of Johnson Deep, more than 34,000 feet down, off the coast of Mindanao, the southernmost main island of the Philippines. Dr. Anton Brunn, the leader of the scientists aboard the "Galathea", said that small buckets of ooze brought up from the Johnson Deep and from lesser depths yielded hundreds of new animal life never seen before. The exploration demonstrated, Dr. Brunn said, that the sea bottom, even at its deepest, is just as productive in food elements as good farm land, that life exists everywhere in its ooze, and that there are no barren expanses corresponding to the deserts found on land. All the strange creatures brought up from the depths were dead when they reached the surface because they could not stand the lack of pressure in the "altitude" of shallow water. Dr. Brunn said the deepest places yielded nine new kinds of creatures—crustaceans, worms, mussels, and a new species of sea anemone. One of the findings of the expedition is that there are no fish below a depth of 23,000 feet.

While working a grab in marl deposits at Burnside, near Dunedin, New Zealand, in April last, an operator pulled up a fossilised fish 17 million years old. Professor J. B. Marples, of the Zoology Department at Otago Museum, identified the fossil and estimated its age. In recent years valuable discoveries of penguin fossils and sharks' teeth have been made in the same area.

## BRITISH CARRIER IN U.S. WATERS



Above: H.M.S. "Perseus," one of the Royal Navy's aircraft carriers, in United States waters, demonstrates the prototype steam-operated catapult to American naval aviation experts. The new catapult was invented by Lt.-Commander (E) C. C. Mitchell, O.B.E., R.N., of Messrs. Brown Brothers and Company Ltd., Edinburgh. After her highly successful trials in home waters, during which many types of British naval aircraft were launched by the catapult, H.M.S. "Perseus" is continuing trials with the co-operation of the United States Navy. The new catapult is being used to launch the latest American planes from the right deck of the carrier. This picture shows United States naval aircraft ranged on the deck of H.M.S. "Perseus." Right: A new underwater television unit, comprising a standard Marconi television camera, housed in a pressure casing supported in the centre of a lighting gantry, was demonstrated for the first time at Tolworth, England. Since last year, when a hurriedly constructed camera located the lost submarine "Affray," great progress has been made in the development of new equipment for underwater operations. At the recent demonstration the latest prototype set for operational use in deep waters was demonstrated to Naval Attaches and representatives of the Admiralty. The new camera was submerged in an experimental tank and picture signals were transmitted through more than 400ft. of cable to the viewing screen. These pictures show (top) the camera being located into the test tank, and (bottom) the picture of a frogman using a camera from the screen of the television receiver.

## UNDERWATER TELEVISION



# SPEAKING OF SHIPS

It cost about £200,000 to give a new midship section to the tanker "Atlantic Duchess", blown in two after a fire at Swansea (U.K.) at the end of her maiden voyage in February, 1951.

The United Kingdom Timber Trade Shipowners Demurrage Association Ltd., has been incorporated as a company limited by guarantee without share capital to administer a fund to operate the Nubaltwood Charter-party.

During the sulphur shortage, sulphuric acid has been carried from the Continent to Britain in special containers by train ferry and by coastal tankers with their tanks lined with plastic or glass.

After an explosion in a German river boat had cost the lives of 30 children, the captain and owner each got 15 years gaol, the latter for substituting an old petrol engine for a diesel without survey.

The ordinary capital of Ore Carriers Ltd., registered in London to build and run specially designed ore ships, is divided into 1,020,000 "A" shares held by the shipowners and 980,000 "B" shares by the iron and steel interests.

Besides saving the present high costs of jute bags and the difficulty of obtaining enough of them, it is anticipated that the bulk transport of sugar in special ships will reduce handling costs from nearly 5s. a ton to less than 1s. a ton.

In converting the Dutch troopship "Zuiderkruis" into an emigrant ship the experiment has been tried of giving numerous public rooms of small size.

The Elder, Dempster Lines re-established their fortnightly pas-

senger service between Liverpool and West Africa as soon as the new "Aurcol" was commissioned in November last.

Although she is 20 years old, the British Railways spent a large sum converting the packet "Princess Margaret" on the Larne-Stranraer route from coal to oil.

Considerable interest has been aroused by the suggestion that a possible means of obtaining high power with small units is a triple screw lay-out with gas turbines on the wing shafts and a fast-running diesel on the centre one.

The Argentine Government is greatly increasing its shipbuilding and repair facilities, specialising in welding, but in most of the yards the plant is obsolete and skilled labour scarce.



Shipowners are finding the wooden lifeboats, still the cheapest to build, are now costing far more in maintenance owing to the quality of timber that has to be accepted.

Having left its old piers in New York after 42 years in favour of more convenient ones, the Cunard Line was faced with a tremendous claim under a disputed clause in the lease.

Several Russian ships have called into British ports for water or fuel, but armed guards prevent their crews having any contact with the land.

The collections made on board Union-Castle liners during the first half year of 1951 resulted in £750 being sent to the King George's Fund for Sailors.

Having encountered difficulties over the construction of their power stations on land, the British Electricity Authority is considering a suggestion that they should have built a number of floating power stations at a cost of about £1,000,000 apiece.

A scheme to salve the contents of three French warships sunk by Nelson at the Battle of the Nile in 1798 was handicapped by the sudden demands of the Egyptian Customs Department.

The Singapore Government proposes to develop Kallang Basin as a second harbour instead of adopting the 1948 plan for Telok Ayer Basin.

The former Silver Line cargo vessels "Silverplane" and "Silverbriar" were last year re-named "Alsatia" and "Andria" by the Cunard Company which made their passenger accommodation available for the officers and improved that of the petty officers and ratings.

Taking the cost of new tonnage in 1937 as 100, it was 262 for tankers and 246 for cargo vessels in 1946, and has been rising steadily since then.

The East German Government is planning to lay down a state-owned fleet of ships of four classes, the first keel to be laid in 1952.

Considerable interest was caused by the publication of the fact that six small boxes sent to Vancouver cost £4/8/5 for six miles to Manchester Docks by road and £9/4/6 for 6,000 miles by sea.

The self-trimming collier "Hudson Firth", chartered to carry bulk sugar from the West Indies, discharged over twice as much per hour as the best of the ordinary tramps used for the same purpose.

## BRITISH NAVAL AIR POWER.

Every Naval Officer recognised that aviation provided the main striking power of the fleet; it employed nearly one-quarter of the total man-power of the Royal Navy. It was important for Officers and men to be as air-minded as they were sea-minded. This was made plain by the First Lord of the Admiralty (Mr. J. P. L. Thomas) in his recent Statement on the British Naval Estimates, 1952-53. The single-seater day fighter, the Sea Fury, which proved so useful in Korea, he stated, was being replaced by the Attacker jet fighter, but this was only a stop-gap until the arrival of the Sea Hawk, to which the Navy was looking forward and which it was hoped would be in service in the coming year.

The Sea Hawk would carry four 20mm. guns and a rocket battery. It had greater endurance and a higher speed than the Attacker. The Sea Venom, a two-seat all-weather night and day jet fighter, was on order and there was in course of development a swept-back jet-engined interceptor fighter. Details of its performance could not be given, but this promised to be quite outstanding.

The high performance steam catapult, capable of launching the most modern aircraft, had undergone satisfactory trials in home waters as well as in America, said the First Lord, and this catapult will be installed in carriers of the Royal Navy, the Royal Australian Navy, and the Canadian Navy. This outstanding development would have far-reaching effects, for carriers would no longer have to steam into the wind to launch aircraft, while it had been said that under certain conditions it would be possible to launch aircraft from a stationary ship.

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# REVIEWS

"The Quest of the Schooner 'Argus'," by Alan Villiers.— Hodder and Stoughton, London.

Alan Villiers, so well known to seafarers and landlubbers alike for his excellent interpretative books about ships and sailormen, introduces us here to a subject hitherto neglected—the ships and life of the Portuguese cod fishers whose work has long since become a tradition not only in Portugal but also in the Seven Seas wherever sailor-fishermen are found.

These fishermen, every European spring, sail from the ports of Portugal in a fleet of small fisher craft to cross the Atlantic, first to the Grand Banks off Newfoundland, and then northward

up the Davis Straits to almost as far as the mouth of Baffin Bay. They and their forebears have been making this voyage annually for several hundreds of years. Not till late summer or early autumn do they return to Portugal, laden with the cod they have caught and salted on the voyage.

In the matter of sheer seafaring skill and hardihood, the sailing of these craft (none of them larger than the "Argus" of 700 tons) in the wild Atlantic wastes, coupled with the work the fishermen do in the course of that sailing, is probably unsurpassed in the annals of modern fishing enterprise. The men who do the actual fishing use dories—little flat-bottomed rowing boats, 14 feet

long.

Once on the fishing grounds, miles out of sight of land, the fishermen set off alone in these open dories, with the barest quantity of food and drink, their fishing gear, a pair of oars, a small sail and a compass. If they are back in short time it is because their luck is in and they have a full boat; in any case, they never return 'till their boats are full.

A French sailor, speaking to Villiers about these dory fishermen, said:

"A tough life, you say? A dog's life, that's what it is! All fishing is tough, but that's the toughest, hardest way to make a living that I know. My God, there is no harder life upon the sea. Those Portuguese one-man dories! Keep out of them!"

Formed from what Villiers himself has to say, this reviewer's opinion is that that French sailor-man knew what he was talking about. As master seamen and master fishermen these Portuguese cod fishers take some beating. And this book, lavishly illustrated, tells us all about them.

Indeed, nothing that Alan Villiers ever writes is other than informative, interesting and excellently presented; and this, his latest work, is no exception.

—A.R.

"Radar and Electronic Navigation", by G. J. Sonnenberg (272 pages, illustrated). — George Newnes, London.

This work is a good guide to the subject it covers, and includes an introduction section containing the elementary knowledge of radio and mathematics required to understand the descriptions that follow.

"Business in Great Waters", by George F. Kerr (196 pages, illustrated), Faber and Faber, London.

The war history of the P. & C. Company, over half of whose fleet was lost between 1939 and 1945.

## UNDERWATER GLASS PANELS IN H.M. SHIPS.

As pointed out in this journal's editorial for this month, the discoveries and production by Naval research in the various spheres of Naval development are every day becoming of greater interest and moment.

In order to study the effects of water flowing past the underwater appendages of ships' hulls and the cavitation of propellers, glass panels have been fitted into the bottom of certain of Her Majesty's Ships allocated for experimental use.

To make propellers more efficient and to cut out loss of thrust due to cavitation, much work has been done ashore with model propellers, rotating in tunnels. The bubbles created by cavitation can be seen and photographed by high speed cameras through glass panels in the side of the tunnels. Prior to the experiments at sea, however, Naval constructors and scientists did not know accurately the degree to which the results obtained with models reflected the behaviour of propellers in ships under way.

A series of observations were made and photographed by a member of the Royal Naval Scientific Service, crouching in a small apartment over one propeller of the "Helmsdale" while steaming off Portland, on the southern coast of England.

More than one panel was necessary in order to permit the artificial illumination of the propeller. The view was so clear that, while in port fishes could be seen swimming under the hull. Sufficient data was obtained to check the model results and to study the effects of aeration of water, salinity and other ocean phenomena.

The results were sufficiently interesting to justify the extension of the method to direct and photograph observation of underwater hull appendages, such as rigger keels, struts, etc.

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## FLYING TRIANGLE FOR R.A.F.

The Royal Air Force is to be equipped with the Gloster GA5 night fighter—the "flying triangle".

When announcing that production of the plane would get "super-priority", the Minister for Air, Lord De L'Isle, called it the best night fighter in the world.

An authoritative source states that the R.A.F. has chosen the Gloster GA5 as its primary defence weapon against atom-bombers.

### FOR EMPIRE COUNTRIES.

The source said the fighter would go to Commonwealth countries and then to North Atlantic Treaty Organisation countries if it came up to expectations. "There is every indication that it will."

Lord De L'Isle, speaking at Cambridge, said that events had outstripped policy and it was better to see an aircraft fly before hastily ordering a complicated, expensive aircraft off the drawing board.

"The race to maintain technical superiority is fierce," said the Minister.

Britain had as yet nothing in production to match the Russian fighter.

### "PAPER DART".

The Gloster, which is built by the Hawker Siddeley group, is

powered by two Armstrong Siddeley Sapphire turbo-jet engines, rated as Britain's most powerful jets.

It is a long-range, radar-equipped, all-weather fighter.

The fighter was taken off the secret list last November.

Observers said then that its design was like a paper dart.

Squadron-Leader Bill Waterton, Gloster chief test pilot, who put the aircraft through its paces in evaluation trials, said recently: "I've put her through every possible kind of combat manoeuvre. She handles easy as pie, and you can land her like a feather."

The managing director of the Hawker Siddeley group, Sir Frank Spriggs, said: "This is the first delta-winged plane to be placed in production anywhere."

"It confirms our faith that the new but evolutionary triangle

wing is the shape of the future."

The head of Gloster Aircraft Company Ltd., Mr. Percy Crabbe, said: "This triangle shape permits the design of aircraft which will take a large load for great distances at a great height at about the speed of sound."

The Gloster Company, which is a member of the Hawker Siddeley group, makes the Meteor jet fighter.

### R.A.N. OFFERS FURTHER SERVICE TO RESERVE OFFICERS.

The Minister for the Navy (the Hon. William McMahon) said on May 14 that the Naval Board had decided to offer four years' further service to selected officers of the Royal Australian Naval Reserves. Some of these officers had served with the R.A.N. during the war and had continued to serve since demobilisation or had resumed service after demobilisation. Others, who had not served since demobilisation would, nevertheless, be eligible for re-appointment, provided that they possessed the required qualifications. It might be necessary, however, to confine the offer to officers below more senior rank and to those of less than a certain age. Mr. McMahon explained that in March, 1949, the Naval Board announced that it expected to have a requirement for the services of reserve officers and officers of the emergency and retired lists for an additional two years at least. Now, expanding naval commitments which had arisen because of events overseas and of the introduction of National Service Training had further increased, rather than reduced, the requirement.

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## EX-NAVAL MEN'S ASSOCIATION OF AUSTRALIA

(Federal Council)

The Association is steadily increasing its membership in all States and the Territory of Papua-New Guinea. For the twelve months ended 31st December, 1951, Victoria, with nine Sub-Sections, entered 210 new applicants; New South Wales, with eight Sub-Sections, was responsible for 147 entries; in South Australia, which has six Sub-Sections, 134 new members were recorded; Western Australia, with six Sub-Sections, entered 29; Australian Capital Territory received 3, Papua obtained 8, Queensland 14, and Tasmania 63, making a grand total of 608 new members for the past year.

During the same period the Association lost, by decease, 40 of its members. Of this number, 17 formerly resided in the State of Victoria, 6 in New South Wales, 14 in South Australia, and 3 in Western Australia. Since the last report published in "The Navy" (October issue), giving the individual names of the deceased, the following list should be added:—Messrs. William F. Hodges, Walter H. Marshall, Neil Morrison, George F. Scarlett, James Rose, John H. Renshaw, John N. Preston and Charles W. Harvey of Victoria; Hugh Aughton, James (Tim) Armitage, Arthur W. Fisher, Peter J. Sinclair, Charles E. Yarham and Sydney E. Miller of New South Wales; Keith Baldwin, Henry Simmons, Kenneth R. Jones, Jack Ledo, Thomas J. Blencowe, William G. McGregor-Dey, George V. Shaw and George Day of South Australia; Mervyn Elfenbein of Papua-N.G.; Aubrey M. Burchart and Frank N. Jones of Western Australia.

—G.W.S.

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**H.M.A.S. "WARRAMUNGA"  
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WHILE GOING ASTERN.**

By keeping up a rapid fire over her bows while travelling full speed astern, the Royal Australian Navy Tribal class destroyer "Warramunga" recently extricated herself from a sudden unexpected attack by a battery of five enemy guns near Chongjin, on the north-eastern coast of Korea. In announcing this on May 19, the Minister of the Navy (the Hon. William McMahon), said that "Warramunga" silenced three of the guns, but the other two continued to engage her until she was out of range. The engagement lasted 15 minutes. A few pieces of shrapnel fell inboard on "Warramunga", but the damage done was negligible. The United States destroyer "Doyle", which was patrolling some distance away, joined "Warramunga", and the two ships saturated the area with shells. The incident occurred when "Warramunga", commanded by Commander J. M. Ramsay, R.A.N., and "Doyle", forming part of a task force, were helping to blockade the north-eastern coast and to defend the island of Yangdo. "Warramunga" had shattered a temporary railway bridge on the outskirts of Songjin, had done other damage along the coastal railway line and had bombarded targets at the southern end of Chongjin Bay. Having dealt with the last target, Commander Ramsay ordered "Warramunga's" engines to be stopped so that he could turn at rest in the confined waters before retiring. Just as the ship came to a standstill, the five guns, which had not disclosed their presence before, fired on her. "Warramunga" was straddled with several near misses, but, not having time to turn, Commander Ramsay opened fire over the bows and gave the order which enabled his ship to reach a position in which she could not be hit.

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