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A NEW LIGHT WEIGHT DIESEL ENGINE FOR R.N.

The announcement by the British Admiralty on April 17 that a new light weight, high powered Diesel engine known as the "Deltic" has been designed and developed for the Royal Navy has created considerable interest in Naval circles. The new engine, which has been evolved by Messrs. Napier, of Acton, on behalf of their parent company, The English Electric Company Limited, takes the form of an opposed piston two-stroke cycle engine with a power rating up to 2,500 H.P. and is constructed in triangular form with three crankshafts.

The Admiralty's announcement further stated that "modern Naval warfare involves the use of light displacement craft of high speed. To ensure maximum operating range these craft require light weight propulsion machinery of as low a fuel consumption as possible. Because no suitable Diesel engine has been available, it has hitherto been necessary to power such craft with petrol engines, the high fire risk and other limitations associated with such engines being accepted."

It is believed that the development of the "Deltic" Engine—which, with its triangular formation,

takes its name from the Greek letter "Delta"—will allow petrol engines to be superseded in such applications with great advantage to the Royal Navy.

The new engine will give increased performance of the craft together with improved reliability and will reduce maintenance requirements. Development tests at the Acton works of Messrs. Napier have been successful and the engine has proved itself to be acceptable for service.

Indeed, extensive sea trials of the engine are now being carried out by the British Admiralty in a modified ex-German coastal boat. These trials are confirming the results obtained during the shore trials made at Messrs. Napier's works.

Addressing the Diesel Engine User's Association at its annual luncheon, the Engineer-in-Chief of Her Majesty's Fleet, Vice-Admiral the Hon. Sir Denis Maxwell, K.C.B., C.B.E., M.I.Mech.E., M.I.N.A., F.R.S.A., gave details of the new engine and sketched the background of the powering of the Royal Navy smaller ships, in which he said, among other things, that:

"In our ships, with very few exceptions, we are faced with the need for machinery having minimum weight occupying minimum space, but having the maximum possible reliability and durability. We are also faced with the problem of world wide operation with dilution of personnel in wartime; there is the consequent need to watch carefully the logistic maintenance requirement.

These combined needs have led us to two cardinal points of policy. Firstly, the restriction in the number of types of engine in use; and secondly, prolonged endurance testing of any design before its adoption for service."

As regards the recent and present use of the Diesel Engine in the Royal Navy, it is of interest to note that the H.P. of Diesel machinery in British Admiralty possession in 1940 was 225,000 and in 1945, 2,200,000—almost ten times greater.

Admiral Maxwell then referred to the extent to which the Diesel Engine is being used in carrying out the re-armament programme. Having mentioned that the H.P. of Diesel Engines at present in British Admiralty ownership is 780,000, he went on to say that "those now in the production programme total 600,000 and by the time the planned re-armament programme is complete the total H.P. will be at least as great as the maximum during the [second world] war," e.g., 2,200,000.

Thus it will be seen that in this respect, as in others, the British Admiralty's programme is spread over a broad field, and that much vital work is being done.

DEARTH OF CERTIFICATED M.N. OFFICERS STILL SERIOUS PROBLEM.

Although the decline in the number of certificated officers in the British Merchant Navy has, at least, been arrested, the position remains serious and the problem still cries aloud for urgent and positive solution.

The problem has to be considered primarily in relation to the amount of shipping tonnage under construction, of which more than half of that building for British owners is for oil tankers.

At present many tankers are sailing with second engineers in possession of permits only, whilst a substantial number of juniors in service are uncertificated. How much worse the position will be when the new tankers come into service, is too evident to require comment.

A disturbing factor of the position is that though the number of certificates—both deck and engine room—which are now obtained each year can be regarded as satisfactory, shore employment is still attracting many sea-going officers. If, as official figures would appear to reveal, the drift from the sea has been arrested, further steps must be taken to improve upon the position, if Britain and the Commonwealth nations are to maintain Maritime pre-eminence. The necessary requirements for the future are undoubtedly efficient ships and a sufficient number of efficient and contented officers to operate them. In no other way can a maximum efficiency in the face of increasing competition, be assured.

Referring to the methods of speeding up the

turn-round of tankers, and the rapid expansion of tanker tonnage, Mr. Douglas S. Tennant, General Secretary of the Navigators and Engineer Officers' Union, stated recently he believed "that unless further attention was given to personal problems of those serving in tankers, there would be increasing difficulty as the years went by in retaining the younger generation of officers in them."

Mr. Tennant went on to say he saw no reason why oil stevedores and relief maintenance engineers should not be available at the various port installations, particularly in the United Kingdom, who would be capable of taking over the ships during pumping operations, thus giving sea-going officers an opportunity of a few hours shore leave. Furthermore, all companies operating tankers—and he appreciated what they had already done—must give attention to affording facilities for married officers to have their wives with them for as long as possible. This consideration was one of overwhelming importance.

One of the most irksome and irritating features of sea employment is nights on board at ports. Whatever arguments the owners may offer as to the reasons why this continued practice is necessary, seagoing officers will never be convinced that after completing a long and very often arduous voyage, that they alone should be required to keep nights on board without some form of recognition or compensation for so doing. This is particularly the case if the officer's home is at or somewhat near the port at which his ship is berthed. The ideal solution is, of course, to have relieving officers, but unfortunately, the manpower position will not run to that at present. Nevertheless there is a considerable number of officers who have been discharged from the industry on the grounds of ill-health, who would still be sufficiently fit and capable of undertaking such work. Until such time as the ideal position could be reached, many will contend that owners would be well advised to consider compensating both junior and senior officers, who are required to remain on board in United Kingdom ports at night after performing a day's work.

"The non-recognition of work which may be performed in port on Sundays by a large majority of officers under Section A of the Agreement is the cause of many bitter, and, in my view, understandable, complaints, which is a vital matter, and calls for remedial action," continues Mr. Tennant.

"Shorter Articles of Agreement not to exceed six, one year, should also be introduced by agreement. With air transport facilities now so readily available, there is no reason, in cases where ships are trading abroad for extended periods, why relief could not be flown to join the ship, and the crew that has completed twelve months' service be brought home."

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The Navy

ISLAND BATTLES AND BLOCKADE

NAVAL ACTIVITIES IN KOREAN WATERS.

For a hundred days—that is, from November to March last—ships of the British Commonwealth and United States Navies, assisted by small craft of the Republic of Korea, have fought a "Battle of the Islands" off the coasts of Korea.

Certain of the many islands which lie close to the Korean mainland, principally off the West Coast, are of strategic importance to the United Nations forces and the Navy was given the task of retaining them. They have done their job zealously and well.

To maintain their day and night guard, the ships of the United Nations Fleets risk critical navigational hazards in the shallow waters of the estuaries and experience constant bad weather at certain times of the year. They are often under fire from big shore batteries of 105 mm. and 76 mm. mortars and guns.

By day, under cover of the big guns of the cruisers, the destroyers and frigates went close inshore to shoot up suspected strong points and hunt out shore batteries. But the batteries were usually mobile and cleverly camouflaged and rarely did the enemy give themselves away to the watching aircraft from the Carriers. At night the ships took turns to illuminate the narrow channels between the islands and the mainland with star-shells and rocket flares.

Seamen and Royal Marines from H.M. Ships along with U.S. and Republic of Korea personnel patrolled in small boats investigating junks and keeping physical contact with the islands at night. Intense cold and a five miles wide track of pancake ice, some large enough to hole a ship, have added to the difficulties of the operations. Ship's radar swept the seas to locate enemy craft. Temperatures fell as low as 9 degrees

Fahrenheit. At times tugs had to cut a way through the ice for the warships to proceed. U.S. Ships have carried out intense bombardments of shore batteries. Sometimes under a rain of enemy shells, they have done considerable execution among enemy troops crossing the mud flats that link the islands at low tide.

From an observer in the Far East the British Admiralty has received the following assessment of the work which the smaller ships of the Commonwealth Navies have been doing in the Korean waters:

"From the British Naval point of view, the Korean war has proved a war of blockade, a seaman's war of the traditional pattern. During the 18 months of fighting there have been occasional spectacular actions which have claimed public attention. Not generally appreciated, however, is the importance of the daily routine patrols by destroyers and frigates of the Royal Navy, the Royal Canadian Navy, the Royal Australian Navy, and the Royal New Zealand Navy.

Individual ships have come into the operational zone and returned for refitting and recommissioning. The Commonwealth force in the Far East, from which these ships have been drawn, has generally amounted to not less than 24 destroyers and frigates. These have, of course, been additional to the aircraft carrier, aircraft maintenance ship, cruisers and minesweepers in the Far East.

"The Navy holds responsibilities comparable with the Americans in this theatre, the broad division being that the latter look after the East Coast of Korea while the particular British commitment is the whole of the West Coast.

"The task entrusted to these forces can be broadly divided into

four main categories: the denial of sea communications to the enemy, the harassing of troops and supplies in the coastal regions, the support of friendly guerrilla organisations and, lastly, the escort of our own supplies and aircraft carriers engaged in offensive operations off the coast. Recently an additional role was added, the defence of islands on and North of the 38th parallel. The enemy would like to occupy these islands to enhance his bargaining power at Panmanjom.

"The degree of success achieved can be judged from Communist reactions. At no time have they been able, or recently even attempted, to supply their forces by sea and this single factor, in a country with such sparse land communication, has tipped the balance between defeat and victory for the greatly outnumbered land forces.

"The land communications are under constant bombardment by the Carrier force and the strength of the escort has so far deterred the enemy from any serious attempts to interfere with this. The effects of guerilla activity and inshore ship bombardment are more difficult to gauge as the geography of the West Coast prevents any but indirect assistance to the main land battle. The successful launching and supply of the Inchon invasion is proof of the enormous advantage accruing from our mastery of the sea.

"A brief survey of the waters in question is necessary to the appreciation of the problems involved in these Naval operations. The West Coast of Korea is studded with small rocky islands and tortuous channels through which swirl fast and irregular tidal streams. For weeks on end the coast is shrouded in fog and during the winter months the bitterly cold winds blowing from Man-

July, 1952.

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R.A.N.R. Cadets from Cranbrook School learning to use diving equipment at H.M.A.S. "Rushcutter." Commander D. Castle, staff training officer (Reserve), in foreground, is assisting the cadets. Cadets' class is the first of its kind formed at a New South Wales school.

churia and Siberia cause rough weather in the Yellow Sea on five days out of seven.

"Most of the ports above the 38th parallel are icebound and, even when they are free, they can only be reached by navigating shallow channels easily mined by the enemy and often covered by his shore batteries.

"Charts surveyed long ago are frequently out of date and a tidal range of more than 30 feet coupled with the silting of the larger river estuaries result in there being no guarantee that the ocean bed corresponds to the chart representation. The experience of our frigates in the Han Estuary is well known. There, sounding

from boats ahead of the ships in tides often running between seven and ten knots, they had to grope their way in muddy waters. In all, 29 miles of channel were sounded and for a period of 120 days at least two frigates were continuously using these waters to harass the enemy's possible build-up areas.

The Navy

BRITISH SHIPPING INDUSTRY

CONDITIONS AND DEVELOPMENTS, YEAR 1951.

Mr. Douglas S. Tennant, General Secretary of the Navigators and Engineer Officers' Union, in a commentary issued in a recent number of the Merchant Navy Journal, had some pertinent things to say on conditions and developments appertaining to British seafarers and the British Shipping industry in general during the year 1951. He said:

While generally speaking the year has been a successful one for British shipping, certain unfortunate international developments have had a somewhat disturbing effect on shipping. Apart from the particularly unfortunate developments in Persia, the year has seen the beginnings of renewed German and Japanese competition, the effects of which cannot yet be fully foreseen, but which I personally feel should have been allowed only on a more gradual scale.

What is known as "flag discrimination" is also exercising a disturbing effect on British shipping, and unless international action can be agreed upon to solve this problem, I feel it may slowly result in the strangling of fair and legitimate shipping enterprise.

The past year has seen the British Government ratify the convention for the establishment of an International Maritime Consultative Organisation. It is my hope that this organisation will be able to come speedily and effectively into operation, as I feel it may provide one solution to this particular problem.

Coming nearer home [Great Britain], another problem which is causing grave concern to those operating shipping in this country has been the incidence of heavy taxation upon shipping. One effect of this has been that considerable difficulty has been experienced in the replacement of obsolescent shipping, of which

Britain has far too great a proportion owing to the very great increases in costs of shipbuilding. Let us hope that the new year [1952] will see developments which will enable those of us who earn our living by the sea to gauge a little more accurately how our shipping fleet is to be planned so that it may operate on an efficient commercial basis.

The year has seen the arrest of the decline in members of Certificated Officers serving at sea in both departments [navigating

and engineering], although the position is still serious when considered against the background of new tonnage under construction, particularly tanker tonnage. Related to this are the many particular problems in connection with service in tankers, towards the solution of which the Navigators and Engineer Officers' Union during the year has been able to take an important step by obtaining separate discussions for this class of shipping on the National Maritime Board.

MERCHANT NAVY DEFENCE COURSES

Below we reprint a statement signed by the Vice-Chief of Naval Staff (British Admiralty) (Vice-Admiral G. Grantham, C.B., C.B.E., D.S.O.), regarding attendance of Merchant Navy personnel at the M.N. Defence Courses which have been for the past half-year or so in full swing at London, Hull, Newcastle, Glasgow, Liverpool, and Cardiff. Generally speaking attendances have been most satisfactory, and the support forthcoming from the Merchant Navy Officers very encouraging.

Shipmasters and Senior Officers in general who served in the last war, and who have first-hand experience of the value of training, have, it is known, given their word of encouragement to prospective candidates, and, where circumstances have permitted, done their best to facilitate the attendance of junior officers when ships have been in port over the period covered by the local course. For our part, we should like to add our emphasis on the importance of these Courses, not only to the British Mercantile Marine in general but also to every member of its personnel. To be prepared is to be forearmed at time of need.

The statement by the Vice-Chief of Naval Staff is as follows: "Admiralty, S.W.

"It is just a year since the Merchant Navy Defence Courses were re-introduced after being in abeyance since the end of the Second World War.

"The Admiralty have noted with great satisfaction the response from the Officers and men of the Merchant Navy to the call for volunteers to undergo these courses, sometimes at the sacrifice of their leave.

"If we are to be in a position to defend our merchant ships adequately in the event of another war, the importance of as many Merchant Navy Officers and men as possible taking the courses cannot be over-rated. In consequence all those who have not undergone a 'Merchant Navy Defence Course' since the courses were re-started in January, 1951, are urged to take one as soon as an opportunity occurs.

(signed) "G. Grantham, "Vice-Admiral. "Vice-Chief of Naval Staff, "Admiralty. "8th February, 1952."

July, 1952.

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ROYAL AUSTRALIAN NAVY TO HAVE MORE BANDS.

The Australian Naval Board has decided to increase the number of bands in the Royal Australian Navy from three to five. Three of the bands will be embarked in ships of the R.A.N. and two will be stationed ashore.

In announcing this on May 27, the Minister for the Navy (the Hon. William McMahon) said that of the three bands embarked, one would serve in the flag-ship; one in the aircraft carrier "Vengeance" to be lent to the R.A.N. by the Admiralty pending the arrival in Australia of H. M.A.S. "Melbourne," and one in the cruiser "Australia."

The other two would be stationed at Flinders Naval Depot, Crib Point, Victoria, and the R. A.N. Air Station, Nowra (N.S. W.), respectively.

Mr. McMahon said that more bands were required by the R.A. N. because of its post-war expansion. Naval bands in Australia were modelled on those of the Royal Marines, and their uniform, with slight modifications, was similar to that of the Royal Marines.

Recognising the important role fulfilled by bands in the R.A. N., the Naval Board has established a School of Music at Flinders Naval Depot under the directorship of Commissioned Bandmaster C. G. McLean, D.S. M., L.R.A.M., R.M. The School is modelled on the Royal Marine School of Music at Deal, Kent, of which Commissioned Bandmaster McLean's brother, Captain K. A. McLean, R.M., is director.

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

Besides adult players, about 40 boy musicians aged from 13½ to 17 years are undergoing training there.



Five New Zealand Sea Cadets learning the correct way to operate a signalling lamp on board H.M.N.Z.S. "Bellona," which arrived from New Zealand recently. The Cadets are having their first sea trip, and will sail with the ship to England. They are, left to right: John Walton, Charles Middleton, Sevan Boyce, Ray Thompson, and Ken White.

"Wanganella" Battered in Tasman Crossings

The Tasman liner "Wanganella" arrived in Sydney 10 hours late on June 23. This was the third successive storm-weather, headwind passage the liner had encountered in her Auckland-Sydney runs, her arrival being delayed on each trip. On the first occasion some passengers were slightly injured, deck furniture was ripped from its mountings and an after gangway was smash-

ed in two. One half dangled over the side of the liner and there was danger of it fouling the screws until officers and crew, with the aid of deck life lines, managed to cut it clear. At one stage the ship was hove-to for three hours. Passengers and officers said the "Wanganella" behaved very well and was lucky to escape so lightly from the buffet- ing she received.

ADMIRAL McCOORMICK'S SUBORDINATE COMMANDERS UNDER N.A.T.O.

On his return to the United States following his exploratory tour of European N.A.T.O. capitals, Admiral Lynde D. McCormick, U.S.N., Supreme Allied Commander, Atlantic, under N.A.T.O., announced the names of his principal subordinate commanders. The announcement was made from his headquarters at Norfolk, Virginia, U.S.A., and included the following:

Commander-in-Chief, Eastern Atlantic: Admiral Sir George Creasy, K.C.B., C.B.E., D.S.O., M.V.O. (Commander-in-Chief, Home Fleet).

Commander, North-East Atlantic Sub-Area: Vice-Admiral Sir Maurice J. Mansergh, K.C.B., C.B.E. (Commander-in-Chief, Plymouth).

Commander, Northern European Sub-Area: Rear-Admiral J. H. F. Crombie, C.B., D.S.O. (Flag Officer, Scotland).

Air Commander-in-Chief, Eastern Atlantic: Air Marshal Sir Alick Stevens, K.B.E., C.B. (Air Officer Commanding-in-Chief, Coastal Command).

Air Commander, North East Atlantic: Air Vice Marshal T. C.

Trail, C.B., O.B.E., D.F.C. (A.O. C. No. 19 Group).

Air Commander North Sea: Air Vice Marshal H. T. Lydford, C.B., C.B.E. (A.O.C. No. 18 Group).

Under the Supreme Allied Commander, the Atlantic will be divided into two areas. The Naval Commander-in-Chief in the Area will be Admiral Sir George Creasy, the present Commander-in-Chief, British Home Fleet. He will work in close concert with the Air Commander-in-Chief, Eastern Atlantic, who will be Air Marshal Sir Alick Stevens, the Air Officer Commanding-in-Chief, British Coastal Command.

Under Admiral Creasy will be the two British Naval Sub-Area Commanders named above. These two Naval Commanders will each work in close concert with the corresponding Air Commanders, i.e., Vice-Admiral Sir Maurice Mansergh (the present Commander-in-Chief, Plymouth) with Air Vice Marshal Trail and Rear-Admiral J. H. F. Crombie (the present Flag Officer, Scotland) with Air Vice Marshal H. T. Lydford.

The titles of the Sub-Area

Commanders are still under consideration and it is possible that they may be changed.

The Naval Sub-Area Commanders will also be responsible to the British Commander-in-Chief, Home Station (Admiral of the Fleet Sir Arthur J. Power, the present Commander-in-Chief, Portsmouth) for those parts of their Sub-Areas which lie within the British Home Station and are adjacent to the N.A.T.O. Commands.

Admiral Sir George Creasy and Air Marshal Sir Alick Stevens are now in Norfolk, Virginia, U.S.A., attending the opening ceremonies associated with the setting up of SACLANTS Headquarters.

As previously announced Vice-Admiral Sir William G. Andrews, K.B.E., C.B., D.S.C. (at present Commander-in-Chief, America and West Indies Station) is Deputy Supreme Commander, Atlantic.

Admiral Sir George Creasy, Commander-in-Chief, Home Fleet and immediately previously Vice Chief of Naval Staff, held many important appointments during the Second World War. He won his D.S.O. for successful destroyer operations. He joined the Admiralty as Naval Assistant to the First Sea Lord and later became Director of Anti-Submarine Warfare. After the war Admiral Creasy became Rear-Admiral Aircraft Carriers and Air Stations, British Pacific Fleet and East Indies.

Vice-Admiral Sir Maurice Mansergh served at the Admiralty as Director of the Trade Division from 1938 to 1941. In September, 1949, he was promoted Vice-Admiral and in October of that year returned to the Admiralty as Fifth Sea Lord and Deputy Chief of Naval Staff (Air). He became Commander-in-Chief, Plymouth, on October 30, 1951.

Rear-Admiral J. H. F. Crombie is Flag Officer, Scotland, and Admiral Superintendent, Rosyth Dockyard.

BRITAIN'S NEW CONSTRUCTION AND INVENTIVE WORK

In his statement on the British Navy Estimates 1952-53, the First Lord of the Admiralty said that of the estimated £38,000,000 on new construction during the year, more than 80 per cent. would be for ships already under construction, such as the "Ark Royal", the four Hermes class light fleet carriers, the six Daring class destroyers, and frigates of four types, as well as a large number of coastal and in-shore minesweepers. The fleet carrier "Eagle" was now in commission, and her sister ship the "Ark Royal", was fitting out and was expected to be completed in 1954.

In a description of H.M.S. "Bagle" (comprehensive details of which were given in the February and May issues of this journal) the First Lord said that it was fitting that the first new ship to join the Royal Navy since the "Queen's accession was one that she herself launched at Belfast in 1946.

It was the Board of Admiralty's wish, he stated, that the Hermes class of light fleet carriers, urgently required in service to match the production of modern high-performance aircraft, should be completed with as little delay as possible. The contractor's sea trials of the "Centaur", the first ship of the class, were expected to begin early next year and would be followed by those of the "Albion" in the Spring of 1953. The Tiger class cruisers remained suspended while awaiting further developments of armament and fire control. Two of the Daring class destroyers—the "Daring" itself and the "Diamond"—were now completed. The remainder, except the "Diana", should be finished during the coming financial year. H.M.S. "Diana" should be completed in the summer of 1953.

There were four types of frigates—two for anti-submarine

work, and a fourth for aircraft direction. Orders for substantial numbers of coastal and in-shore minesweepers had been placed, and a number of these vessels should be completed before the Navy Estimates next year. Further cruisers were to be taken in hand for modernisation, and 13 conversions of prototype destroyers to first-rate anti-submarine frigates were already in hand.

The work of improving the efficiency of existing destroyers and frigates by installing new anti-submarine equipment, gunnery, and fire control are continuing. The modernisation of two submarines had been completed during the year 1951-52 and many



others were in hand for 1952-53. This would mean a considerable increase in underwater speed.

Marked Improvements in Effectiveness

The marked improvement in the state of effectiveness of Britain's Reserve Fleet now that practically all the vessels have been refitted, is particularly encouraging, and there has also been great improvements in many other directions.

Much has been done by way of investigation into the use of oxygen-bearing fuels and nuclear energy. A new detector has been developed for dangerous concentration of hydrogen and other gases in submarines.

The Admiralty has also been paying close attention to submarine escapes. By July or August this year the Admiralty hoped to complete the construction of a 100ft. escape tower which would primarily be used for training for escape, using free ascent from the one-man escape chamber with which all new submarines were to be equipped. The tower would also be used for escape training for personnel from submarines now in service. A new type of breathing set was being developed for assisting escape with present methods, and a new type of life jacket was being manufactured for issue. The rescue bell which has been obtained from America was undergoing trials. Trials of a new buoy fitted with a light have been successful and it is now being manufactured for service. Trials were also proceeding with this new buoy fitted with an automatic wireless telegraphy beacon.

The policy of fitting indicator buoys in submarines, the statement continues, had been reviewed. Schemes for releasing these buoys automatically had been considered, but he (the First Lord) was told that none increased the chances of saving life. All suffered from the disadvantage that they would have to be removed or rendered inoperative in time of war. As it was already possible so long as any one man remained alive, to give indication of a submarine's position from any compartment, the Board of Admiralty had decided that no change in the present practice was warranted and, accordingly, automatically released indicator buoys would not be fitted to submarines. Various measures to meet the mine menace were under development at high priority, including new and more efficient mine sweepers.

TATTERSALL'S



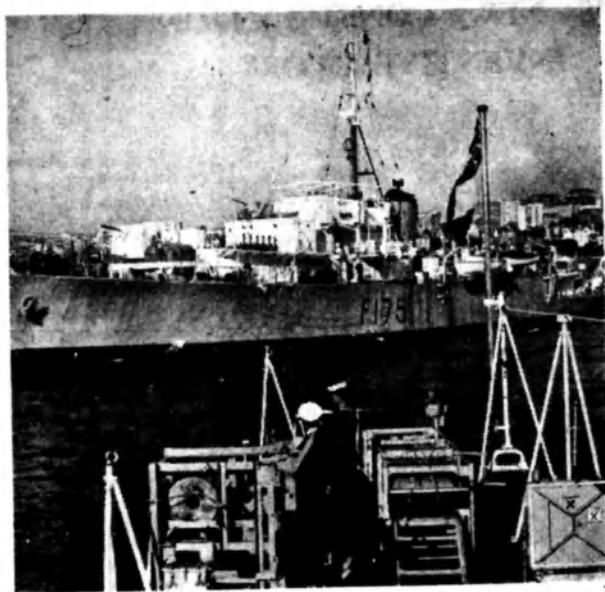
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The frigate H.M.A.S. "Barcoo" leaving Sydney Harbour recently for a five-month survey cruise in the Barrier Reef area, Torres Strait, and the north-west coast. She will examine a reported uncharted reef off the Queensland coast.

Britain Pooling Research Secrets with U.S.A.

The Earl of Birkenhead, Lord-in-Waiting, as spokesman for the British Government during the debate on the Navy Estimates, 1952-53, in the House of Lords said that Britain and America are pooling the secrets of their research and development of "revolutionary" types of Naval vessels and engines.

He was answering anxious enquiries about the Royal Navy's progress in this field, particularly in view of the American development of an atomic submarine, which Lord Hall, former First Lord of the Admiralty, said was now building.

Lord Birkenhead said "The Admiralty are fully seized of the importance of nuclear energy for these purposes and although we are, perhaps not so far forward as our friends in the United States we are at the present moment devoting a great deal of attention

to this project, and we hope that eventually we shall not be lagging far behind.

Lord Birkenhead added that in the general field of propulsion Britain is pooling its knowledge with the U.S.A. The research development programme is co-ordinated with that of the United States, some points being left to the Americans, who keep Britain informed, and others being pursued by the United Kingdom who tell the Americans of the progress and results.

Lord Birkenhead concluded on this subject by saying that Britain was also co-operating very closely with the U.S.A. in standardisation of equipment and operational doctrine. In general inter-service co-operation in standardisation was good and should soon show dividends in economy by cutting down the number and complexity of materials and orders.

BRITISH NAVAL MANNED YACHT CROSSES ATLANTIC

The 57-foot yacht "Marabu," manned by a British Naval crew, left H.M.S. "Hornet", at Gosport, England, at the end of March on her voyage across the Atlantic to take part in the internationally-sailed race from Newport, U.S.A., to Bermuda in May, organised by the Cruising Club of America, and later in the Royal Ocean Racing Club race from Bermuda to England.

The "Marabu" is a former German yacht which the British Admiralty allocated to H.M.S. "Hornet," the coastal forces base at Gosport, from which she was raced successfully last season. An earlier reference to this trans-Atlantic venture was contained in the issue of this journal for the month of June.

The "Marabu's" entry in the Newport-Bermuda race and the race home across the Atlantic is being sponsored by the Coastal Force Sailing Club, which is affiliated to the Portsmouth branch of the Royal Naval Sailing Association. All the members of "Marabu's" crew are serving officers and ratings who have been given leave for the voyage and subsequent participation in the two races in which their craft has been entered.

At Las Palmas, Canary Islands, the "Marabu" planned to meet "Isolare", owned by Mr. R. Somerset, commodore of the Royal Ocean Racing Club. Other British yachts taking part in the Newport to Bermuda race and in the cross-Atlantic race home are "Bloodhound," "Samuel Pepys" (Royal Naval Sailing Association), and "Lutine" (Lloyd's Yacht Club). The two latter were to be shipped to America. No details of the races in question are yet available.



The Navy



MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

PROTEST AGAINST SALE OF BRITISH SHIPS.

British Merchant Navy officers in May issued a strong protest against the sale of British merchant ships to foreign nations. Their spokesman was Mr. Douglas S. Tennant, General Secretary of the Navigators' and Engineer Officers' Union, who claimed that old ships sold abroad may help foreign competitors to capture British shipping contracts. It is the continuing duty of the great organisation which Mr. Douglas so ably represents to maintain the present conditions of service, and to strive to secure such necessary improvements as future experience shows to be essential in the interests of officers of the British Merchant Navy in particular, and, it goes without saying, of the shipping industry of the British Commonwealth of Nations in general. As such, the protest is worthy of the most earnest support and attention.

DARWIN TO TIMOR BY RAFT.

Mr. Jack Fairweather, the Darwin artist, who in May navigated the seas between Darwin and Timor on a home-made raft, was 16 days afloat on his remarkable 450-mile voyage. His raft was made of three aircraft belly tanks, held together with wire and with a decking of bush timber. It had a broomstick for a mast. The craft was about six feet long. When met by a pearling lugger

about 150 miles from Darwin, Fairweather had a little bread and meat aboard and two four-gallon cans of fresh water. He refused a "lift" back to Darwin and told the lugger's crew that he was on his way to Dilli, Timor. He persisted in going on, and when no word had been heard of him in the ensuing days he was given up for lost. However, he arrived at his destination alive and well. Flight-Lieutenant B. Badgery, who was on his way from England to Australia by air and who met Fairweather at Koepang, said that the voyager would say little of his exploit, but Darwin residents say that "despite amazing escapes made from northern islands to Australia during the last war, they had never heard of a voyage to parallel Fairweather's". Nor did he have fair weather all the way. On the second day out from Darwin, he ran into a three-day storm. Yet Fairweather prevailed.

END OF ANTARCTIC WHALING SEASON.

The whaling season in the Antarctic waters ended in March. The 20 factory ships which took part are now back in their home ports throughout the world, their well-filled storage tanks emptied of whale oil collectively worth about £34,000,000. Ten Norwegian factory ships, accompanied by chasers, dominated the Antarctic whaling operations this year. Britain and Japan each sent three factory ships to those waters

this season, while South Africa, the Netherlands, Russia, and even Panama each sent one. Australia was not represented because she does not possess a factory ship, now considered necessary for deep-sea whaling. Yet the cost of such a ship (about £2,000,000) has not prevented the small republic of Panama from whaling in Australia's southern waters.

HUGE SALVAGE PROJECT.

Plans are well advanced in Sydney for the salvage of a billion-dollars "junk dump" off the coast of the New Hebrides. It will be an undersea job—probably the biggest salvage project ever undertaken in the South Pacific. The dump lies three miles off Santo Point, and it was put there by the American forces at the end of World War II, when, rather than take certain equipment—jeeps, heavy earth-moving gear, etc.—they committed it to the sea-bed. Close by, too, lies the American 17,000-ton battleship "President Coolidge", sunk by the Japanese during the war. The brains of the project is a Mr. S. Goodwin, of Manly, N.S.W., a director of the Salvage Exporting Company of Sydney. He says he hopes to send an advance party to the New Hebrides round about August and to start salvage operation towards the end of the year. Twenty experts, including a team of experienced deep-sea divers, will be employed on the project. The divers

will work in up to 300 feet of water. Mr. Goodwin says he learned about the dump and ascertained the position in which it lies while he was working on another salvage job in New Guinea three years ago. He says that he is completing negotiations with the French Government, which claims the ownership of the dump, to allow his salvage company to export the recovered equipment to Australia on a royalty basis.



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NEW JAPANESE MERCHANT SERVICE.

The 21.5-knot motorship "Panama Maru," the newest and fastest vessel in the Japanese merchant fleet, reached New York on May 15. She completed her maiden voyage from Yokohama to New York in 24 days and two hours. Latest addition to the O.S.K. fleet, the "Panama Maru," which is of 11,190 tons, was designed for the Yokohama-New York run, via Los Angeles and Panama.

STORM-MADDENED SAILORS.

The story of a terrible storm, in which five sailors died, was told in Rio Janeiro on May 2 by the rescued master of the 350-ton sailing vessel "Rio Almada." The ship sank off Cape Frio, Brazil, during the course of the storm. One seaman was crushed to death by oil drums tumbling across the heaving decks as the crew struggled to free the lifeboats. Three men jumped overboard with fright. The master of the ship was trying to hold another man when rescuers arrived, but he too, bereft of his senses, finally leaped overboard. The remaining members of the crew, nine in all, were taken by the rescuing vessel to Cape Frio.

SYDNEY HARBOUR NEGOTIATED BY RADAR.

The Trans-Tasman liner "Mon-awai" in dense fog on the morning of May 6 negotiated one of the trickiest sections of Sydney Harbour by the use of her radar. From the Harbour Bridge to her berth at No. 5 Darling Harbour visibility was down to nil, but on the radar screen everything could be seen quite clearly, and the vessel had no great difficulty in berthing. Blanketing the whole of the metropolitan area, the fog closed airports, delayed ferries and was one of the worst experienced in Sydney this year.

TELEPHONES FOR M.N. SHIPS IN PORT.

Although there are many reasons why telephones cannot be supplied immediately to the shipmasters who need them in their homes, there can be no question about the priority of treatment which will be given to application for telephones to be installed on ships in port. At least there should not be, for with a self-contained community such as exists in merchant ships, the need is far greater than that of any individual householder. This has been recognised in London, where a system of telephonic communication with ships in dock has been linked with the public telephonic system.

SAFETY OF LIFE AT SEA.

The International Convention for the Safety of Life at Sea, which was drawn up at the International Conference held in London in 1948 under the Presidency of the Right Hon. Sir John Anderson, will come into operation on 19th November, 1952. The Conference was attended by delegates from 30 countries, and the Convention which they prepared provided that it should come into force one year after fifteen countries—seven of which had not less than one million gross tons of shipping—had deposited their acceptances with the Government of the United Kingdom.

MERCHANT NAVY IDENTITY CARD.

Mr. H. F. C. Crookshank, the British Minister of Health, after announcing the abolition of identity cards in the House of Commons, London, on 21st February, said in a written Parliamentary answer: "This decision does not apply to the special merchant seamen's identity cards issued by the [British] Ministry of Transport, which should be retained."

APPRENTICES AND CADETS (M.N.) PAY.

The Owners' Representatives on the National Maritime Board

(of Great Britain) agreed last year to recommend to Owners that (except in the case of sea-going training ships) Apprentices and Cadets should receive annual remuneration totalling at least £90, £115, £130, £145 for the 1st, 2nd, 3rd and 4th years respectively with a bonus of £25 on completion of the four years. It was also agreed that where Apprentices or Cadets are entitled to a remission of sea time on account of pre-sea training, the amount of remission will be taken into account in the application of the recommendation. It was further agreed that Owners will recommend that Apprentices and Cadets should have applied to them the Sundays at Sea Agreement, and be entitled to annual leave on a basis similar to established offices.

LONDON COMPULSORY PILOTAGE DISTRICT.

Trinity House has drawn the particular attention of shipowners and masters to the fact that the London Compulsory Pilotage District ends at Dungeness and the Sunk, and that the discharge of the pilot before those points makes them liable to prosecution.

NEW IMPROVED "WANSTEAD" TYPE SHIP.

Messrs. Watts, Watts and Co. are having two ships, to be named "Windsor" and "Wokingham," built as an improvement on the design of the "Wanstead" type, whose accommodation aroused so much interest in 1949. The "Wanstead," the first of three sister ships, was a single-screw motorship of revolutionary design built for the North Atlantic trade, probably one of the most exacting in the world. It set forth new ideas and higher standards of crew comfort combined with specialised construction.

BICYCLES FOR M.N. PORT USE.

It was reported in the British Press recently that the Danish

Lauritzen Line had decided to equip two of their ships with five bicycles each to enable, as the report says, "officers and men to make the most of their stays in port." It is rather surprising that this innovation has not been adopted previously, for the bicycle is a humble but efficient means of transport. And the taxi habit, is a luxury most seafarers would be found willing to forego if there were any other reasonable transport available. The trouble is that it is so hard to break off old habits and no doubt Merchant Navy men will continue to be a very lucrative source of income to taxi and other transport proprietors in every part of the world.

THIS SEASON'S FIRST WHALE KILL IN W.A.

A message from Carnarvon (W.A.) on June 2 said that the first whale taken on the West Australian coast for the 1952 whaling season was killed by Captain Jensen of the Australian Whaling Commission's catcher boat "Carnarvon". The whale, a 47ft. humpback, was shot 12 miles from the Commission's station on Babbage Island, near Carnarvon. Three stations are oper-

ating on the W.A. coast this year: Australian Whaling Commission, quota, 600 humpback; North West Whaling Company, quota, 600 humpback; Cheyne Beach Whaling Company, quota, 50 humpback. The official humpback season is from May 1 to October 31.

JAPANESE LINES SEEK AUSTRALIAN RUNS.

Officials of two Japanese shipping lines said in Tokyo on May 28 that they hope to resume passenger and cargo runs to Australia within three months. The lines, Nippon Yusen Kaisha and Osaka Shosen Kaisha, operated services to Australia before the war. The Japanese officials said that the Australian Freight Conference has imposed three conditions on their return to the Australian run. These are that each line make no more than six round runs a year, that between them they carry wool from Australia totalling at least 20 per cent. of their cargo, and that both conditions operate for three years. They said they wanted to be bound only for one year and predicted that a compromise would be reached binding them to two years.

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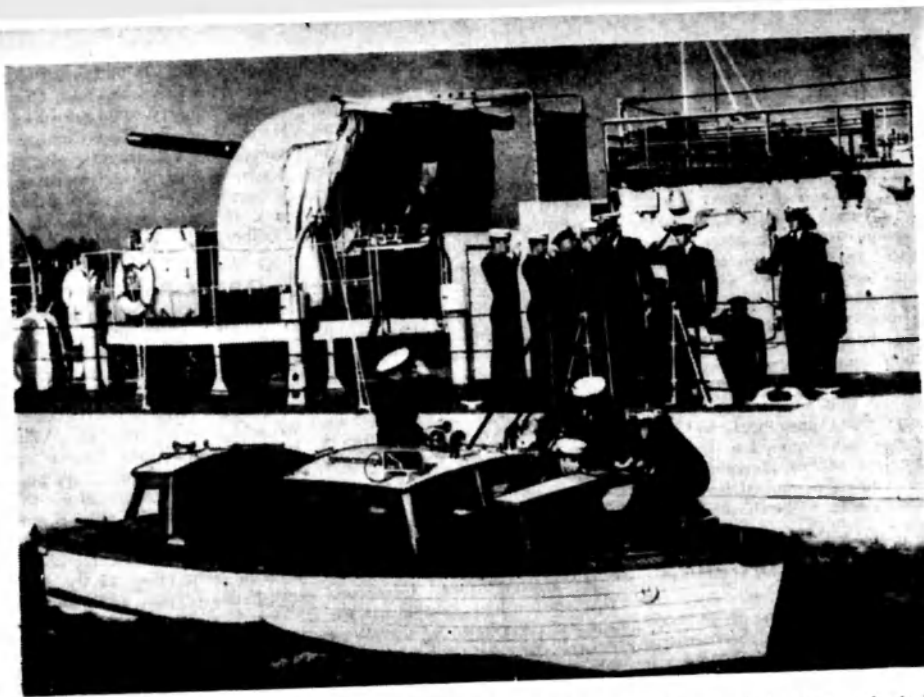
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Rear-Admiral J. W. M. Eaton leaving the frigate H.M.A.S. "Condamine" after addressing the ship's company prior to its departure last month for Korean waters.

VACANCIES FOR BOYS AT R.A.N. COLLEGE

The Minister for the Navy (the Hon. William McMahon) announced in Canberra on May 20 that the Naval Board was inviting applications for entry into the Royal Australian Naval College from boys who had attained, or would attain, the age of 13 this year.

The College, which is situated at Flinders Naval Depot, Crib Point, Victoria, is the initial training ground for most of the permanent officers of the R.A.N.

Candidates for entry must be the sons of British subjects by birth or naturalisation and be of substantially European descent. They will be required to sit for a qualifying examination and, afterwards, if medically fit, to appear before a selection committee.

Applications must be sent to the Secretary, Department of the Navy, Navy Office, Melbourne.

Boys who are selected will enter the Naval College about the end of January, 1953. After 4 years they will go to a Training Cruiser either in the Royal Navy or Royal Australian Navy and will continue sea training in various types of warships before doing technical courses in Shore establishments in the United Kingdom.

After about 3½ years under training ashore and afloat midshipmen are promoted to the rank of sub-lieutenant.

Mr. McMahon said that the invitation from the Naval Board opened the way for intelligent,

adventurous boys of the right type, to embark upon a fine manly career of distinction. The whole of their College education, which in addition to specialised training, took them up to the matriculation standard, and their accommodation, clothing, etc., are provided by the Navy without cost to the parents. In addition to other privileges every cadet is provided with first class return fares to his home, and travelling allowance, at each end-of-term leave.

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

NEWS OF THE WORLD'S NAVIES

QUEEN'S TELESCOPES.

The Royal Naval College, Dartmouth, has learned that the Queen has expressed a wish that the custom of presenting a telescope to each of the two senior cadet captains at the end-of-term ceremony shall be continued. First presented by King George VI, they will now be known as the Queen's telescopes. They were presented this year by Vice-Admiral Sir Alexander Mudden, K.C.B., C.B.E., Second Sea Lord and Chief of Naval Personnel, at the passing-out ceremony on March 31.

EXPLOSION IN H.M. SUBMARINE "ALDERNEY"

The First Lord of the Admiralty (Mr. J. P. L. Thomas) in reply to a question raised by Mr. John Arbuthnot recently in the British Parliament, as to whether any statement could be made on the explosion in H.M. Submarine "Alderney" and how far it is linked with the loss of H.M. Submarine "Affray", said: "The explosion in the main engines of H.M. Submarine 'Alderney' occurred on February 14 while the submarine was undergoing sea trials following a refit. Fortunately there were no serious casualties. One rating was admitted to hospital with shock and burns and three others were treated for minor burns. The submarine returned to harbour under her own power. The accident appears to have been due to failure and overheating in the bearing in the supercharger drive leading to a minor crankcase explosion. The cause of the bearing failure has not yet been established but is still under investigation. The type of engine in the 'Alderney' has been in service since 1945 and this is the first known crankcase explosion. I have no reason

to suppose that there is any connection between this accident and the loss of H.M.S. Submarine "Affray."

OFFICIAL HISTORY OF THE WAR AT SEA, 1939-45.

The Parliamentary Secretary for the British Admiralty, Commander Allen Noble, stated recently in the British House of Commons, that the first volume of the official history of the War at Sea, 1939-45, is now in an advanced draft form and is expected to be published next year. The history is planned in three volumes, he added.

NELSON'S DOCKYARD, ANTIGUA.

Nine yachts from islands in the Caribbean took part in a cruise sponsored by the Society of Friends of English Harbour, Antigua, as part of an effort to raise funds to rehabilitate facilities of the dockyard where Nelson commanded from 1784 to 1786. Prize-giving ceremonies and other functions were held in Nelson's house and in Clarence House, which was built in 1787 for the Duke of Clarence when he commanded H.M.S. "Pegasus." Many of the dockyard buildings have fallen into ruin since they were abandoned by the Navy in 1906, but some could be restored if funds were available. The Governor of the Leeward Islands, Mr. K. W. Blackburne, is leading efforts to establish a branch of the society in England.

BRITISH NAVAL AIR STATIONS "AT HOME."

Royal Naval Stations situated in all parts of the British Isles were "At Home" again this English summer to thousands of holidaymakers, who were able to in-

spect the latest Naval aircraft at close quarters on the ground and watch their performances in the air. Many new additions were made to the comprehensive exhibitions of service equipment, and demonstrations of work and sport in the Royal Navy have been considerably extended to ensure that the "At Homes", which are in aid of Naval charities, were maintained at the highest standard. "At Homes" have already been held, or will shortly be held at the following R.N. Air Stations: Eglington, Co. Londonderry, Northern Ireland; Anthorn, Cumberland, Northern England; Lee-on-Solent, Hampshire, Southern England; Lossiemouth, Morayshire, Scotland; Padstow, Cornwall; Arbroath, Angus, Culdrose, near Helston, Cornwall; Machrihanish, Argyllshire, Scotland; Ford, near Arundel, Sussex, Southern England.

"GANNET" NOW SUPER-PRIORITY.

The Fairy Gannet propeller turbine anti-submarine aircraft is among the equipment which has been placed on the super-priority list drawn up on behalf of the British Government.

UNITED STATES MAY USE STEAM CATAPULT.

It has been reported from Washington, U.S.A., that the U.S. Navy is considering re-designing the 60,000-ton carrier, the U.S.S. "Forrestal", in order to be able to incorporate a new launching device developed in Britain. The device has been undergoing tests in Britain and, although no final decision has been reached, it is possible that this catapult, which it is said, could launch four fighters at the same time, will be used. (The catapult referred to is the prototype steam catapult installed in H.M.S. "Perseus."—Ed.)

MORE LABOUR NEEDED FOR BRITISH DOCKYARDS.

Although the number of Admiralty industrialists increased by 3,000 to 100,000 during 1951-52, there is a call in this field for much more labour, particularly craftsmen. The major scarcity apparently is shipwrights, of whom 600 were needed in the Royal dockyards and 200 at once at Portsmouth, where the reconstruction of H.M.S. "Victorious" has been seriously delayed. Apart from delays occasioned by these scarcities the British Admiralty, however, is engaged to capacity on Naval work and undertaking the major part of the modernisation and conversion programme, in addition to the normal refit and repair of active and reserve fleet ships.

"OCEAN" RELIEVES "GLORY" IN KOREA.

The carrier H.M.S. "Ocean" (Captain C. L. G. Evans, D.S.O., D.S.C., R.N.) sailed from the United Kingdom for Korean waters in April accompanied for part of the way by the Home Fleet destroyer "St. Kitts". The "Ocean" is relieving the "Glory" who is returning to Malta later.

H.M.S. "GRAVELINES" RETURNS TO U.K.

After a commission of 2½ years on the Mediterranean Station, H.M.S. "Gravelines" (Commander J. E. Scotland, D.S.C., R.N.) arrived in the United Kingdom at the beginning of the English summer. She berthed at Devonport.

H.M.A.S. "WARRAMUNGA" IN HEAVY ATTACK ON KOREAN INDUSTRIAL CITY.

The Minister for the Navy (the Hon. William McMahon) announced on May 27 that the Royal Australian Navy Tribal class destroyer "Warramunga" had recently taken part in a heavy air and surface attack against the industrial city of Chongjin, on the north-eastern coast of Korea, less than 50 miles south of the frontier of Siberia. Mr. McMahon said that "Warramunga" and the United States destroyer "Duncan" and destroyer escorts "McCoy" and "Reynolds" were in company with the U.S. battleship "Iowa". Aircraft from the U.S. aircraft carriers "Philippine Sea" and "Boxer" dropped 230 tons of high explosives on Communist war potential and "Iowa's" guns fired

more than 200 tons of 16-inch shells. "Warramunga" and two of the other smaller ships joined in the bombardment. Columns of smoke from fierce fires obliterated parts of the city after the attack. Pilots, on return to the aircraft carriers, said that terrific damage had been done to key targets. Four important electric transformer stations had been demolished and another had been severely damaged. Radio stations had been badly damaged, an oxygen plant had been destroyed and 48 supply buildings and 27 barracks had been levelled. Four gun positions had been neutralised. Twenty-one railway cars had been destroyed and the line had been severed in 12 places.

NEW ZEALAND TAKES DELIVERY OF FOURTH GIFT MINESWEEPER.

The "Echuca," the last of the four minesweepers that the Australian Government recently presented to New Zealand, was handed over to the N.Z. Government at Williamstown, Victoria, in June. The other three gift minesweepers, "Inverell," "Kiama" and "Stawell" had already arrived in New Zealand waters. All four vessels had been in the Australian Reserve Fleet. They were portion of 60 minesweepers built in Australia during the Second World War. "Echuca" has recently been undergoing refit at Williamstown Dockyard. "Inverell," "Kiama", and "Stawell" were refitted at Garden Island Dockyard, Sydney.

R.N.Z.N. CRUISER "BELLONA" EXERCISES WITH R.A.N. SHIPS PRIOR TO TRAINING CRUISE.

The New Zealand cruiser "Bellona" exercised with ships of the Australian Fleet in the Sydney area between June 27 and July 5 and then left for Brisbane and Darwin on her way to England on a training cruise.

BRITISH HOME AND MEDITERRANEAN FLEETS EXERCISES.

A week after exercise "Grand Slam," the story of which was told in the June issue of this journal, ships of the British and Mediterranean Fleets took part in a combined and more advanced tactical exercise in the Central Mediterranean.

Units of the Mediterranean Fleet (known as "red" forces), commanded for the purposes of the exercise by Rear-Admiral F. R. Parham, C.B., C.B.E., D.S.O., sailed from Naples towards Malta to intercept a convoy escorted and covered by ships of the Home Fleet (known as "blue" forces) under Rear-Admiral W. G. A. Robson, D.S.O., D.S.C.

The "red" forces had submarines spread across the expected line of advance of the "enemy" and, although the "blue" convoy escort drew first blood by detecting and dealing with one submarine, other submarines were able to make good attacks on their targets.

Lancaster aircraft of the "blue" force, working from the Royal Air Force station at Luqa, Malta, at night sighted and reported the "red" ships steaming South towards the Straits of Messina between the toe of Italy and Sicily. This force was the aircraft carrier "Theseus", the cruisers "Liverpool" (with the Commander-in-Chief, Mediterranean, Admiral Sir John H. Edleston, K.C.B., C.B.E., embarked), "Cleopatra" and "Glasgow", the fast minelayer "Manxman" and seven destroyers.

The "blue" convoy and force was then off Cape Bonu on a South Easterly course attempting to reach Malta before interception. This force included the aircraft carrier "Indomitable" (with the Commander-in-Chief, Home Fleet, Admiral Sir George Creasy, K.C.B., C.B.E., D.S.O., M.V.O., on board), the cruiser "Superb", the fast minelayer "Appollo", eight destroyers and six frigates,

and the convoy of Fleet Auxiliaries.

At dawn, in low cloud and bad visibility, another patrolling Lancaster aircraft confirmed that the "red" ships had passed through the Messina Straits in the dark and were proceeding Southwards, off the Sicilian Coast. Simultaneously the "blue" forces were found and attacked by a heavy concentration of submarines in the Sicilian Narrows and aircraft from the aircraft carrier "Theseus"; throughout the day both fleets launched heavy air strikes on each other. At dusk the "red" ships closed the "blue" convoy and engaged the covering force in a moonlight battle. The signal "Exercise completed" was made shortly before midnight and the two fleets then combined to fly off

dawn air strikes to exercise the defences of Malta.

Next morning more than 40 ships of the Home and Mediterranean Fleets entered Grand Harbour, Valetta, where they remained for a week during the visit to Malta of the First Sea Lord, Admiral Sir Rhoderick McGrigor, G.C.B., D.S.O.; later, Admiral McGrigor sailed in H.M.S. "Liverpool" to watch another combined exercise—the third full scale operation within a month. Ships taking part included two aircraft carriers, four cruisers, two fast minelayers, eleven destroyers and some submarines. The First Sea Lord flew to Fayid in the Canal Zone, accompanied by the Commander-in-Chief, Mediterranean. He returned to Malta before flying home to the United Kingdom.

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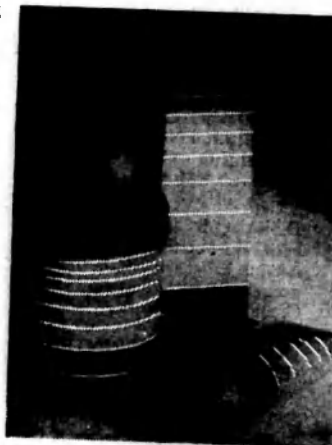
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PERSONAL PARAGRAPHS

PROMOTION TO ADMIRAL OF THE FLEET.

The promotion of Admiral Sir Arthur J. Power, G.C.B., G.B.E., C.V.O., to be Admiral of the Fleet, with effect from 22nd April, has been announced.

H.M. THE QUEEN APPOINTS FIRST AND PRINCIPAL NAVAL AIDE-DE-CAMP.

Her Majesty the Queen has been graciously pleased to approve the appointment of Admiral Sir Rhoderick R. McGrigor, G.C.B., D.S.O., as First and Principal Naval Aide-de-Camp to Her Majesty in succession to Admiral of the Fleet Sir Arthur J. Power, G.C.B., G.B.E., C.V.O., the appointment to date April 24.

BRITISH ADMIRAL'S ASHES SCATTERED AT SEA.

Following the private funeral of the late Admiral Sir Henry D. Pridham-Wippell, K.C.B., C.V.O., at Charing, Kent, his ashes were scattered in the Straits of Dover from H.M.S. "Bleasdale" (Lieut. Commander G. E. M. Thorneycroft, R.N.). At the ceremony the Board of Admiralty was represented by the Commander-in-Chief, The Nore (Admiral Sir Cecil H. J. Harcourt, K.C.B., C.B.E.). The ceremony was conducted by the Reverend C. Paton, Chaplain to the Commander-in-Chief, The Nore.

PROMOTIONS ON THE RETIRED LIST.

The following promotions on the British Retired List have been announced, dating from March 15, 1952: Vice-Admiral Sir E. Desmond McCarthy, K.C.B., D.S.O., (Retd.), Admiral on the Retired List: Vice-Admiral G. B. Middleton, C.B., C.B.E. (Retd.), Admiral on the Retired List: Vice-Admiral Sir Angus E. M. B. Cunningham-Graham, K.B.E., C.B., (Retd.), Admiral on the Retired List.

MEDICAL APPOINTMENT AND PROMOTION.

The British Admiralty has announced that Surgeon Captain R. W. Mussen, C.B.E., M.D., B.Ch., F.R.C.P., has been appointed Command Medical Officer on the staff of the Commander-in-Chief, The Nore, and Medical Officer in Charge, R.N. Hospital, Chatham, the appointment to date from March, 1952, and promoted Surgeon Rear-Admiral to date from March 31, 1952.

COMMODORE H.M. DOCKYARD, SINGAPORE.

Captain F. M. Walton (Retd.) has been recalled to the Royal Navy Active List and appointed Commodore Superintendent H.M. Dockyard, Singapore, with the rank of Commodore Second Class while holding the appointment.

ASSISTANT CHIEF OF STAFF (INTELLIGENCE) SUPREME ALLIED COMMANDER, ATLANTIC.

Captain W. A. F. Hawkins, D.S.O., O.B.E., D.S.C., R.N., has been appointed for duty as Assistant Chief of Staff, (Intelligence) to the Supreme Allied Commander, Atlantic.

CAPTAIN SUPERINTENDENT ADMIRALTY SIGNALS AND RADAR.

The British Admiralty has announced the appointment of Captain W. J. Lamb, C.V.O., O.B.E., R.N., to H.M.S. "Mercury II" in command and as Captain Superintendent Admiralty Signal and Radar Establishment.

R.N. OFFICER APPOINTED TO ROYAL NEW ZEALAND NAVY.

The British Admiralty has announced the appointment of Captain M. L. Hardie, D.S.C., R.N., for loan service in the Royal New Zealand Navy and H.M.N.Z.S.

"Philomel" in command and as Naval Officer-in-Charge, Auckland.

NEW COMMAND FOR H.M.S. "INDOMITABLE".

A new appointment announced by the British Admiralty is that of Captain W. J. W. Woods, D.S.O. and bar, to H.M.S. "Indomitable" in command and as Flag Captain to the Commander-in-Chief Home Fleet.

DEPUTY DIRECTOR INTELLIGENCE (O) ADMIRALTY.

The appointment of Captain D. C. Ingram, C.B.E., D.S.C., R.N., for duty as Deputy Director Naval Intelligence (Organisation) British Admiralty, has been announced.

NSW COMMANDANT GENERAL R.M.

The appointment of Major General H. T. Tollemache, C.B., C.B.E., as Commandant General Royal Marines to date May, 1952, has been cancelled because of ill health. Major General J. C. Westill, C.B.E., has been promoted Lieutenant General and succeeded General Sir Leslie Hollis, K.C.B., K.B.E., as Commandant General Royal Marines on May 20th.

RECALLED FOR NAVAL ATTACHE DUTY.

Captain G. F. Renwick has been recalled to the R.N. Active List to be Naval Attache Santiago, Lima, Bogota and Quito, South America.

R.A.N. COLLEGE CADET MIDSHIPMAN DIES IN R.N. TRAINING CRUISER.

The Minister for the Navy (the Hon. William McMahon) announced with regret on May 22 that Cadet Midshipman James Harvey Wallis, a graduate of the Royal Australian Naval College, had died in the North Sea on Wednesday while embarked in the Royal Navy training cruiser "Devonshire". At the request of

his parents, his remains would be buried at sea. Cadet Midshipman Wallis, who was born at Geelong, Victoria, in April, 1934, was the son of Mr. and Mrs. M. A. J. Wallis, of Wallington, Geelong. He received his early education at the Geelong Church of England Grammar School and entered the Royal Australian Naval College in January, 1948. He passed out in October, 1951, and shortly afterwards left for the United Kingdom with other Cadet-midshipmen of his year. He would probably have returned to Australia early in 1955. Mr. McMahon said that he and the Australian Naval Board desired to express their deepest sympathy to Cadet Midshipman Wallis's parents.

DEATH OF CAPTAIN ANTHONY DE BEER.

Many seafarers the world over will be grieved to hear of the recent passing of Captain Anthony de Beer, who for many years represented the Navigators and General Insurance Company and subsequently the Navigators' and Engineer Officers' Union in Liverpool. Born in 1876, he was educated in H.M.S. "Conway", where he was a friend and contemporary of the English poet John Masefield. He served his apprenticeship in the barque "Birkdale." His early days at sea were interspersed with considerable and varied pioneering life in the outback of Australia and in the diamond mining industry in South Africa. He served in the Australian Navy and was subsequently in the harbour services in Australia. He also served in the Elder Dempster Lines. He was a foundation member of the Officers' (M.N.) Federation, and lived to see the full fruition of the spade work, begun in 1928, at which he and his contemporaries laboured with such devotion.



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SEA-ODDITIES

To many voyagers, even those who know little of birds and their ways, the white-plumaged gannet is a familiar object. He is met with during the crossing of the Tasman Sea, and in many of the inlets and bays of the eastern and southern Australian coasts, where he may be seen high above the waters or skimming the great waves with purposeful flight. He is a bird undismayed by even the fiercest storm, for he is of Spartan upbringing and habits. There is no bird which possesses such a power of forcing his way against a full gale. On days when the spindrift is being lifted off the ocean in white lashing whips, when blinding squalls of rain and hail are driven in the arms of the gale, the gannet may often be seen forging his way in the teeth of the tempest. When fishing the bird flies 60 or 100 feet above the sea. On sighting a fish he swerves suddenly in his flight and precipitates himself straight down upon it with terrific speed and force, and seldom does he miss his target.

From Honiara, in the Solomon Islands on June 13 came a message warning ships of the activity of an undersea volcano. According to Mr. J. C. Grover, a British Government geologist, the volcano had erupted in the Solomon Islands area and had become a definite menace to shipping. The volcano is south of the small island of Gatukai, south of New Georgia Island. Mr. Grover said that shipping should give the area a wide berth until the volcano can be pin-pointed on the chart. The volcano erupted violently at one-minute intervals for nearly an hour and a half on June 1. It appears that a small coastal motor vessel, the "Loma", passed over the volcano immediately before it erupted mildly on April 16. Had the eruption been as violent as that of June 1 the "Loma"

probably would have been destroyed. With the eruptions, a considerable volume of smoke and water rose from the sea and formed a swelling column, rising to a great height.

A message from London on June 22 reported that sea serpents 100 feet long are among the specimens brought back to England by the Danish research ship "galathea", which dropped anchor in Plymouth Sound on June 20 after a 63,000-mile scientific exploration of the South Seas. In addition to the serpents, reports say that the expedition pulled up from the ocean bed shrimps several feet long and sea spiders with legs 50 times the length of their body.

Two hundred and fifty crocodiles, with skins valued at about £6 each, were bagged by a party of four crocodile hunters last year during an extensive shooting expedition along Gulf of Carpentaria rivers and in coast Queensland. Their best bag was obtained at Smiths Creek, within two miles of Cairns Harbour, where they shot three estuarine crocodiles, ranging from 12 to 15 feet long. They party used .303 rifles and trained a powerful spotlight along the river to dazzle the saurians. The party lived on wildfowl, pigs, and fish, but found that meat cut from the tail of the crocodiles made excellent eating, each crocodile yielding about 20 lb. of good meat. They recorded several exciting adventures, and at least one unwanted experience. One of their motor boats was sunk and part of their supplies lost when it was holed by a submerged tree snag. For a harrowing hour they had to risk being crocodile bait as they dived to salvage the lost supplies.

Life-saving drugs are being manufactured from the glands of

whales captured by the Moreton Island (Queensland) Whaling Station. The first consignment of whale glands for this purpose was recently air-freighted from Brisbane to a large Sydney drug laboratory. A Sydney scientist, Mr. Noel Butler, supervised the extraction of the glands at Moreton Island. Medical experts say that whale glands provide the best possible substances for making the many modern wonder drugs.

Most persons have little conception of the rich profusion of colour displayed by corals when they are alive. The small pieces of coral that are picked up on the beaches are always dead. That is to say, the polyps, which build the fascinating coral formations, are dead. Therefore most people know merely the skeleton that has been broken from the living coral colony and washed ashore. They know that the skeleton—the coral being really a mass of skeletons of polyps—is often white, and they may have seen, too, the red coral used for necklets and ornaments. "Could they dive into the ocean depths, or visit a reef, they would be amazed," writes A. Jackson, in that fascinating book "Seashore, Swamp and Bush." "They would see living coral in solid masses, in graceful tree-like sprays, in flat fan-like forms, sometimes pink, sometimes yellow, or green, brown or purple. One, the organ-pipe coral, has green polyps embedded in a crimson skeleton. These pretty things are very short-lived, but strangely enough the sea-anemone, which they resemble so closely, may reach the ripe old age of 60 years. The red coral of commerce comes from the Mediterranean, and there are also rich banks in Japanese waters, but the Japanese coral cannot vie with the European either in beauty or colour or form.

ROYAL FLEET AUXILIARIES CONDITIONS

Within the past few years conditions in the Royal Fleet Auxiliaries have steadily improved, and now that details of the new pension scheme have been promulgated there are few concerns that offer better terms.

The advantage of the Royal Fleet Auxiliaries pension scheme is that it is not contributory and, moreover, if an officer leaves for other sea employment he does not lose thereby but is entitled to take with him a gratuity which is regulated by his length of service.

One wise provision in the new rules is that officers can choose to participate in a widows' and children's pension scheme. This is more or less a novel departure from the usual company schemes and it will be widely welcomed,

for although the officer's actual pension may be reduced it is more than offset by the pensionable cover given to the wife or children even before the officer retires.

Altogether the R.F.A. pension scheme is a wise one, and the masters and officers of the R.F.A. are to be congratulated on receiving that security which alone will permit them to retire at 55 should they so desire.

A further improvement in R.F.A. conditions is the creation of a Commodore master rank, to which reference was made in the June issue of this journal. We are pleased to congratulate Captain S. G. Kent, O.B.E., on being the first to this important appointment.



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H.M.S. "TRUELOVE" IN ARCTIC EXERCISE

Operating within the Arctic Circle, her decks covered with ice and with spray freezing, the British fishery protection frigate, H.M.S. "True Love", took part with Norwegian forces in an exercise to test the defences of Harstad, Northern Norway.

The exercise was reminiscent of the Allied landing in this region near Narvik, 1940, in which the Commanding Officer of H.M.S. "True Love", Commander C. J. M. Eliot, R.N., and the organiser of the exercise, Captain Kleppe, Royal Norwegian Navy, took part. In an initial phase, 500 Norwegian troops landed from a sea transport which had been escorted to the area by H.M.S. "True Love" and the Norwegian destroyer "Trondheim," formerly H.M.S. "Crozier."

Norwegian defending forces under General Dahl, Commander-in-Chief, Northern Norway, including naval and air forces, infantry, Home Guard contingents,

and Police, opposed the landing but the "invaders" went ashore in thick snow in a ford as H.M.S. "True Love" created a diversion by bombarding in another ford.

Nevertheless the strong defences of Harstad remained intact.

The Exercise proceeded with blank ammunition, small bombs and thunder flashes giving it an eerie realism, heightened by a display by Nature of the Northern Lights.

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SPEAKING OF SHIPS

Melbourne police measures against cargo pilferers have proved so successful over the past year or so that the allowance for thefts has been reduced from 4d. a ton to 2½d.

The suggestion to form a co-operative organisation among Liverpool stevedores, to secure direct contracts as was established in London, only attracted 100 dockers out of 17,000 to discuss the matter.

The Cunard Line has ordered three 3,300-ton, 13-knot cargo motorships from Hamiltons of Port Glasgow to replace the 2,400 ton "Bactria" class on the Mediterranean service.

The 14,500-ton (d.w.) tanker which Trinidad Leaseholds Ltd. have ordered from the Blythwood Yard is to accommodate twelve passengers.

The North-East Coast Yacht Building Co. is building lightweight dinghies of resin-impregnated glass and plans to increase its output to ships' lifeboats.

Salvage operations started last year on the tin cargo of the steamer "Oronsa", sunk by enemy action off Bardsey Island in 1918.

The price of modern ships in the second-hand market continues to rise, "Liberty" ships being particularly popular.

A solicitor in a London police court complained that the Customs Department in the United Kingdom "had all the privileges." It could blackmail citizens and could make them pay a fine and then prosecute them, a right which no other prosecutor possesses.

The new Sugar Lines Ltd., to transport sugar in bulk, have ordered one ship from Scotts of Greenock, two from Hawthorn, Leslie and Co., two from Smith's Dock Co., and one from Cammell, Laird and Co.

Another attempt to salve the rumoured treasure in the wreck of the "Luisania" is to be made by the salvage steamer "Life-line," formerly a British Admiralty submarine lifter.



The Court of Inquiry into the loss of the New Zealand transport "Wahine" cleared the master and officer of the watch of all blame on account of an unusual set of the current.

The Government of Ceylon is considering means to establish a state or semi-state shipping company, but details, so far as we know, have not yet been decided.

The 1951 Transatlantic tourist traffic lasted with considerable strength well after the usual end of the season.

Scottish Ore Carriers Ltd. has been incorporated in Edinburgh with a capital of half-a-million pounds, prominent Scottish shipbuilders and shipowners being among the directors.

The Jugo-Slav Government Shipping Co. has acquired the

contract to carry all Egyptian cotton shipped to Mediterranean ports.

The second motor torpedo boat designed to be propelled by a combination of diesels and gas turbines, differing radically from the first, was launched late last year.

Japan is arranging to supply Brazil with new ships in exchange for rice, the price of both being well above international level.

With improved communications it is estimated that Kenya could, in a few years, export 100,000 tons of meat, 80,000 tons of timber, and vast quantities of fruit and vegetables.

The Irish Government is considering means of securing supplies of oil and petrol in an emergency, including the acquisition of tankers.

During the year 1950-51 the Coastguard and Coast Life-Saving Corps saved 68 lives, mostly with the rocket apparatus, against 54 in the previous twelve months.

Aluminium is recommended as the best material for the life-rafts which are to be carried by Norwegian ships in consequence of the recent loss of a motorship.

Strong representations have been made to the Finnish authorities to improve the training facilities now that the country has no sailing ships.

Although the Alberta (Canada) oil sands are reckoned to be the biggest known oil reserve in the world, it will cost some £36,000,000 to develop them.

ASSAULT LANDING CRAFT IN ACTION IN MALAYA

Two assault landing craft have joined the security forces engaged against Communist terrorists in Central Malaya. They are being used in the role of gun boats and they were shipped from Hong Kong in the Royal Fleet Auxiliary "Fort Constantine" to Kuantan.

These two craft, L.C.A. (F) 1195, manned by a Royal Marine Commando crew under Lieutenant J. Burton, R.M. and L.C.A. (F) 1662, manned by a Naval crew under Lieutenant H. J. J. Sampson, R.N., remained for four days at Kuantan to take stock of their requirements for a passage up the Pahang River and to investigate the navigational difficulties. Escorted by M.L.3509, they proceeded on the hundred mile voyage to Temerloh, their first main base.

Flat-bottomed and drawing only two feet of water, they are said to have been of great assistance to the ground forces, principally the Malay Regiment, and the King's African Rifles. They have had such success that they will be maintained indefinitely at Temerloh.

JAPANESE CAUGHT IN NEST HIDEOUT.

A message from the island of Guam reports the capture by native police on May 14 of two naked Japanese soldiers in a high jungle hideout on Saipan Island, north of Guam. The Japanese said they were members of the Red Circle Division which vainly sought to defend the island, which is in the Marianas Group, from the Americans in 1944. During their long hideout they had lived almost entirely on rats and dried land snails. They were taken to the Saipan Island Hospital for observation and eventual evacuation to their homes in Japan.

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REVIEWS

"John Newton : Slave-Trader,"
A Biography by Bernard Martin
—Published by Heinemann Ltd.,
London.

With the discovery of America, the taking and selling of slaves, which had hitherto, broadly speaking, been almost wholly confined to the more barbarous nations, took on a new impetus. Thus the African Slave Trade arose. Even British shipowners, who accounted it a "genteel employment," were not above running a slave ship or two. Engaged in this lucrative but nefarious trafficking in human beings was the "Shaw", a slaver hailing from the port of Bristol. It was under the command of Captain John Newton.

When the campaign against the African slave trade was begun

in England, one of the most convincing witnesses as to the abominations of the trade was this same John Newton. He had suffered a "twinge" of conscience and had now become the Reverend John Newton, a benign Church of England parson.

As the friend of William Wilberforce his first-hand evidence grandly vindicated and vitally strengthened the work in England of the Society for the Abolition of Slavery, directed by the famous English divine and anti-Slave Trade crusader and his many Quaker friends. The story of John Newton is the main theme of this book.

It is a remarkable story. Extracts from Newton's log give a clear idea of the barbarity of the trade.

One English African trader, the "Zong" began the passage from Africa to America with 440 slaves aboard, but owing to errors in navigation the voyage lasted longer than usual. Sixty slaves died and many more became so ill as to lose their market value. The Captain, seeing the heavy loss that would fall on his owners, threw the sick slaves—men and women—overboard, and claimed against the insurance underwriters for their full value. Finally, disturbed by what he had seen and heard, Captain Newton quit the sea, and, in his fortieth year was ordained.

Newton estimated that in his time a third of the slaves transported from Africa died in the passage to America. Of the 60,000 slaves carried each year in English ships alone, nearly 20,000 died at sea.

It is fine to recall it was the Royal Navy that, after the passing of the English Anti-Slavery Laws in 1824, ultimately did much to suppress this barbaric trade and sweep its abominations from history and the sea.

Radio Direction-Finding and Navigational aids—Published by H.M. Stationery Office, London, S.E.1.

This is a collection of papers translated from German reports captured in 1945, containing information of scientific value on the fundamental aspects of radio direction-finding and navigation generally. It comprises Radio Research Special Report No. 21. Magnetic Compass Deviation and Correction. By Captain W. Denn (149 pages, illustrated). Published by Brown, Son & Ferguson, Glasgow.

This is an authoritative work succeeding in its claim that it explains "as simply as possible all that is involved in the correction, adjustment and maintenance of magnetic compasses on board ships." It contains the full mathematical basis, taken from an Admiralty Compass Observatory publication, on which the practical aspect of the subject is founded.

CHIEF JUDGE ADVOCATE APPOINTED IN ROYAL AUSTRALIAN NAVY.

Captain (S) P. Perry, O.B.E., R.A.N., Director of the R.A.N. Supply and Secretariat Branch, had been appointed Chief Naval Judge Advocate of the Royal Australian Navy.

In announcing this in Canberra on May 29, the Minister for the Navy (the Hon. William McMahon) said that this post had only recently been created, and Captain Perry would be the first to fill it. His new duties would be combined with those of his present appointment.

Captain Perry is a barrister-at-law. He was attached for a period to the Naval Law Branch of the Admiralty and read in the chambers of the Deputy Judge Advocate of the Fleet.

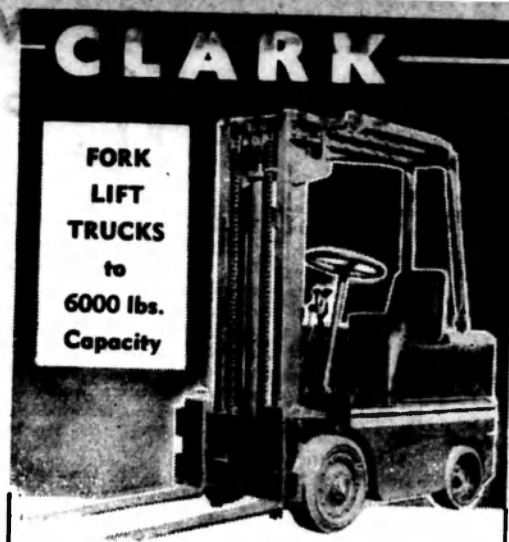
Among his new duties will be those of legal adviser to the Australian Naval Board on the administration of the Naval Discipline Act and on courts martial procedure.

Captain Perry, who was born at Oakley, Queensland, in February, 1903, joined the Royal Australian Navy as a paymaster cadet at the age of 18. He has served two terms as R.A.N. Naval Liaison Officer in London. The first was from 1937 until 1941 and the second from 1948 until early this year.

He served in the cruiser H.M.A.S. "Australia" in the Second World War, and, in her, was present at the Battle of the Coral Sea and the assaults on Guadalcanal, Cape Gloucester, Arawe and Hollandia.

He was awarded the O.B.E. for his part in those operations.

A keen all-round sportsman, Captain Perry has been a successful oarsman in Fleet regattas and has represented the R.A.N. at cricket, tennis, hockey, rugby and squash racquets and the Royal Navy at tennis and squash racquets. As a squash racquets player he is well-known in Victoria and reached the championship final in 1935.



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EX-NAVAL MEN'S Association of Australia



(Federal Council).

Readers of "The Navy" will be pleased to learn that more ex-members of the R.A.N. are taking a very active part in the commercial life of Australia. At the present time there are three such men, all members of the Ex-Naval Men's Association, appointed as Whaling Inspectors to cover the four Australian coastal Whaling Stations. These Inspectors carry out the functions of checkers, to ensure that the international regulations, which cover the killing and processing of whales, are fully observed by the participating crews.

Mr. Ken Coonan is the Commonwealth Whaling Inspector and is now stationed at Babbage Island (W.A.) base for the Australian Whaling Commission. Mr. H. B. Hatten has been appointed Inspector at Point Cloates (W.A.) for the North West Whaling Company for the current season. The third Inspector is Mr. P. Gardiner who is stationed at the Whale Industries' Base, situated at Tangalooma, on Moreton Island (Queensland). The Western Australian State Fisheries Inspector at Albany, (Mr. G. C. Jeffery) will act for the Cheyne Beach Whaling Company's station close to Albany, King George Sound.

Under the regulations governing the 1952 whaling catch, the Australian Whaling Commission and the North West Whaling Co. are each allowed to catch up to 600 whales: the Whale Industries Co. is allowed a maximum of 500 and the Cheyne Beach Station a total of only 10 whales for the season.

During the 1951 whaling season the two first named companies caught a total of 1,217 whales

and was rewarded with a return of over 9,000 tons of oil. Although world prices of whale oil have recently fallen, it is expected that sales of the new season's oil will fetch in the vicinity of £A110 per ton, which could be considered a fairly satisfactory return when taking into account the increase in production obtained from Antarctic whale oil for the season ended on 5th March, 1952.

A reply has been received from the Federal Government in response to the Federal Council's request for sympathetic consideration of ex Royal Naval personnel to be eligible to participate in the provisions of the War Service Homes Act. The Government is unable at this stage to make any alteration to the regulations to embrace such personnel who have since joined the Australian Forces.

Federal Council at its June meeting made an award of the Diploma of Merit to Mr. Alec C. Nichols of Queensland Section.

STATE NEWS.

Victoria. Combined metropolitan Sub-Sections are holding an Annual Smoke Night at the South Melbourne Town Hall, on Friday, 1st August. Further information can be obtained from the State Secretary, Mr. W. H. Sullivan, by ringing his office, MU4539. Mr. I. J. Stewart, of Melbourne Sub-Section has been appointed a Manager of one of the Sydney suburban Banks. Mr. D. N. Smith gave notice to the Latrobe Valley Sub-Section that he desired to resign from the office of local Hon. Secretary. Mr. W. J. (Bill) Greenwood, of Echuca, and a member of Footscray Sub-Section, recently called

at the Hon. Federal Secretary's office during a hurried visit to Sydney and Lithgow. Mr. Greenwood was keenly interested in the office procedure of Federal Council. Messrs. K. Mitchell, H. Thrush, and K. Ottrey have been elected by the North-Eastern Sub-Section to fill the positions of Hon. Secretary, Hon. Assist. Secretary and Hon. Treasurer. The two former members, together with Mr. J. Hewison, will become the Sub-Section's State Conference Delegates for this year.

N.S.W. The State Executive and Council have made tentative arrangements to hold the next State Conference at Sydney, on Friday, 31st January, 1953. The State Council intends visiting all its Sub-Sections in rotation; these visits will be made on the regular General Meeting nights of Sub-Sections.

South Australia. Metropolitan Sub-Sections are uniting their efforts in organising future social evenings and day picnics. The State Executive has granted Adelaide Sub-Section use of the clubrooms in the Naval Memorial House, Peel St., on alternate Mondays. This Sub-Section intends to hold Ship Nights to publicise the Association and to entertain ex-members of the past and present ships of the R.A.N. The remainder of the Sub-Sections in the State, Northern Suburbs, Port Pirie and Port Lincoln, continue to make very good progress along with the Port Adelaide Sub-Section which is the oldest established in the Southern State.

Western Australia. Owing to continued ill-health it has become expedient for the State President (Mr. Noel Murphy) to pass over

some of his official and social duties to his energetic State Vice-President, Mr. G. Hodge. This Association officer is ever willing to help the Executive and his services are greatly appreciated by the Councillors. Members of Fremantle Navy Club have been busy since the last H.M.A.S. "Perth" Re-union. Members of the Ships' companies of Her Majesty's Ships "Narvik" and "Zeebrugge" were entertained whilst at Fremantle. During the month of May the State President and his officers were again pleased to meet Mr. H. E. Ivey, a past State President of Victoria.

Mr. R. Parsons, of Goldfields Sub-Section, and a one-time member of the Heard Island Expedition, was present among the visitors to the Melbourne Sub-Section monthly meeting. Kalgoorlie has lost the services of two of its able officials, Messrs. G. Curran and J. Greenhorn, both of whom have taken up residence in the Fremantle district.

Queensland. This Section has sent an urgent telegram to Federal Council requesting a supply of badges for issue to the newly-created Ladies' Auxiliary, the members of which will assist the Section's Committee to raise funds, arrange visits to Repatriation Hospitals and generally help to provide additional social life and amenities amongst ex-Naval personnel in and around Brisbane and its suburbs. The Section recently recommended Mr. Alec C. Nichols, a Past State President, for the Association's Diploma of Merit. The Certificate has now come to hand and will be presented to Mr. Nichols by the Queensland President, Mr. G. M. Arber, on behalf of Federal Council.

Papua — N.G. The Section's officers and Committee have organised a Naval Ball, to take place in July. During the recent visit of H.M.A. Ships "Australia" and "Anzac" to Port Moresby an opportunity was taken to provide

several forms of entertainment:—sailing, tennis, golf, swimming, dances, car drives, etc., for the benefit of officers and ratings of both ships. Captain Hawley has been elected a Vice-President in the stead of Mr. R. C. Duff Jones, who has now left the Territory. Mr. Neil H. Nicklason, of Tasmania, recently returned South from Port Moresby but is retaining his membership in Papua Section.

A.C.T. The Section's President and his Executive are deeply concerned over the reluctance of some of their members to attend meetings in Canberra; no doubt the extreme cold and wet weather

may have something to do with the falling off in the numbers of members coming along to the regular monthly meetings, or perhaps the administrative heads of the various Commonwealth Government Departments are keeping them too busy?

Tasmania. This Association, which is affiliated with the Federal Council, still maintains its branches at Hobart, Launceston, Devonport and Burnie. The State Executive has the responsibility of administering the Constitution in the Southernmost State of the Commonwealth, and collects branch capitation fees to forward to the Federal Body.

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KEEL LAID OF WORLD'S FIRST ATOMIC SUBMARINE.

The most significant event of the past month, if not of the year, was the laying of the keel, by President Truman on June 14, of the world's first atomic submarine, the "Nautilus".

The ceremony took place at Groton, Connecticut, U.S.A. With the atomic engine "nearly complete," the United States had solved the problem of harnessing atomic power to serve mankind, President Truman said.

He described the "Nautilus" as the forerunner of atom-powered merchant ships, aircraft and plants that would produce electricity for factories, farms and homes.

"I wish I could convey," he said, "what a tremendous and wonderful thing has been accomplished. The military significance of the atomic submarine would be tremendous, but its peacetime significance was even more breathtaking."

President Truman gave these facts about the "Nautilus": She will be able to stay under water indefinitely.

Her atomic engine will permit her to be completely free of the earth's atmosphere. She will not even require a breathing tube to the surface.

A few pounds of uranium will give her ample fuel to travel thousands of miles at top speed.

She will move under water at a speed of more than 20 knots.

She will cost 40 million dollars (£18,000,000).

But President Truman warned against any misunderstanding that simpler and cheaper power plants were imminent. "Widespread use of atomic power is still years away," he concluded.



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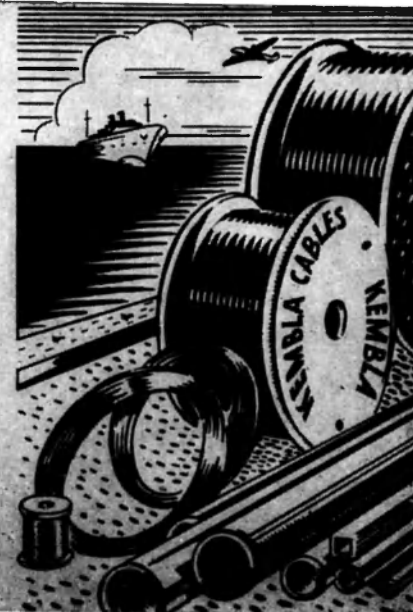
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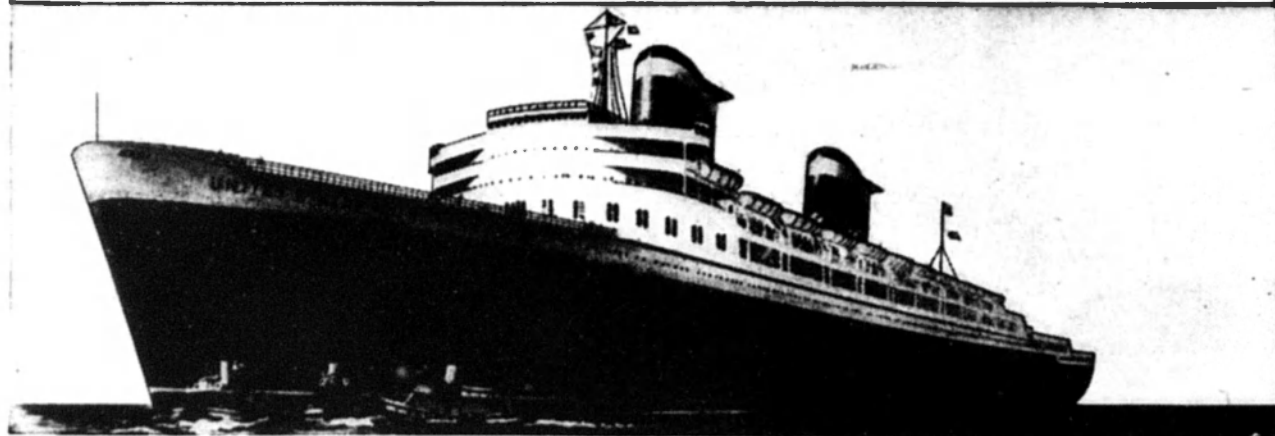
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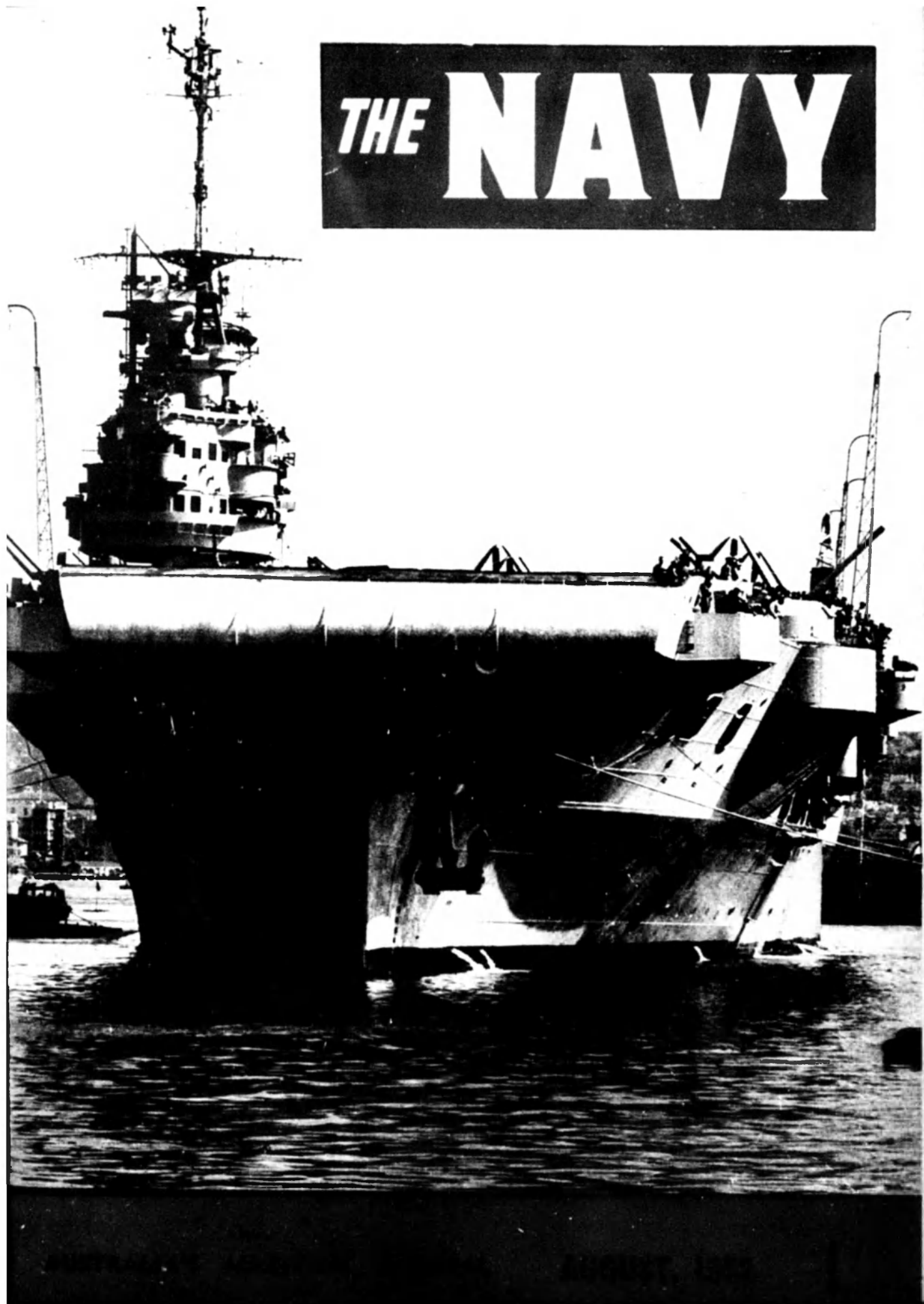
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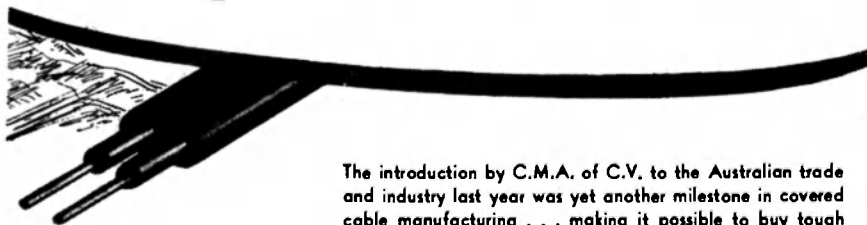
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THE ALLIED MEDITERRANEAN COMMAND.

Mr. Churchill's diplomatic handling of the problems in regard to the various commands under N.A.T.O. and in the Mediterranean, reflects the desires of Britain to resolve the differences in an impartial and realistic way. Reason and a mutual camaraderie are on the side of ultimate understandings that will, as ever in the past, be acceptable to each and all concerned.

The question of the command of Naval forces in the Mediterranean was discussed in London when Admiral William Fechteler, United States Chief of Naval Operations, met British Chiefs of Staff at the Ministry of Defence early in May. The British representatives included Admiral Sir Rhoderick McGrigor, G.C.B., D.S.O., First Sea Lord. Later Admiral Fechteler was entertained at luncheon by the First Lord of the Admiralty the Right Honourable J. P. L. Thomas, M.P., at which the Minister of Defence, Viscount Alexander, was present.

When he arrived in London Admiral Fechteler stated in reply to a question that there were differences between the United States and British views on the question of command.

"The Times" of London at this time commented: "It is believed that in the United States' view Naval forces in the Mediterranean should be placed under command of the Southern Group of Supreme Headquarters, which at present has under command the land forces of Italy, Greece, and Turkey, and the United States 6th Fleet. The Southern Group is commanded by the United States Admiral Carney. The British and French Mediterranean Fleets and Greek and Turkish Navies are not included in this command."

"British representatives are very ready to admit the need for sea defence on the southern flank of Europe, but do not consider that the whole of the Naval forces in the Mediterranean would be required for this purpose, and in view of the strategic importance of east-west communications through the Mediterranean are believed to take the view that a separate Naval command should be established responsible to the Standing Group in Washington."

When he returned to Washington, Admiral Fechteler said the talks had been "with perfect freedom of expression, with full cordiality, and absolutely no cancan." Admiral Fechteler emphasized that he had gone to London with no authority to enter into any definite commitments. The differences of opinion between Britain and America on whether it should be a British or a United

States officer who held the Mediterranean command must, he added, be resolved, but he did not consider it a matter of urgency.

In reply to a question in the British House of Commons when the talks were taking place, Mr. Churchill said: "There is as yet no divergence of view between Governments. Discussions are proceeding between the respective military staffs; and I do not think it would be helpful now to disclose publicly the difference of principle that have arisen, since they may yet be composed. I may say, however, that the point at issue at this stage concerns the chain of command, and not the nationality of the commander. That no doubt is a matter we shall come to later."

Apparently the discussions are proceeding on a staff level and may amicably end the whole matter. If they do not then, as Mr. Churchill has pointed out, the Governments will be drawn in and other decisions will have to be taken.

THE BRITISH ATOMIC WEAPON TESTS.

Something very like a military operation, but one minus a combat enemy, is being organised on the north-west coasts of Australia. Service authorities would no doubt describe the operation as the most important military experiment in Australian history. The over-riding fact is that the testing time of the British atomic weapon is approaching its grand climacteric.

The following announcement was made from 10 Downing Street, the British Prime Minister's official residence, on May 14: "The test of the United Kingdom atomic weapon on will be carried out at the Monte Bello Islands, off the north-west coasts of Australia, as a joint operation involving the three fighting services and the Ministry of Supply. The Australian Government and fighting services are closely co-operating. The operation will be under the command of Rear-Admiral A. D. Torlesse, D.S.O., and the test will be under the scientific direction of Dr. W. G. Penney, O.B.E., F.R.S., of the Ministry of Supply."

"Besides H.M.S. 'Zeebrugge' and 'Narvik', which have already sailed carrying a detachment of Royal Engineers and stores, the special squadron will consist of H.M.S. 'Campania' (flag ship), 'Tracker', and 'Plym'. These latter ships are being specially fitted to transport the scientific staff and test equipment, and are expected to sail (from U.K.) in about two months' time."

"Units of the Royal Australian Navy and Royal Australian Air Force will work with the special squadron in Australian waters."

Thus, as will be seen, the "Campania" and her two companion ships have already sailed, (the "Tracker" on June 9) and should by now be near

their destination, if they have not ere now arrived there. H.M.S. "Campania" is an escort ferry carrier. She was used, it will be recalled, as a travelling exhibition for the Festival of Britain. H.M.S. "Plym" is a frigate of 1,370 tons, and H.M.S. "Tracker" is a tank landing craft similar to the "Zeebrugge" and "Narvik."

The Monte Bello Islands and the adjacent Barrow Island, 80 miles north of Onslow, on the north-west coast of Western Australia, and Rowley Shoals, 200 miles to the north, and territorial waters thereabouts were recently declared prohibited areas.

Altogether the test-site zone comprises about 5,000 square miles and the Australian Department of Civil Aviation has banned flying over the islands and a great triangular area of the mainland extending from a base line drawn between Broome and Onslow, on the coast opposite the Monte Bello Islands, to Woomera, the firing range for experimental rocket projectiles.

Referring to the arrangements for the test of the United Kingdom atomic weapon, the British Prime Minister stated recently that he could not hold out any expectation that Parliamentary observers would be able to attend, but "suitable information" would be published after the test. An assurance was given that the area contained no aboriginal population that could be exposed to danger from an explosion; and the range was so far from centres of Australian population that such radioactive material as might drift from the site would be of negligible activity before it reached the cities. There would be little danger of rain precipitating radioactive dust particles, because the rainfall in central Australia was light and accurately predictable.

The first series of tests of atomic bombs on a number of American and enemy warships was conducted by the United States Navy, Army, and Air Force in the Pacific area in 1947. Since then a large number of "routine experiments and tests of atomic weapons" have been carried out by the United States Atomic Energy Commission, the latest reported—the twenty-eighth by the Americans—being with a "medium size" bomb which was exploded over the Nevada desert on May 1 of this year.

Rear-Admiral Torlesse commanded the British light fleet aircraft-carrier "Triumph," which served for three months off Korea during 1950. Later he was appointed to the British Admiralty for temporary duty with the Deputy Chief of Naval Staff.

Britain and the British Commonwealth will await with intense interest the results of these vitally important and potentially history-making experiments and tests of atomic weapons.

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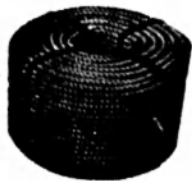
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By a Special Correspondent.

Spread out on the floor was a large piece of plain brown linoleum divided into squares. Lying on it were several small models of grey painted ships. Because the floor was in a building in a big naval establishment it would have been a fair guess that the ships and the squares had something to do with naval war.

And the guess would have been correct. Although the floor looked as if it had been prepared for a children's game, it really had a much more serious purpose than that. It was the tactical floor in the tactical section of the torpedo-anti-submarine school at H.M.A.S. "Rushcutter," Rushcutter Bay, Sydney.

Standing or sitting round it, some of them hidden from view in curtained cubicles, officers of the Royal Navy who were on exchange duty or on loan, would soon be learning how to escort convoys in time of hostilities and how to protect them from attacks by submarines. They would learn in the next best way possible to experiencing the real thing — by facing up to problems with which they might be confronted and dealing with them as they were met. True, the problems would merely be simulated and be presented on a linoleum-covered floor, but they would be virtually the same problems as those that would be encountered on, over and under the broad surface of the sea.

The only difference would be that, under real conditions, a mistake might involve the issue between life and death and the loss of fine ships and valuable cargoes; under simulated conditions, within the four walls of a building, a man who made a mistake would lose merely some of the pride he formerly held in his skill as a tactician and be able to indulge in the

somewhat unsatisfying luxury of self-recrimination which, nevertheless, is better than the recrimination of other people.

He would be consoled, of course, by the fact that he could learn from his mistake and thus avoid again falling into error.

The task of escorting convoys has, in the past, always been onerous enough, as readers of Nicholas Monsarrat's currently popular novel "The Cruel Sea" will have realised. Ericson, the principal character in the novel, by the way, as readers will remember, played games on a tactical floor when he was doing a tactical course for commanding officers.

But the improvement in efficiency since the Second World War of the fast, long-range, long-submersible submarine will cause escort force commanders of the future, and officers serving under them in escort ships, many more anxious moments than most of their predecessors ever had.

That is why modern navies are devoting so much time and attention towards fitting themselves to engage in intensive anti-submarine warfare; why new anti-submarine tactics have been introduced; and why the use of tactical floors, on which these principles are demonstrated and taught, has been developed.

It is a fascinating experience to watch a tactical game being played upon a tactical floor and to take part in all the tenseness and subdued excitement that accompany it. Sometimes a game will last as long as two days, and during that period the interest never wanes. A tactical game is actually a battle of wits, the contenders being the captains of the "enemy" submarines which are brought into play, the escort force commander, his staff officers and communica-

tion personnel, the commanding officers of the individual ships and the elements of chance, represented by numbers drawn from a canvas bag, richly inscribed in Old English type "Ye Lucke Dippe."

A game begins by the control officer in charge—to save time we shall call him in service usage by his initialled title of C.O.I.C.—giving the participating officers a brief introductory talk. In this, he tells them how many ships there are in the convoy involved in the game, how many warships there are in the escort force, what kind of warships they are and for what part of the world the convoy is bound. This latter information will, to some extent, determine the scale, for this particular game, of the squares drawn on the floor.

He also tells them the position of the convoy and its course and speed, and any other pertinent facts, such as the weather conditions, and so on.

The talk having ended, the officers taking part retire into the cubicles—the officers of the convoy and escort force being separated from the officers of the submarines and having no communication of any sort with them.

But the escort force commander, from his curtained cubicle, maintains constant communication with the commanding officers of the individual escort ships—also in their cubicles—by means of telephone, just as he would by radio-telephone if he were isolated from them by stretches of sea. As he gives his orders and his ships alter course, their tracks are plotted in the cubicles in the same way that they would be plotted in a vessel under way.

Everything being ready to begin, the C.O.I.C. passes a chit of paper through to the commander of the escort force informing him of



Able-Seaman R. Hopkirk shows 18-year-old National Service trainee Harry Lartin, of Newcastle, how to sling a hammock at Balmoral Naval Depot, when 160 youths recently entered the Navy for 128 days' training.

some occurrence which will bring the escort force and the "enemy" into opposition against each other. He might say that one or more submarines are patrolling so many miles away on a certain bearing from the convoy or that one or more have been detected in the vicinity and are probably about to attack.

The escort force commander then decides what action he shall take and issues orders under which the other officers in their respective cubicles do precisely similar things to those that they would do at sea. In the meantime the C.O.I.C. has been told by the

commander what he intends to do; the movement of the convoy and escort force, or of individual ships, is marked in coloured chalk on the floor. The models of the ships are also transferred to new positions.

In the meantime the commanders of the "enemy" submarines have been given information upon which they will act within the capabilities of their equipment. They try to overcome the escort force so that, having gained favourable attacking positions, they can fire their torpedoes into the convoy and sink as many ships as possible.

The moves that they decide to

make are also plotted in chalk on the tactical floor under the direction of the C.O.I.C. And so the battle proceeds.

But it does not proceed without interruption. From time to time the element of chance or unexpected happenings intrudes through the medium of the numbers drawn from "Ye Lucky Dippe." Each number is referred to a table of probabilities which has been calculated from statistics and, which experience has proved, gives very fair and practical results.

A particular number might indicate, for instance, that one or two, or perhaps more, of the ships in the convoy have been sunk by torpedoes or that a submarine has raised its periscope to take more accurate observations and withdrawn it without being seen, thus producing a mark against the escort force commander for having missed a chance to detect it.

Many other variations can be introduced by the drawing of numbers either to help or hinder the escort force commander in guarding the precious ships and cargoes that have been placed under his watchful care.

Always in his mind, however, must be the thought that he must not only get the convoy through to its destination on time but that he must get it there safely. That being so, he must exercise just as much thought while playing a game on the floor as he would if he were playing a game of grim reality. Failure to do so, or a tendency to be reckless and to "have a crack at it" merely because the whole business is imaginary, will result only in more marks being piled up against him.

It will thus be seen that a game played out on a floor can have very practical consequences and that it can give naval officers valuable experience in anti-submarine technique. Drake played his game of bowls and beat the Spaniards, too. Modern Drakes play a much less ancient game, more closely associated with beating the enemy than his was.

NATO NAVY IS BUILDING A TRADITION

WHAT EXERCISE "CASTANETS" HAS REVEALED.

Exercises to test under war-time conditions the armed forces of the nations of the North Atlantic Pact are occurring with increasing frequency and demonstrate a rapidly-growing and closely welded strength. Latest in the series—a maritime exercise—"Castanets," which has just finished was the largest held since the war with nine N.A.T.O. nations participating.

L.P.S. naval correspondent, who spent eight days at sea in a destroyer writes his impressions.

In this latest international naval exercise it was assumed that war had broken out three months previously; that the enemy's land forces had advanced to the West German frontier except on the north-east coast, where their armies held Terschelling.

To the navies of the Western Powers fell the task of keeping open the trade lanes so that the vital reinforcements and supplies for sustaining the war could arrive. The enemy had at his command many powerful weapons, primarily the mine, which unless dealt with speedily chokes you; the submarine, the traditional enemy of the merchant service; E-boats, which proved their worth in the last war; strike aircraft, both carrier and land based, carrying torpedoes, rockets and bombs; surface raiders of the type of the "Bismarck," and, in addition, the "surprise" weapons such as "Progmenn," one-man submarines, etc.

Here then was the test: could the maritime nations keep their sea-lanes open; would the Atlantic remain tenable to ocean shipping; would the terminals be blocked; would the Commonwealth life-line function; would Britain and Western Europe be able to use their seas and harbours?

For months now the N.A.T.O. planning staffs have been facing this problem. The building programmes have been adjusted to meet it. Many fast anti-submarine frigates have been constructed or destroyers converted; the scientists have supplied many ingenious devices for both the ship and the

plane to hunt the enemy.

Then in the words of the Allied Commander in Chief, Channel, Admiral of the Fleet, Sir Arthur Power, a milestone was reached in Western defence and it was time for a test. "Castanets" was, however, different from previous exercises. For the first time the three air commands, Coastal, Channel and Eastern Atlantic, and two sea commands, Channel and Eastern Atlantic, were jointly exercised. And one further significant development: this time the naval forces were mixed. Previously, it is true, a Dutch squadron of minesweepers had operated with a British squadron; but this time, for example, four ships acting as a unit contained three nationalities. This trend will continue, for not only was it tried out in "Castanets" but it worked, too. In this way a common doctrine will be built up.

What did the exercise reveal?

Sir Arthur Power says that although it is too early to have a detailed analysis, nevertheless the preliminary assessment shows that the Western European navies are working on the right lines and "that we shan't need to alter course, but can go right ahead."

Job of defence is to redispense forces before grievous injury has been inflicted by the enemy. Each maritime threat needs a redistribution of this kind because there never are enough forces to meet all threats and so risks have to be taken. In "Castanets" these redispersions worked well. The new anti-submarine vessels demonstrat-

ed a high standard of efficiency. Ports were kept open and sea-lanes remained safe for shipping due to unceasing work by 70 minesweepers and 45 destroyers and escort vessels. In the air a total of 1,575 flying hours resulted in 162 sorties being made on anti-submarine work, and ten against sea raiders. As a result, 51 submarines were sighted and 34 attacked as well as 91 enemy surface vessels including E-boats. These aircraft operating from N.A.T.O. bases in England and the Continent included the most modern types. Already there exists between the British naval and air forces a first-class liaison, and Air Marshal Sir Alick Stevens, the Allied Air Maritime Commander-in-Chief, told me that he intended to perfect a similar liaison between the Continental air forces under his command and the naval forces.

Throughout the exercise reports were issued of attacks made by the enemy, of casualties and successes by both sides. It is not possible here to give a complete picture of the hundred and one incidents, major and minor, which characterised the war at sea. For the forces of both sides were disposed over half a million square miles. But in order to gain a first-hand impression of this important operation I spent eight days in the destroyer "Zodiac," a 1,700-ton ship of the "Zambesi" class with a main armament of 4.5-inch guns and 21-inch torpedo tubes and a maximum speed of 35 knots. She had the job which has so often fallen to the lot of a British destroyer—escorting convoys around the dangerous East coast to Scottish waters. A word about the convoy: since it was not possible to disrupt merchant shipping, a strange miscellany of ships assembled off Sheerness to await our protection. They included boom defence vessels, water boats, oilers, submarine tenders, motor fishing vessels and



H.M. Submarine "Telemachus" pulls out from the jetty at Balmoral Naval Depot on 25th July on her way to Singapore for refit. The submarine first left on 3rd June, but was recalled.

some that almost defied description. They had one thing in common—they all seemed strangers to the 100 fathom line. Thus we sailed with the destroyer "Crispin" as additional escort, with a speed of seven knots for Rosyth in Scotland with a carefully selected route through enemy minefields and with enemy reports of E-boats and submarines to remind us that we should have to exercise vigilance throughout the 24 hours of each day.

We took up station in front of the convoy and at a speed of some ten knots we carried out a zig-zag. To aid the officers on the bridge, our powerful radar set was sweeping the surface of the sea and at an angle of elevation to give warning at 35 miles distant of approaching ships or aircraft. The Asdic

set—so much developed in the last war—was "pinging" regularly, looking for that right echo that would denote a submarine. All information was registered on a mechanical "plot" just below the bridge and a constant flow of information was sent up to the Officer of the Watch. Once a craft—on or below the water—was sighted by these devices her speed and course were plotted and the information rushed to the bridge.

With us on board was Kaptein-loytmant M. Frihagen, of the Royal Norwegian Navy. A veteran of convoy work, having spent five years in the last war in a British destroyer flying the Norwegian flag, he joined "Zodiac" to gain up-to-date experience of British convoy working.

On the second day out, in the North Sea, we had our first air attack. Six Firebrand aircraft swooped to mast level to deliver a rocket attack. They made two runs at the convoy, pressing home their attack with great vigour. Actions of this nature are difficult to adjudicate since our guns could not, of course, open fire and so deter the pilots.

Just before midnight on the same day a radar contact revealed a submarine on the surface five miles distant. Increasing speed we closed, firing a star shell at 4,000 yards to show that we had spotted her. She crash-dived and for the next hour we pursued her under the water with our Asdic.

This was the first of many submarine attacks which were to be made.

The pace increased as the exercise continued. We left the convoy to attack a surface raider. We fought off air marauders. We left one convoy to join another. We had carried out a rendezvous with the Norwegian escort vessel "Balder," with the aircraft-carriers "Implacable" and "Indefatigable." And finally by Sunday we had steamed several hundreds of miles and we were within the sanctuary of the Firth of Forth. Here a truly international scene was apparent. Sweeping the channel for us to enter was a French flotilla of minesweepers; at anchor just below the Firth of Forth bridge was the 18,000-ton Dutch carrier "Karl Doorman." Close to her was the Flagship of the British Fleet, the "Vanguard." Nearby was a Norwegian submarine.

The following day we put to sea to counter once again the attempts of the enemy to destroy our supplies. We did not have long to wait. Within a few hours the leading ship in the convoy had been torpedoed. Creeping within our net unnoticed the submarine fired a green grenade from about 100 feet under the water. This surfaced just by the merchant ship which was carrying "The Commodore." A bull's eye. So the battle continued until Thursday morning.

Obviously it is quite impossible in many such cases to work out who was successful—the killer or the hunted. But the aim of the exercise—to let these integrated N.A.T.O. forces have the opportunity of testing their efficiency—was certainly achieved.

Were any serious deficiencies revealed? A shortage of minesweepers was apparent, but that fact was known before the exercise began, and a building programme is in hand. And about that Sir Arthur Power said to me: "It's nothing new. Nelson was short of frigates . . . Beatty of destroyers . . . Cunningham of ancillary vessels." More important than the building of more minesweepers is the fact that this N.A.T.O. Navy

ROYAL RESEARCH SHIP "DISCOVERY II" RECOMMISSIONED

The National Oceanographic Council's research ship R.R.S. "Discovery II," which returned from the Antarctic last December, has been refitting at Plymouth and is now (May, 1952) again ready for sea. During the forthcoming commission the ship will be based at Plymouth and will work in the Atlantic.

The first research cruise of the one programme is planned to last about one month. Measurements are to be made with a view to improving the knowledge of the basic processes by which energy is transferred from the atmosphere to the ocean and to promote a better understanding of the variations in ocean currents and other water movements.

It is remarkable that after so many years of careful investigation new information can be obtained about waves, but the application of modern methods of physical research is opening up a new field of investigation with results that are likely to have considerable practical value to shipping and coastal engineers. One of the objects of the "Discovery's" first voyage on this occasion is to improve the methods of recording waves from a ship. In addition to one or two well tried methods, which involve setting out fairly elaborate apparatus, experiments will be made with wave recorders fitted in the ship's side below the water line, designed by the scientists and engineers of the National Institute of Oceanography and made in the British Admiralty's workshops. Incidentally, the purpose and work of the National Insti-

tute of Oceanography, which is governed by the Royal National Oceanographic Council, is obtained in the May, 1951, issue of this journal.

An interesting discovery made by the use of this new wave-analyser (referred to in the foregoing paragraph) is that the waves on Britain's western seaboard are a combination of waves made by the local wind with swell from one or more distant storms, and if the North Atlantic Ocean is relatively calm it is often possible to detect a small swell component produced by storms as far away as Cape Horn.

Another of the aims in view is to study the physical, chemical, and biological processes which make one part of the ocean more productive than another, and since the "Discovery II" will be working in an area extending westward from the approaches to the English Channel, which is of particular interest to the Marine Biological Association of the United Kingdom (which has its laboratories at Plymouth), the ship will carry two of the Plymouth scientists: Dr. L. H. N. Cooper, B.Sc., F.R.I.C., and Mr. F. A. J. Armstrong. They are particularly interested in the regeneration of nutrient substances in the sea from the decay of the small drifting marine plants and animals which form the hulk of the life of the oceans. The necessary water samples will be taken at all depths down to the bottom of the ocean and the analyses completed as far as possible in the ship's laboratory.

The officers and crew of the "Discovery II" number 41. The Commanding Officer is Commander John Blackburn, D.S.C., R.N., Ret. There is accommodation for ten scientists under the supervision of the Director of the National Institute of Oceanography, Dr. D. E. R. Deacon.

—the first in history—is building a tradition. It was tradition that awarded the prize of victory to Admirals such as Sir Arthur named—despite shortages.

R.A.N. ARRANGES VACATION

N.S. TRAINING PERIODS FOR STUDENTS.

The Minister for the Navy (the Hon. William McMahon) announced on June 11 that, from next year, full-time University students and technical school students who were also apprentices would be able to do national service training in the Royal Australian Navy in their long vacation periods. That would prevent interruption to their studies.

Beginning in 1953, the date of the first semi-annual call-up for national service initial training in each year would be altered from the first Monday in February to the second Monday in January. In 1953 the date would be January 12th.

All trainees of that particular call-up, whether students or not, would join their national service training establishment on that date. The establishments would be H.M.A.S. "Penguin" at Balmoral (Sydney), for seamen, engineroom and medical trainees from New South Wales and Queensland; H.M.A.S. "Cerberus," otherwise Flinders Naval Depot, Crib Point (Victoria), for all trainees from Victoria, Tasmania and South Australia, and for those in the

electrical, communications, supply and artisan branches from all States; and H.M.A.S. "Leeuwin" at Fremantle, for seaman and engineroom trainees from Western Australia.

No students would join the second call-up, which would still take place on the first Monday in August each year.

In the first year of their call-up, students would do 75 days' initial training and then resume their studies. The 75 days would include four weeks at sea. Other trainees would complete 124 days' training in their first year.

In four subsequent and consecutive years students would do one 26-day and three 25-day periods of annual continuous training, making, with the initial 75 days, a total of 176 days. Those training periods would fall in the students' vacations within the first three months of the year.

Non-student trainees, having completed their 124 days' initial training in their first year of call-up, would do the remaining 52 days of their liability in four annual continuous periods of 13 days each.

JOINT NAVAL EXERCISES IN INDIAN OCEAN.

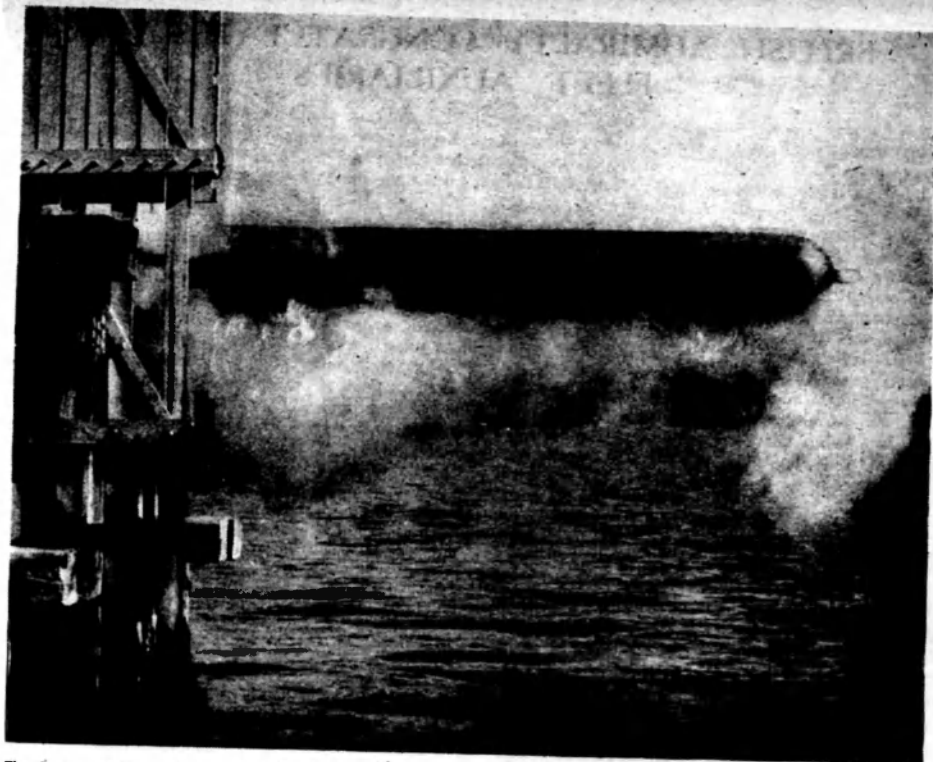
The recent joint exercises in the Indian Ocean for ships of the Royal Navy, Indian Navy, Royal Pakistan Navy and Royal Ceylon Navy ended with the departure from Trincomalee, Ceylon, of the Indian and Pakistan Squadrons and of H. Ceylon ship "Vijaya" after a successful period of team work.

After a two-day period of harbour drills and evolutions, ships were continuously at sea for three days, during which day and night manoeuvres, A.A. firings, A.S. exercises and live torpedo firings were carried out.

All ships also combined for a twelve-hour tactical exercise, involving the defence of a convoy escorted by frigates and a cruiser and destroyer covering force against attacks by two cruisers and commerce raiders; Royal Air Force aircraft and flying boats also played a prominent part in the defence. The exercise provided realistic opportunities for all participants to carry out their proper war functions.

While in harbour, a full programme of inter-navy sporting events took place, in which great keenness and enthusiasm was shown. A farewell dinner party to Flag and Commanding Officers and the Air Officer Commanding, Ceylon, and their staffs was given by the Commander-in-Chief, East Indies (Vice-Admiral Sir Geoffrey Oliver, K.C.B., D.S.O.), at Admiralty House, during which a personnel message of greetings and good wishes from all present was despatched to the First Sea Lord (Admiral Sir Rhoderick McGrigor, G.C.B., D.S.O.), who suitably replied.

Most satisfactory progress was made in this, the second annual joint exercise period, in welding together into a single team the Commonwealth Forces taking part.



The first Australian-made torpedo being fired at the R.A.N. Range at Pittwater recently during a test of the torpedo's mechanism. The missile, which is worth between four and five thousand pounds, was recovered by an R.A.N. launch from the water after the test.

H.M.S. "CONCORD" HIT BY 75 MM SHELL.

The death in action during operations off Korea of two ratings serving in H.M.S. "Concord" (first reported on April 25) was due to a hit by a 75 mm shell.

H.M.S. "Concord" (Commander C. P. Mills, R.N.) came under heavy fire from shore batteries in the Songjin area while bombarding road and rail communications on the East Coast of Korea. The shell hit one of the destroyer's gun positions causing the two fatal casualties. Little structural damage was suffered by the ship, which returned the enemy fire and resumed her patrol.

Before this incident, H.M.S. "Concord" had for several days been attacking batteries at Chongjin.

The destroyer captured five enemy junks, and fired one which attempted to escape.

The enemy had stepped up his coastal defence armament in an attempt to protect his supply lines which were harassed night and day by United Nations warships, also including H.M.S. "Constance" and H.M.S. "Cossack" and the Australian destroyers "Warramunga" and "Bataan."

The "Concord" has steamed 80,000 miles (that is, up to May, 1952) since she first went to the Korean theatre of operations in

September, 1950, and in fifteen months spent in the war zone she has been at sea for nearly 300 days.

FEW FATALITIES ON AUSTRALIAN AIRLINES.

There were only 2.73 passenger fatalities for each one hundred million passenger miles flown on Australian airlines in 1950, reports the Department of Civil Aviation. This compares with a fatality rate of 4.20 for each one hundred million passenger miles flown in 1949. The Australian airlines have reason to be proud of this fine attainment.

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BRITISH ADMIRALTY CONGRATULATES THE FLEET AUXILIARIES

A message of congratulation has been sent by the British Admiralty to Captain F. A. Shaw, Master of the Royal Fleet Auxiliary Tanker "Wave Chief," recently returned from Korean waters, where she supplied fuel to ships of the United Nations. In the course of 66 oiling at sea operations she pumped 37,000 tons of oil and aviation spirit into ships of the Royal Navy, the Royal Canadian Navy, the Royal New Zealand Navy, the United States Navy, and the Royal Netherlands Navy.

The "Wave Chief" is only one of the Blue Ensign ships which have been fuelling, arming, clothing, and feeding the United Nations fleets in the Far East. Of some 70 Fleet Auxiliaries operated by the British Admiralty, about one-third have contributed to the war effort in the Far Eastern theatre, including the carriage of fuel and other military stores to

the East and the distribution of these stores in the Korean zone of operations. Altogether some 90,000 tons of fuel have been transferred to ships in port.

Fuelling at sea operations, involving the passing of fuel hose from ship to ship while they steam at from 12 to 15 knots, are carried out with the competitive spirit of sporting events. Ship's companies are still trying to beat the record set up by the "Wave Knight" and the Royal Canadian destroyer "Athabaskan." In 105 seconds from shooting the pilot line, the pumping of fuel began. Owing to the smallness of the Royal Fleet Auxiliary ships' companies, cooks and stewards are called upon to assist in fuelling operations, and it is all hands to the fuel lines. While fuelling operations are in progress stores and ever-welcome mail are transferred from the Auxiliaries to the warships.

The Royal Fleet Auxiliaries are generally manned by British Merchant seamen, but in some ships there are Chinese and other Asiatics in the crew. Of the 11,000-ton R.F.A. tankers, the "Wave Prince" (Captain H. F. Colbourne) and "Wave Sovereign" (Captain F. C. Holt) are at present supporting the Fleet in Korean waters. "Fort Charlotte" (Captain D. B. C. Ralph, O.B.E., D.S.C.) is store and victualling ship based on Japan, and the "Fort Rosalie" (Captain S. C. Kernick) is engaged in supplying ammunition to ships engaged in the Korean war. The hospital ship "Maine" (Captain W. W. Riddle), another Royal Fleet Auxiliary, was the only hospital ship immediately available in the Far East during the early stages of the Korean war, and was used to bring back United Nations sick and wounded.



An old Spitfire aircraft was soaked with oil and petrol and set alight in a demonstration of fire-fighting equipment at the Naval-Air Display at H.M.A.S. "Albatross," Nowra, recently. Men in asbestos suits "rescued" the dummy pilot, and the fire was extinguished with foam.

The Navy



MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

SALVAGE OF ALLIED SHIPS.

A report from Genoa recently said that five Allied merchant ships which were carrying planes, tanks and explosives when they were sunk by enemy action off the North African coast during World War II, are to be salvaged by an Italian operator, Luigi Venturi. The operation is estimated to take three or four years.

SHIP SINKS, CREW ADRIFT.

The Argentinian coastal steamer "Lucha IV", on June 13, sank off Penguin Island, 550 miles north of Cape Horn. Survivors of the ship's crew of 18 took to the lifeboats, but a search ship apparently failed to pick them up because of stormy weather and when last heard of they were still adrift.

FIVE PICKED UP BUT THREE DIE.

The United States freighter "American Miller" on June 14 picked up from the sea five of eight people from a British aircraft which had crashed in the English Channel, 18 miles south of Brighton. Three of the five died after being rescued.

BOILER EXPLODES ON FREIGHTER: SIX KILLED.

When a boiler exploded on the Argentinian freighter "Rio de Santa Cruz" (4,900 tons) in the Gulf of San Jorge recently, six of the crew were killed and several others injured.

CAPTAIN COOK RELIC.

A telescope used by Captain Cook during the voyage of the "Endeavour" in 1769 in his discovery of eastern Australia was recently offered for sale to the Australian and New Zealand Governments by the British singer, Edythe Kinch. It is said that her uncle, the original owner, refused £1,000 for it in 1933. It is not known whether the Governments concerned have considered the offer.

"MORINDA" SOLD AT BARGAIN PRICE.

The Burns Philp steamer "Morinda" was on June 18 sold at auction in Sydney for £3,100—less than £2 a ton. The new owner, Mr. S. P. Bell, proprietor of the Henderson Tripps Shipping Company, with headquarters in Manila, Philippines, said after the sale that if he could secure the approval of the Australian Government, the "Morinda" would be towed to Japan to be broken up and sold as scrap. For 38 years, almost all its life and practically without a break, the "Morinda" traded between Sydney, the Solomon Islands, Lord Howe Island, Norfolk Island, the New Hebrides, and New Guinea.

SHIP SINKS OFF CHANNEL ISLANDS.

The Belgian ship "Mahenge," 7,547 tons, sank off the Channel Islands after a collision with the French Government vessel, "Granville," early on the morn-

ing of June 30, according to reports by the Netherlands News-agency, which picked up radio signals from the vessels concerned. A third ship rescued the crew of the "Mahenge" and there were no casualties. Dense fog covered parts of the English Channel at the time and more than 40 ships had to use their radar to navigate. Other vessels were brought to a complete standstill.

MODEL OF H.M.S.

"WORCESTER"

A model of H.M.S. "Worcester"—the only one of the ship, which was built in 1904 as a training ship and named the "Exmouth," and was later used as a Royal Navy depot for minesweepers and submarines and became H.M.S. "Worcester"—was recently conveyed from the London County Hall to the floating school for future officers of the British Merchant Navy, off Greenhithe, Kent. The London County Council chose the Dunkirk veteran British Fire Service firefloat "Massey Shaw" to convey the model. Housed in a glass case, the model is 9 feet long, 2½ feet wide, and 4½ feet high.

MODERN MOTOR SHIP FOR PACIFIC SERVICE.

What is claimed to be "the most modern motor vessel in the world," the "Delos," is due to arrive in Sydney in October. In announcing this on July 11, Mr. Lennart Lilja, the maritime superintendent of the Australia-West

August, 1962.

Pacific Line, said that the "Delos" would begin almost immediately in service on the company's West Pacific run. Mr. Lilja returned recently after a four months' trip to Sweden and Denmark.

BRITISH FREIGHTER SINKS IN TYPHOON.

A message from Hong Kong on July 6 reported that the British freighter "Whiteson" (500 tons) sank early that day in a 100 m.p.h. typhoon 275 miles south of the island. The "White-

son's" engines failed in mountainous seas whipped up by terrific winds. The Blue Funnel liner "Prometheus" stood by the "Whiteson" all through the night and took off the crew of 26, including the master, Captain George Blaikie, before the freighter sank. The "Whiteson" was a day or so out from Hong Kong en route to Singapore, where she was to be delivered to new owners. The typhoon which sank the freighter was the one that struck the Philippines the week before, with such devastating effects.

"CARRONPARK"- "ORMISTON" FINDING.

In Melbourne on July 14 a Marine Court of Inquiry found that when three vessels were involved in a collision in the Yarra on September 5 last year, one had crossed the course of one of the others in a way that made a collision inevitable. The collision (reported in the October, 1954, issue of this journal) involved the freighter "Carronpark" and "Ormiston" and the tug "Toorong". The "Toorong" was holed and had to be beached to save her from sinking. A Melbourne Harbour Trust pilot, Captain George Stanley Duckett, was found to have "caused or contributed" to the collision. Captain Duckett was the pilot of the "Carronpark," which had been moving up river to its berth with the tug "Toorong" fast to its bow.

TANKER HANDED OVER TO RUSSIANS.

A Copenhagen report on July said that the Danish-built tanker "Aspheron" (13,000 tons) which was handed over by the Danes to Russia in spite of United States protests, sailed from that port on July 8 for Odessa, in the Black Sea. The Danish Government decided that the tanker should be delivered because she was built under a contract concluded in 1948, before the Atlantic (N.A.T.O.) defence system was formed.

SHIP CLEARS PORT WITHOUT PILOT.

The Greek-owned ship "Santelina" sailed through Sydney Heads on the night of July 14 without a pilot and with a scratch crew. She did this to avoid payment of high crew wages which the Australian Seamen's Union demands of companies buying ships to take out of Australia. It is understood that the crew were signed on under Panamanian articles, which are less rigid than those governing British vessels. The penalty for leaving port without a pilot aboard is a fine of £50. The "Santelina" was formerly the well-known Adelaide Steamship interstate freighter "Allara," and is of 3,279 tons. She was built in Glasgow in 1924. During World War II she was torpedoed off Newcastle (N.S.W.) but was towed into port where she was given a new stern.

"AORANGI" DAMAGED.

Thirteen feet of the bow of the Union Steamship Company's liner "Aorangi" is reported to have been crumpled on July 7 when the 17,491-ton ship struck a cement piling at Ogden Point Docks at Victoria, British Columbia. No further details could later be ascertained as to the effect if any, the accident would have on the running schedule of the liner.

"KANIMBLA'S" MASTER ABSOLVED OF BLAME.

A Court of Marine Inquiry at Brisbane on July 11 absolved the master of the "Kanimbla," Captain O. K. Snowball, of any blame for the grounding of the liner off Caloundra Beach, Queensland, on June 14 last. In its judgment, the Court found that the navigation of the vessel was carried out with seaman-like skill, care, and vigilance. "The cause of the grounding," read the judgment, "was the failure of the vessel to respond to her helm due to the sudden increase in the velocity of the wind, which caused the vessel to be sluggish in swinging

to starboard around No. 1 buoy". Mr. Justice Simpson, President of the Court, ordered the Crown to pay costs of the Inquiry.

NEW DIESEL ENGINE ADOPTED BY BRITISH ADMIRALTY.

Details can now be given of a new engine design adopted by the British Board of Admiralty for inclusion in its second range of standard diesel engines. This range covers requirements for 200-800 brake horsepower for the propulsion of small warships, such as Inshore Minesweepers and for auxiliary machinery.

The engine is a new light-weight Vee type, designed and produced by Davey, Paxman & Co. Ltd., in which many of the major components are constructed of aluminium alloy, including the crankcase, cylinder blocks, cylinder heads, sump and exhaust manifolds.

Thus a considerable saving in weight has been achieved without sacrificing the necessary sea-keeping ability. It is now in production at the designer's works and licences have been granted for its production by Messrs. Ruston and Hornsby Ltd., Lincoln, and Messrs. Ransome, Sims and Jefferies Ltd., Ipswich. Design features include direct injection, four valve individual cylinder heads, with centrally placed injectors, hydraulic governor, fork and blade type connecting rods fitted with replaceable strip bearings. The camshafts operate in aluminium bearings.

As recently announced by the Engineer-in-Chief of the Fleet (Vice-Admiral the Hon. Sir Denis Maxwell, K.C.B., C.B.E.) the British Admiralty has adopted a policy of standardisation of diesel engines, in order to avoid the very great maintenance problem which would be involved if a large number of different types of engines were used.

For Standard Range 1, catering for requirements from 750-2,000

brake horsepower on any given shaft, the British Admiralty has designed a special engine, details of which have already been announced. The Standard Range II is covered by the engine described

in detail in this article. The needs of the lowest power ranges are being met by selected commercial engines, those at present in use being Perkins, Foden and Enfield types.

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H.M.A.S. "Anzac" testing her "squad" anti-submarine weapon in Shell Cove recently. The squad consists of a triple-barrel mortar mounted on the quarter-deck which throws a pattern of three charges fitted with fins. Squad replaces the old depth charges.

UNIFORM & BADGE FOR BRITAIN'S MINE WATCHING SERVICE.

Her Majesty the Queen has approved the uniform and badge to be worn by members of the Royal Naval Minewatching Service. These comprise beret and battle-dress, greatcoat, etc., with a

shoulder-flash bearing the initials R.N.M.W.S., and a badge specially designed for the Service for wear on the beret. Women watchers will have either skirt or trousers.

The badge consists of a silver splash on a blue ground with two silver waves below, the whole encircled by a gold rope with the ends crossed at the foot and with the letters R.N.M.W.S. at the top in black on a gold plaque, all surmounted by a Naval crown in gold.

A miniature of the same emblem, in the form of a lapel badge for men and a brooch for women, for wear in plain clothes, has also been approved and will be issued as soon as supplies become available.

The Royal Naval Minewatching Service was formed, as editorially reported in the April issue of this journal, in January of this year and more than 2,600 men and women have been enrolled for duty in an emergency. They will man the posts, ashore and afloat, guarding essential waterways around the coast of Britain against aerial mining by aircraft in any future war.

NAVAL PILOT KILLED.

The Minister for the Navy (the Hon. William McMahon) announced with regret on July 16 that Lieutenant-Commander Douglas Reeve Hare, R.A.N., commanding officer of 805 Fighter Squadron, had been killed in an aircraft accident at the R.A.N. Air Station at Nowra (N.S.W.). Mr. McMahon said that the accident occurred just before 3 o'clock this afternoon during flying practice. Lieutenant-Commander Hare's aircraft struck the airfield and he was killed instantly. Lieutenant-Commander Hare, who was 31, was married last February. His widow is Mrs. Margaret Hare, of Balgowlah, near Sydney. He formerly served in the R.A.A.F. but later joined the Royal Navy in England. He transferred to the Royal Australian Navy in May, 1948, and returned to Australia in H.M.A.S. "Sydney" in May, 1949. He had commanded 805 Fighter Squadron since last April.

The Navy

NEWS OF THE WORLD'S NAVIES

THE QUEEN'S COLOURS.

Her Majesty the Queen has approved that the existing King's Colours in the Royal Navy are in future to be known as the Queen's Colours. Colours, consisting of a White Ensign bearing the Royal Cypher, are held by the Home Commands, Portsmouth, Devonport, and Chatham; the Home Fleet, the Mediterranean, Far East, East Indies, America and West Indies, and South Atlantic Stations. When the Colours now in use became unserviceable they will be replaced by Colours bearing the cypher of Her Majesty the Queen.

LAUNCH OF FIRST INSHORE MINESWEEPER.

The first of the Royal Navy's new inshore minesweepers was launched at the Isle of Wight yard of Messrs. J. S. White & Co. Ltd., on April 23, the ceremony being performed by Mrs. McCloghrie, wife of Mr. G. McCloghrie, O.B.E., R.C.N.C., M.I. N.A., Deputy Director of Naval Construction (Production). The Navy Estimates for the current year show that 29 of this class of vessel were in course of construction but not launched at the end of March, 1952. Of 106 feet 5 inches in length with a beam of 20 feet 6 inches, these inshore minesweepers are designed to operate in shallow waters, such as rivers and estuaries. They are an entirely new type of vessel and they embody novel features resulting from lessons learned during the war and in the course of subsequent developments. In addition to minesweeping equipment, each will mount one small gun.

H.M.S. "GAMBIA" REJOINS MEDITERRANEAN FLEET.

H.M.S. "Gambia", on the East Indies Station, sailed towards the end of April to rejoin the Mediterranean Fleet, which she left

earlier this year. She will remain in the Mediterranean until she is due to return to the United Kingdom to re-commission for further service in the Mediterranean. As the due date of her return to the U.K. was in July, 1952, she has probably by now duly returned. Up to April last she had been on foreign service for two years.

BRITISH M.T.B. SUNK IN NIGHT COLLISION.

Two British Motor Torpedo Boats were in collision during a N.A.T.O. exercise off the Dutch Coast, in which United Kingdom and Netherlands forces took part. There were no casualties but one of the craft, M.T.B.1030 (Lieutenant J. S. D. Williams, R.N.), sank in a position about 30 miles off the Hook of Holland. The other M.T.B.1032 (Lieutenant N. G. S. Champion, R.N.), proceeded to Rotterdam with slight damage. The Algerine class minesweeper, H.M.S. "Pincher" (Lieutenant-Commander D. Carson, R.N.) was in the area and a Dutch naval vessel was ordered to the spot to give assistance if required.

NAVAL OFFICERS AND RATINGS DECORATED.

On April 2nd, at Buckingham Palace, the Queen held a special investiture at which she decorated 322 officers and men of the Royal Navy and Army. The officers received the insignia of various classes of the Royal Victorian Order, and the men the Royal Victorian Medal. The recipients were those most closely connected with the funeral of His Late Majesty King George VI, and 12 Naval Officers and 284 Ratings concerned were members of the gun carriage crews from the Norc Command and H.M.S. "Excellent", the R.N. Gunnery School at Portsmouth, who drew the coffin through London and Windsor, respectively.

H.M.S. "LIVERPOOL" PAID OFF.

After four years service in the Mediterranean, H.M.S. "Liverpool", flagship of the Commander-in-Chief, Mediterranean (Admiral Sir John H. Edleston, K.C.B., C.B.E.), has returned to the United Kingdom to pay off.

NAVAL COMMEMORATION SERVICE OFF CEYLON.

While proceeding from Trincomalee to Colombo on April 9 the frigate H.M.S. "Fleming" (Lieutenant-Commander J. A. McClure, D.S.C., R.N.), stopped as a service was held in memory of officers and men lost off Ceylon in 1942 as a result of Japanese naval air action. The service was conducted by the Reverend D. H. O. Edwards, Chaplain. Three volleys were fired by a seamen's guard and a wreath was laid on the water. The cruisers "Cornwall" and "Dorsetshire" were lost on April 5th, 1942, and the aircraft carrier "Hermes," the destroyer "Vampire" and the corvette "Hollyhock" on April 9, 1942.

JAPAN SEEKS DESTROYERS FROM U.S.A.

The Tokyo newspaper "Asahi" stated on June 30 that the Japanese Government has applied to the United States for the lease of a number of modern-built destroyers. The report added that the request was made after the United States had made it known that it was willing to lend 10 frigates and 50 landing craft to Japan. The "Asahi" went on to say that the Japanese Government wants destroyers faster than Russian submarines.

RADAR SAID TO HAVE FAILED ON "WASP"

A message from New York states that the commander of the United States aircraft carrier

"Wasp" testified at an inquiry at Bayonne (New Jersey) that the carrier's radar failed shortly before it was involved in a collision with the U.S.N. destroyer-mine-sweeper "Hobson," which sank with a loss of 176 of its personnel.

NEW SELF-INFLATING RUBBER LIFEBOAT.

The U.S. Navy on July 16 demonstrated effectively a new rubber lifeboat that inflates in 30 seconds and provides seating and protection from heat or cold for 15 persons. A helicopter dropped the deflated lifeboat, about the size of a small travelling trunk, into water and within half a minute the boat had shed its carrying case, ballooned into shape, and raised its own protective canopy. Fifteen sailors clambered aboard the boat, which measures 15 feet long and 7 feet 4 inches wide and has 3ft. 6in. headroom. Equipment on the boat includes 50 pounds of drinking water, a gadget for making sea water drinkable, 30 pounds of rations, and a first-aid kit. Tests show that heat from the bodies of 15 men will hold the temperature under the insulated canopy at 70 degrees in cold weather. In tropical waters, the canopy gives protection from sun and wind.

FLEET VISITS ATHENS.

The cruiser "Glasgow," wearing the flag of the Commander-in-Chief, Mediterranean, the carrier "Theseus" (Vice-Admiral R. A. B. Edwards, C.B., C.B.E.), the cruiser "Euryalus," the mine-layer "Manxman," the dispatch vessel "Surprise," the destroyers "Sluys," "Solebay," "Vigo," "Armad," "St. James," "Cheviot," and "Saintes," the fleet supply ship "Fort Duquesne," and the oiler "Blue Ranger" visited Athens during the European spring to take part in the ceremony of the unveiling of the memorial to men of the Commonwealth Forces who died in Greece during the Second World War. King Paul of the Hellenes attended the ceremony and performed the unveiling. On the following day he visited the Fleet.

FIRST LORD'S MESSAGE TO WASHINGTON ON LOSS OF U.S.S. "HOBSON."

On behalf of the British Board of Admiralty, the First Lord of the Admiralty sent the following message to the Secretary of the Navy, Washington, following the sinking of the U.S. destroyer "Hobson." "On behalf of the Board of Admiralty I wish to express my deepest sympathy on

the disaster to the U.S. destroyer "Hobson". The Royal Navy shares the sorrow of the United States in the loss of so many gallant lives."

SWEDISH NAVY ARMS MERCHANT SHIPS.

The Swedish Navy has adopted a plan for the defence of Swedish merchant ships in war time, beginning with the installation of anti-aircraft guns and de-gaussing gear.

TWICE THE SPEED OF SOUND.

It was confirmed on July 15 that a U.S. Navy plane, the Navy D558-11 Skyrocket, has flown at twice the speed of sound. Scientists say that the plane probably carried refrigeration equipment sufficient to cool a theatre of 3,000 seats, necessary to keep the pilot from being roasted alive and to keep the machine's metal work from turning soft. The Navy D558-11 Skyrocket made the sensational flight over the Mojave Desert near the Edwards Air Force Base, California, in August last year. It flew at more than 1,300 miles an hour. The Skyrocket is said to have an turbo-jet engine and a rocket engine. A Superfortress launched it at about 30,000 feet.

AT BUCKINGHAM PALACE. Her Majesty Queen Elizabeth on July 4 inspected a party of 10 Australian, 24 Canadian, and 18 New Zealand sea cadets at Buckingham Palace. After the inspection the boys left for Portland, where they joined the Empire sea cadet camp, H.M.S. "Osprey." Among the cadets were: D. Darke, O. Butler, R. Switzer, O. H. Stevens, of Sydney, and B. J. Lewis, of Woolwich. N.S.W.

MEMBERS OF THE BOARD OF ADMIRALTY VISIT H.M.S. "EAGLE"

The Parliamentary Secretary of the Admiralty, Commander A. H. P. Noble, D.S.O., D.S.C., M.P., and the Civil Lord, Mr. Simon Wingfield Digby, M.P., flew from an airfield near London on

May 23 and landed on the Royal Navy's latest aircraft carrier, H.M.S. "Eagle," to witness flying trials in the English Channel. The trials, which were mainly of a secret nature, included the operation of jet aircraft. The Fifth Sea Lord and Deputy Chief of Naval Staff (Air), Vice-Admiral E. W. Anstice, C.B., and the Vice-Controller (Air), Rear-Admiral E. M. C. Abel Smith, C.B., C.V.O., embarked in the carrier from Portsmouth and also witnessed the trials.

LAUNCH OF H.M.S. "DIANA"

H.M.S. "Diana," the eighth Daring Class destroyer laid down in the British Isles, was due to be launched from the yard of Messrs. Yarrow and Co. Ltd., Scotstoun, Glasgow, on the 8th May, and so by now has probably taken to the water. Her seven sister ships are now afloat and two of them—the "Daring" and the "Diamond"—have recently been handed over to the Royal Navy. Lady McGrigor, wife of the First Sea Lord, performed the naming ceremony.

The "Diana" was laid down in 1947. She has an overall length of 390 feet and a beam of 43 feet. She will be armed with 12 guns, including six of 4.5 calibre. She will also have two pentad torpedo tubes. The "Diana's" machinery has been manufactured by the builders, Messrs. Yarrow and Co. Ltd. She will be powered by geared steam turbines with steam conditions the highest yet used in ships of the Royal Navy, her boilers being designed for super-heat control.

Special arrangements were being made to ensure that the habitability of accommodation spaces is the best possible. She will have all electric equipment in her galleys, a modern laundry, modern bathrooms with stainless steel basins, and fluorescent lighting in her living spaces. There will also be special labour-saving devices for cleaning ship. Her electrical installation will operate on 440 volts, A.C., 3-phase, 60 cycles per sec.

STEAM CATAPULTS FOR R.A.N. AIRCRAFT CARRIERS.

The Minister for the Navy (the Hon. William McMahon) announced on June 13 that the Cabinet Defence Preparations Committee had authorised the Naval Board to buy two aircraft carrier steam catapults from the Admiralty at a cost of £400,000. One of these would be installed in H.M.A.S. "Melbourne," which is at present being completed in the United Kingdom. The other would be fitted later in H.M.A.S. "Sydney." Mr. McMahon said that H.M.A.S. "Sydney" was at present one of the most modern light fleet aircraft carriers in the

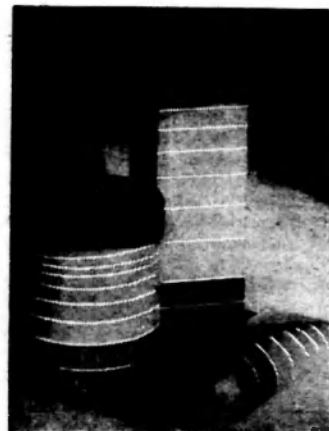
Navy of the British Commonwealth and could operate any existing service aircraft suited to her class. Nevertheless, it was necessary to look to the future. The ram and wire catapult used in "Sydney" and other carriers, including those in the Royal Navy, had reached the limit of its development possibilities. The new principle of steam operation offered a field that would keep pace with aircraft development for many years to come. The average peace-time life of a particular type of aircraft was from five to seven years, but the life of a carrier was about 20 years or more. Consequently it became necessary to modernise carriers from time to time to enable them to fly new types of aircraft.

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PERSONAL PARAGRAPHS

NEW COMMANDER-IN-CHIEF, PORTSMOUTH.

The appointment of Admiral Sir John H. Edlsten, K.C.B., C.B.E., until recently Commander-in-Chief, Mediterranean, to be Commander-in-Chief, Portsmouth, in succession to Admiral of the Fleet Sir Arthur J. Power, G.C.B., C.B.E., C.V.O., has been announced by the British Board of Admiralty. The appointment takes effect in September, 1952.

BRITISH MEDITERRANEAN COMMAND.

Vice-Admiral The Earl Mountbatten of Burma, who will hold the acting rank of Admiral while holding the appointment, succeeded Admiral Sir John Edlsten as Commander-in-Chief, Mediterranean, in May.

BRITISH FLAG LIST CHANGES.

The following changes on the British Admiralty's Flag List have been announced, each to date from 15th May, 1952: Admiral Sir Harold R. G. Kinahan, K.B.E., C.B., placed on the Retired List; Vice-Admiral Sir Geoffrey N. Oliver, K.C.B., D.S.O., promoted to Admiral; Rear-Admiral F. R. Parham, C.B., C.B.E., D.S.O., promoted Vice-Admiral.

KOREAN SERVICE VICE-ADMIRAL TO BE ADMIRAL.

The British Admiralty has announced the promotion of Vice-Admiral the Hon. Sir Guy H. E. Russell, K.C.B., C.B.E., D.S.O., to Admiral in Her Majesty's Fleet, to date from April 10, 1952.

VICE-ADMIRAL PROMOTED ADMIRAL IN H.M.'s FLEET.

The promotion of Vice-Admiral Sir Michael M. Denny, K.C.B., C.B.E., D.S.O., to Admiral in Her Majesty's Fleet, to date 22nd April, 1952, has been announced.

REAR-ADMIRAL ECCLES PROMOTION TO VICE-ADMIRAL.

The promotion of Rear-Admiral J. A. S. Eccles, C.B., C.B.E., to Vice-Admiral in Her Majesty's Fleet, as announced in the June issue of this journal, will date from 22nd April, 1952.

NEW FLAG OFFICER SECOND IN COMMAND, FAR EAST.

The appointment of Rear-Admiral R. M. J. Hutton, C.B., O.B.E., D.S.O., as Flag Officer Commanding 5th Cruiser Squadron and Flag Officer Second in Command, Far East Station in succession to Rear-Admiral A. K. Scott-Moncrieff, C.B., D.S.O., has been announced. The appointment takes effect in August, 1952.

NEW APPOINTMENT TO BRITISH J.S.M., WASHINGTON.

Vice-Admiral C. C. Hughes-Hallett, C.B., C.B.E., has been appointed Admiral British Joint Services Mission, Washington, in succession to Admiral the Hon. Sir Cyril E. Douglas-Pennant, K.C.B., C.B.E., D.S.O., D.S.C., the appointment to date from July, 1952.

STANDING GROUP LIAISON OFFICER, N.A.T.O.

Rear-Admiral R. M. Dick, C.B., C.B.E., D.S.C., has been appointed Standing Group Liaison Officer to the North Atlantic Council as from April, 1952.

NEW DEPUTY CHIEF OF R.N. PERSONNEL.

It has been announced that Commodore D.S.O., O.B.E., has been Rear-Admiral Maxwell Rich appointed Deputy Chief of Royal Naval Personnel (Personnel Services) in succession to Rear-Admiral D. M. Lees, C.B., D.S.O. The appointment dated from July, 1952.

NEW FLAG OFFICER, MALTA.

Rear-Admiral J. S. C. Salter, D.S.O., O.B.E., has been appointed Flag Officer, Malta, and Admiral Superintendent, H.M. Dockyard, Malta, in succession to Vice-Admiral G. A. B. Hawkins, C.B., M.V.O., D.S.C., to date from September, 1952.

NEW COMMANDANT GENERAL, ROYAL MARINES

Lieutenant-General J. C. Westall, C.B.E., succeeded General Sir Leslie C. Hollis, K.C.B., K.B.E., as Commandant General, Royal Marines, on May 20.

WELL-KNOWN MERCHANT COMMODORE DIES.

We regret to announce the death, on July 6, of Captain Colin P. Miller, Commodore of the China Navigation Company and master of the luxury liner "Changsha," which operates a regular service between Japan and Australia. Captain Miller went ashore at Tokio for a game of golf and collapsed and died on the course. The late Commodore was well known to Australian troops during World War II. He was captain of various troopships, including the "Anshun," which was sunk at Milne Bay, soon after disembarking troops. In 1949 he brought the "Changsha" to Australia on her maiden voyage from Britain. Captain Miller will be greatly missed on the Australia-Far Eastern run.

VETERAN SHIPMASTER'S DEATH.

Captain Ignatius Lloyd, a well-known veteran of Australian coastal shipping, died at his home in Victoria Road, Auburn, Melbourne, late in June. Captain Lloyd was in the service of the Melbourne Steamship Company for 42 years. During the Second World War he commanded the "Duntroon," which carried thousands of American troops during the Pacific Islands invasions. Captain Lloyd was 72.

DEATH OF FRENCH MERCHANT CAPTAIN.

The death occurred suddenly at sea on July 7, we regret to report, of Captain A. Burchaell, master of the French Pacific Island steamer "Neo Hebridaia," which runs a regular service between Sydney and the New Hebrides and which berthed in Sydney on July 11.

DEATH OF COMMANDER (S) J. C. ROBINSON, R.A.N.

Commander James Charles Robinson, secretary to five successive Second Naval Members of the Australian Naval Board Navy Office, Melbourne, died on Tuesday, 20th June, at the age of 58. Commander Robinson was born in the Royal Australian Navy for over 40 years. Commander Robinson entered the Royal Australian Navy as a Writer in March, 1912, and was on active service in the First World War in H.M.A. Ships "Warrego," "Melbourne," "Australia," and "Enterprise." In December, 1923, he was promoted to commissioned officer with the rank of Mate (A). He was one of the first two officers in the R.A.N. to be promoted to this rank which has since been abolished. In 1926 he was promoted to Lieutenant, and in 1934 to Lieutenant-Commander. In 1942 he became an Acting Commander and was promoted to that rank in 1946. He had a very wide knowledge of naval procedure, which was invaluable in his duties as secretary to the Second Naval Member, who is responsible for the well-being of all naval personnel. Commander Robinson was born in Alcutta, India, in December, 1893. He leaves a wife and daughter, Mrs. W. Roden, of North Adelaide. Commander Robinson's remains were cremated with full Naval Honors.



August, 1952.

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SATURDAY, 13th SEPTEMBER

WEDNESDAY, 17th SEPTEMBER

SATURDAY, 20th SEPTEMBER.

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SATURDAY, 20th SEPTEMBER

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SEA-ODDITIES

A Breton fisherman, Jacques-Yves le Toumelin, 32, sailed into his home port of Le Croisic, near St. Nazaire, France, on July 7 at the end of a lone-handed voyage around the world in a 40ft. cutter he built himself. He had voyaged 30,000 miles in a little over two years and nine months in calm and storm, in ocean fog and under tropic skies.

Leaving Le Croisic on September 19, 1949, he crossed the Atlantic, passed through the Panama Canal to Tahiti, voyaged on to New Guinea, sailed down the Indian Ocean, and back to France via the Cape of Good Hope. So proud was his nation of his exploits that 100 journalists gave him a tumultuous welcome, the Government of France decorated him with the Order of a Chevalier of Maritime Merit, and the French newspapers published the story of his voyage alongside the headlined announcements of the record breaking Atlantic run of the new American luxury liner "United States," on their front pages. They hailed him as "the greatest single-handed sailor since Alain Gerbault and Captain Joshua Slocum."

The most famous of all the tea clipper races from China to the British Isles—and one of the most famous ocean races of all time—was that between the "Taeping" and the "Ariel." Though the intended course set by each clipper was kept a dark secret by the respective owners and skippers, the two ships with every sail spread came storming up the English Channel almost bowsprit to sternpost. Indeed, the race was so close that the owners agreed to share the annual winner's bonus prize, much to the annoyance of the crew of the "Taeping," who claimed to have finished 20 minutes ahead.

In a recent report from Rome, a Danish film expedition to the

desolate Mediterranean island of Monte Cristo is said to have found a fabulous snake-eating "Robinson Crusoe" as its sole inhabitant. He didn't even have a "Man Friday." The story was told on the film's return from the island, which lies between the mainland of Italy and the island of Corsica. Apparently the man, Arturo Spolli, is inhabiting the ruins of a 900-year-old cloister and living on what he can catch—snakes, fish, birds, and rabbits. He told the members of the unit he did not want to return to civilisation. He was quite happy where he was and with what he was doing.

There is a chap with telescope and camera in New Zealand who has been peeping into the lives of penguins for ten years. He is Lancelot Richdale, a Maori land ornithologist. He spends his time on Otago Peninsula, and so much does he know of the ways of penguins that recently Kansas University, U.S.A., published a book of his on their love affairs, "Sexual Behaviour of Penguins." According to Richdale, and he should know, penguins' love habits include such physical phenomena as "The Throb", "The Sheepish Look," "The Open Yell," and "The Kiss-Preen." Two penguins were faithful to each other for nine consecutive years and another pair for seven years. The male yellow-eyed penguin begins his nuptial conquest like any other clever pursuer, the human included—with apparent indifference. An informative book, apparently.

Swiss-born Professor Auguste Piccard, famous 69-year-old explorer of both the stratosphere and ocean depths, is planning to try to dive to a depth of nearly 5,000 feet in the waters of the West Italian coast. The present depth record for human descent is 3,028 feet, held by the Ameri-

can scientist, Dr. William Beebe, in his famous diving bell. He made his descent off the Galapagos Islands in the Pacific.

Professor Piccard hopes to make his record bid in a cylinder (diving bell) about 100 miles west of the tiny island of Ponza, where the water is very clear and in some places has a depth of 13,000 feet. The professor intends if possible to remain submerged for four consecutive days if all goes well, perhaps observing water life never before seen by human eyes. His Bathyscafe (diving bell) has no cables attaching it to a parent ship, as has Dr. Beebe's; it sinks and rises at the explorer's will.

(Footnote: Since the above was written it has been learned that Rachel Carson in his new book "The Sea Around Us," claims that Otis Barton holds the greatest depth record with a plunge in a steel sphere of 4,500 feet, but whether the dive in question is generally recognised in the scientific world we have not yet been able to ascertain.—Ed.)

The study of fishes is a never-ending source of interest; the habits of the finny tribes are more varied than most of us imagine. Several fish, for instance, are able to progress through the air. Such a one is the small butterfly fish of West Africa. Not only is this particular fish able to jump fairly high out of the water, but, possessed as it is with very broad breast-fins, it can sustain itself in the air for several seconds.

However, a more efficient and better-known piscine aviator is the common flying fish of the tropics. It gets its impetus from a rapid sculling movement of the lower lobe of the caudal fin of tail. The pectoral fins act merely as parachutes which enable the fish to glide through the air. Frank W. Lane, in his fascinating book, "Nature Parade," says that "a flying fish can reach a height of over 20 feet, travel a distance

of a quarter of a mile and attain a speed, under favourable conditions, of probably 50 miles per hour. Wind currents probably help the fish to attain the height and speed mentioned. He records that a flying gurnard, which is heavily built and whose large conical head is covered with heavy shield-like plates, "once hit a sailor a head-on blow between the eyes as the man stood at the wheel of a schooner and knocked him senseless."

A young Sydney life-saver, Barry Lumedaine, 18, of the Freshwater Surf Club, caught a 10lb. jew-fish in the surf at Freshwater recently when his surfboard collided with it. He was coming in on a big wave when he felt the board hit something. The impact stopped the board and he saw a fish lying in the water, stunned by the blow. "I picked it up, put it on the board and brought it about 200 yards into the beach," he said.

H.M.A.S. "HOBART" TO BE TOWED TO NEWCASTLE FOR REFIT.

The Minister for the Navy (the Hon. William McMahon) announced on July 24 that the cruiser "Hobart" which had been undergoing the first part of her refit and alteration at the Garden Island Dockyard, Sydney, would be towed from there to the State Dockyard, Newcastle, about the end of this month. He said that the towing vessel would be the Royal Australian Naval tug "Reserve". "Hobart" would be moved to Newcastle because, owing to other more urgent commitments and shortages of manpower, the Garden Island Dockyard could not, at present, make any further progress with the work it had begun in her. Thus the transfer of the ship to Newcastle would greatly expedite work on her. The most important work to be done at Newcastle would be the repair of defects in her superstructure.

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The New

August, 1952.

TIGHT BINDING

SPEAKING OF SHIPS

Shipping interests are claiming that the port works at Capetown, South Africa, have altered the character of Table Bay and that it no longer offers the safety outside the dock area that it did a few years ago.

Yugoslavia is claiming that Italy ought to restore to Trieste sufficient ships to bring the port's fleet of merchant vessels from its present 148,000 tons to the 680,000 tons of 1914.

British Customs in 1950-51 made over 30,000 seizures of undeclared dutiable goods, from big professional runs of watches to passengers' efforts to slip through nylons (75,000 pairs) and tobacco.

The Regent Oil Company has secured a permit to develop 25 acres of land on Canvey Island on the lower Thames for an oil storage with an 800ft. jetty.

The French wine tanker "Nady" had four seamen apparently suffocated by alcohol fumes remaining in the empty tanks.

"Drinking the Compass," an offence common in sailing ship days, reappeared at Aberdeen, Scotland, where a man got six months in gaol for breaking the compasses of two trawlers and drinking the alcoholic mixture.

Two of the Silvertown (London) Services steamers—"Sugar Producer" and "Sugar Transporter"—carried large quantities of hurricane relief supplies last year out to Jamaica from London free of charge.

The conspicuous increase in gastric troubles among the crews of tankers is causing serious concern and is being investigated.

The Vacuum Oil Company's new £10,000,000 oil refinery at

Coryton on the Lower Thames is rapidly approaching completion—and may already be completed—in spite of the difficulty of working on marshland 8ft. below high water level.

The two cargo vessels of 2,850 tons each, with which the Manchester Liners Ltd. are to extend their Canadian service to the head of the Great Lakes, are to be named "Manchester Pioneer" and "Manchester Explorer."

After months of careful investigation, Scotland Yard combed out the Italian quarter of London's Soho for men peddling forged British passports in Italy.

Indications of rich oil deposits have been found on the West Coast of Vancouver Island, Canada.

Some second-hand ships, bought by Germany in 1950 and mostly of considerable age, earned their price in profits within twelve months.

The Scindia Steam Navigation Company is reported to have obtained a subsidy of £600,000 from the Indian Government in place of the £900,000 for which they they asked.

The Port of Hull Merchant Navy House Ltd. was last year registered to operate the Merchant Navy House at Hull, England, an up-to-date hotel for seafarers.

Oil technicians in Britain are attempting to solve the problem of producing a heavy oil suitable for gas turbines without the ash deposit or the cost of removing on shipboard the compounds which produce it.

The American rejection of the St. Lawrence Seaway Scheme, permitting ocean-going ships to

reach the head of the Lakes, has caused Canada to investigate the possibility of carrying out the work herself.

The grants made to dependants by the "Titanic" and "Empress of Ireland" (shipwreck) funds have been increased to meet the higher cost of living.

The British Home Secretary stated that since the year 1945 4,513 stowaways had landed in Britain of whom 2,618 claimed to be British nationals although 196 failed to establish the claim and were repatriated.

The (British) Missions to Seamen have converted the former Naval M.F.V. "John Ashley" for work on the Thames and Medway with cinema, games room and chapel.

The General Steam Navigation Company had to pay a duty of seven pence each on 108 cigarette lighters being carried in a barge for export to New Zealand, which were stolen and taken ashore by the lightermen.

Westralian Farmers' Transport Ltd. has been registered in London to carry Australian grain and South African and Indian coal, having bought five steamers and re-named them with names beginning with "Swan."

Beginning with the new "Hildebrand", the Booth Line has put its house flag on the side of the ship's black funnel.

British coaster traders are still complaining bitterly against unfair railway competition; rates of more than 40 per cent. below standard charges still exist on British routes where there is sea competition.



The Flag Officer in Charge of Eastern Area, Rear-Admiral H. A. Showers (right), and his Chief Staff Officer, Captain C. H. Brookes, inspecting a model of the Aircraft-Carrier H.M.A.S. "Sydney." The model is part of the Naval Section of the combined Services Display held in Sydney recently.

H.M.A.S. "WARREGO" TO ASSIST OIL SEARCH IN W.A.

With the object of assisting in the possible production of oil from wells in the Commonwealth, H.M.A.S. "Warrego" left Sydney on Monday, July 28, to begin a hydrographic survey of the Exmouth Gulf area on the north-west coast of Western Australia. In announcing this on July 24, the Minister for the Navy (The Hon. William McMahon) said

that American oil interests which were exploring the region of Mt. Remarkable, about 40 miles south of Exmouth Gulf, would shortly sink a bore there, and, if oil were found, adequate port facilities for shipping it would become necessary. The West Australian Government had asked the Naval Board to undertake a detailed survey of the gulf and adjacent coast-

al waters so that those facilities could be provided quickly if they were required. Hydrographic knowledge of the area today was very limited. Mr. McMahon said that the production of oil in Australia would be an event of such national importance that the Naval Board was pleased to be able to help the present attempt to bring it about.

August, 1952.



"Sailing Alone Around The World," with Introduction by Arthur Ransome and illustrated. —Published by Pan-Books, London, in paper-covered reprint form.

Was there ever such a lone-hand small boat seafarer before, has there ever been such a one since, as Captain Joshua Slocum, Alain Gerbault of the "Firecrest," Captain Harry Pidgeon of the "Islander," Captain Voss of the "Tilikum" were all world-renowned solo small boat voyagers, but did either this or that one of them surpass, or even equal, the exploits of Captain Slocum of the "Spray"? Both seafarers and landmen may well doubt it.

Arthur Ransome, himself no mean yachtsman, in his introduction to the book so truly says: "A school library without this book is incomplete. It should be part of the education of every English or American boy." May we also say that no Service library worthy of the name should be without at least one copy of the book on its shelves.

Its story is the story of the first small boat ever to be sailed round the world with none aboard it save the man who was at once not only its captain, but also its mate, its cook, its steward and its crew. To emphasise—if any emphasis is needed—what this meant one has only to say that at one period of his voyage Captain Slocum was 72 days at sea without calling at a port, and that when, at long last, the "Spray" cast her last-port anchor she had done three years and two months lone-handed sailing and had covered more than forty-six thousand miles in a circumnavigation of the world.

The "Spray" was a vessel of about twelve to thirteen gross tons, thirty-six feet nine inches long overall, fourteen feet two

inches wide, and four feet two inches deep in the hold, and her owner was able to live on board with some degree of comfort. She possessed an extraordinary facility for sailing herself with the helm lashed, and at one period of the voyage, when in the Indian Ocean, Captain Slocum did not touch the wheel for weeks on end. Although heavily built, the "Spray" was capable of attaining a speed of eight or nine knots per hour, and, being a particularly fine sea boat, for its owner built it himself to his own designs, was able to take care of herself in the heaviest of weathers.

But there were other days too—days of storm and of great peril when only the finest of navigation and seamanship won him through. When the "Spray" started out from Boston, U.S.A., the Panama Canal had not yet been built. Therefore, Slocum, after crossing the Atlantic to Gibraltar, headed south; and his passage through the Strait of Magellan ranks probably as the most Herculean adventure that a lone-handed sailor has ever experienced and accomplished. In spite of head winds that threatened to drive him back, snowstorms, looming cliffs, bad anchorages, lee shores, and the most terrific willywillys blowing down the sides of the icy mountains, he navigated the Strait only to be caught in a westerly gale and thrust through the very jaws of death back into the Strait again. So he had to turn about and do it all over again. But it was done.

His adventures in the Pacific and in Australia, his sailings in the Indian Ocean, his rounding of the Cape of Good Hope, and his crossing, for the third time, of the Atlantic again—all are told with a simplicity and humour that are completely satisfying and

grippingly fascinating. If Slocum's book were only a technical description of its author's extraordinary voyage, it would have an immediate interest to all seafarers and those interested in adventure; yet would, perhaps, in other ways leave some of us cold. But it tells more than that. Such an extraordinary voyage, such an extraordinary adventure could only be undertaken, could only be accomplished by an extraordinary man, moved by extraordinary motives and by the great call of the sea. Captain Joshua Slocum self-interpreatively tells you about that man.

This lone circumnavigator of the globe was one of the immortal men of the sea, just as "Sailing Around the World" is an immortal book of the sea.—A.R.

ROYAL NAVY AND MERCHANT NAVY LIAISON

A scheme has been introduced in Britain whereby retired Naval Officers, who might be recalled in an emergency as Commodores of Convoys, have the opportunity to go to sea in merchant ships.

Made possible through the good offices of the British Shipping Federation and individual shipping companies, this scheme is an extension of one introduced in 1950, whereby serving officers of the Royal Navy are given experience with the Merchant Navy in order to foster liaison between the sister Services.

Among the first Officers to have sailed under the new scheme are Captain T. W. Marsh, D.S.O., R.N. (Retired), to the Persian Gulf in the Anglo-Saxon tanker "Caprinus"; Captain F. S. W. de Winton, R.N. (Retired), in the Manchester Line's s.s. "Manchester Merchant" to North America; Admiral Sir Geoffrey Miles, K.C.B., K.C.S.I., in the Manchester Line's s.s. "Manchester Regiment" to North America; and Captain W. D. Stephens, R.N. (Retired), in the Stag Line's s.s. "Zinnia" to the West Coast of Africa.

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AMERICAN LINER BREAKS ATLANTIC RECORD.

New York gave a raucous welcome on July 15 to the new 53,000-ton super-liner "United States" after her two-way record-breaking voyage across the Atlantic.

Battling against a 60-knots gale in the last stages of her maiden voyage, the American liner the week before crossed the Atlantic from America to Europe in 3 days 10 hours 40 minutes, cutting 10 hours 2 minutes from the record set by the "Queen Mary" 14 years ago.

Averaging 35.6 knots (equal to 41 land miles) an hour, the "United States" presented the Atlantic Blue Riband to America for the first time in a century. The "Queen Mary's" best average day's steaming when she set the record in 1938 was 32.8 knots.

On her return trip from Europe to America, the "United States," despite the fact that fog forced her to cut her speed and travel by radar several times, averaged 34.51 knots an hour. She travelled the 2,902 nautical miles from Bishop's Rock (off the south-west tip of England) to Ambrose Light (at the entrance to New York Harbour) in 3 days 12 hours 12 minutes, compared with the "Queen Mary's" 3 days 21 hours 48 minutes. Thus the average speed for America's new liner on her return (west-bound) voyage was 34.5 knots, against 30.99 knots by the "Queen Mary."

As the "United States" moved into New York Harbour planes and helicopters flew overhead, ships and tugs "horned" and whistled, fire-boats apouted geyser-like fountains in the air, and bands played, first the "Star Spangled Banner" and then the liner's own special song, "First Lady of the Seas," followed by a musical tribute to her Captain.

The "United States" has also set a further record for merchant vessels by covering 902 nautical miles for a 25-hour period at an average speed of 36.08 knots.

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EX-NAVAL MEN'S Association of Australia



(Federal Council.)

The Federal Executive has been informed that the benefits of the War Service Homes Act have been amended to include men who actually left Australia for duty in an operational area in connection with the warlike operations in Korea and Malaya. Eligibility is not dependent upon discharge from the forces, but the servicemen must have left the last port of call in Australia. These provisions also extend to Australian residents who left Australia or other parts of the Queen's Dominions for service in Korea or Malaya, in any of Her Majesty's Forces. Further information relative to War Service Homes, Repatriation and

other ex-Servicemen's benefits can be readily obtained from the State or Section Hon. Secretaries.

Consequent upon a resolution passed at the last Federal Conference, all members' subscriptions to the Association are to be raised the sum of 1/-, as from 1st January, 1953, thus making a total annual rate of 15/- per member. New members are to pay the usual Entrance Fee of 7/6d. plus 15/- subscriptions for the full year; those applicants joining between July and December are only required to contribute 7/6d. Entrance Fee and a similar sum for last half of the yearly subscription. Federal Conference gave authority for the ex-

tra subscriptions to be retained by the various Sub-Sections so as to augment their funds. The increase is the first that the Association has had passed on to members since the introduction of the Charitable Purposes Fund during the depression years.

Adelaide Sub-Section has set aside Monday, 25th August as its first "Ship" Night, when ex-members of Landing Ships "Kanimbla", "Manoora", "Westralia" and other landing craft will hold a re-union at Memorial House, Peel St., Adelaide. Other Ship re-unions will follow later. Members interested should contact Mr. C. D. Amey, 151 Rundle St., Adelaide, South Australia.

G.W.S.

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R.A.N. PROMOTIONS AND AWARDS

The Minister for the Navy (the Hon. William McMahon) announced the following promotions to date 30th June, 1952:—

Royal Australian Navy.

Commander to Captain: George Dalton Tancred, D.S.C.

Lieutenant-Commander to Commander: George Langley Fowle, D.S.C.; William Frank Cook; Hugh David Stevenson.

Lieutenant-Commander (E) to Commander (E): John Frederick Bell.

Lieutenant-Commander (L) to Commander (L): Bryan James Castles; Robert James Bassett.

Lieutenant-Commander (S) to Commander (S): Athol Lloyd Rose.

Royal Australian Naval Reserve (S).

Lieutenant-Commander (S) to Commander (S): Geoffrey Elmer Farley-Davies, R.D. (Sydney).

Royal Australian Naval Reserve.

Lieutenant to Lieutenant-Commander: Richard Charles Thurman (Fremantle); Colin Drake Hancox (Sydney); Andrew Elliott Marsh (Sydney); Colin Lowerison Baldwin (Melbourne); John Joseph Pye (Fremantle); William Norman Anscombe Latchford (Melbourne); Bert Hastings Dick (Sydney); John Chadwell Wright-Smith (Melbourne).

Engineer Lieutenant to Engineer Lieutenant Commander: James Moore (Sydney).

Lieutenant-Commander (S) to Commander (S): Stanley Thomas George Beedham, V.R.D. (Brisbane).

Lieutenant (Sp.) to Lieutenant-Commander (Sp.): Alan Bartlett Edwards (Melbourne).

Royal Australian Naval Volunteer Reserve.

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

Frederick Henry Green (Melbourne).

Lieutenant (Sp.) to Lieutenant-Commander (Sp.): Kevin Patrick McLean (Sydney); John Stewart Robinson (Melbourne).

For Information:

CAPTAIN TANCRED is at present the Officer in Charge of the R.A.N. Hydrographic Branch, Sydney. In the Second World War he commanded a number of ships including "Warrego" and "Lacklan," which were engaged in survey duties in the South-West Pacific. He was awarded the D.S.C. in 1945 for distinguished service in successful survey work under dangerous conditions. He was born at Nanango, Queensland.

COMMANDER FOWLE is at present Deputy Director of Manning at Navy Office, Melbourne. In 1940 he commanded a Dutch motor vessel—the "Dogger Bank"—and assisted in the evacuation of civilians and troops after the fall of France. He served later in H.M.A.S. "Hobart" and took part in the bombardments of Tarakan, Wewak, Balikpapan and the Philippines. He was awarded the D.S.C. for his part in these actions. He was born at Sydney.

COMMANDER COOK is at present serving at Navy Office. In the war he was in ships which served in the Mediterranean, Malta convoys, Madagascar campaign and Japanese waters. In 1948 he was the First Lieutenant of H.M.A.S. "Wyatt Earp," which made a voyage to the Antarctic. He was born at Numurkub, Victoria.

COMMANDER STEVENSON the First Lieutenant of H.M.A.S. "Sydney" as Fleet Navigation Officer. He saw service in the Second World War in the Indian Ocean, the Red Sea, and the

Mediterranean. He was born at Brisbane, Queensland.

COMMANDER (E) BELL is at present serving at Navy Office, Melbourne, as the Assistant Director of Naval Construction. He has passed the advanced engineering and naval construction courses at Greenwich, where he won the prize for the highest marks of the advanced engineering course. He was born at Merewether, New South Wales.

COMMANDER (L) CASTLES is at present Officer in Charge of the Electrical School at Flinders Naval Depot. He joined the Royal Australian Naval Volunteer Reserve in the Second World War and later transferred to the Royal Australian Navy. He was born at Swan Hill, Victoria.

COMMANDER (L) BASSETT is at present serving in H.M.A.S. "Sydney" as Fleet Electrical Officer. In July, 1943, he was serving in H.M.S. "Saumarez," which acted as escort to Mr. Winston Churchill to Quebec. Commander Bassett later took part in Russian convoys and the Normandy invasion. He was born at Melbourne.

COMMANDER (S) ROSE is at present serving in Sydney, New South Wales. He entered the R.A.N. as a writer in 1933 and was promoted to a commissioned officer in 1937. He was born at Glebe, Sydney, New South Wales.

AWARDS AND DECORATIONS.

The following awards have been made to officers and men of the Royal Australian Navy for services in the Korean campaign: Bar to Distinguished Service Cross: Lieutenant-Commander G. V. Gladstone, D.S.C., R.A.N.

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Distinguished Service Cross:
Commander W. B. M. Marks,
R.A.N.

Distinguished Service Medal:
Acting Petty Officer A. T.
Adams.

Mention in Despatches:
Lieutenant K. M. Barnett,
R.A.N.;
Acting Chief Petty Officer J.
W. Backen;
Chief Petty Officer Stoker
Mechanic C. E. Dix.

The citations for the awards,
which were made on the recom-
mendation of the Commander-in-
Chief, Far East Station (Admiral
the Hon. Sir Guy Russell, K.C.B.,
C.B.E., D.S.O.), read:—

Lt. Commander GLADSTONE:

This officer (now on the staff
of the R.A.N. Liaison Officer in
London) has shown zeal above the
average as Executive Officer of
H.M.A.S. "Warramunga" during
the Korean campaign. For the
month of November, 1950, he was
attached to the United States Mine
Clearance Force at Chinnampo,
during which time he took a full
part in all activities of mine clear-
ance, including the planning. In
addition, he acted as pilot for a
large number of ships entering this
very difficult port—a task volun-
tarily undertaken and outside the
normal call of his duties. His re-
port on mines and mine clearance
at Chinnampo will be invaluable
to both Royal Navy and Royal
Australian Navy authorities.

Commander MARKS: As com-
manding officer of H.M.A.S.
"Bataan" from January, 1950, un-
til May, 1951, Commander Marks
(at present commander of the
Royal Australian Naval College,
Flinders Naval Depot, Victoria)
has performed long and arduous
service on patrol and bombard-
ment duties. He has shown in-
spiring leadership and fine seam-
anship, particularly under enemy fire
at Wonsan.

A/Petty Officer ADAMS: Dur-
ing the period of H.M.A.S. "War-
ramunga's" service in Korean

waters A/Petty Officer Adams,
whose home is at South Mel-
bourne, has continuously given
outstanding service and example
under hazardous conditions whilst
in charge of boats' crews.

Lieutenant BARNETT: During
a protracted operation on the west
coast of Korea in close proximity
to enemy air bases, Lieutenant
Barnett (at present doing an
Officers' Flying Course at the
R.A.A.F. Flying School at Point
Cook, Victoria) acted as liaison
officer in the Republic of Korea
Navy frigate P.F.62. As a direct
result of his skill and tact this
frigate was able to become a use-
ful unit of the Task Element.
Throughout the operation the
courage and cheerfulness shown
by this officer under very difficult
conditions caused the operation to
be carried out more swiftly and
efficiently than had been antici-
pated. Subsequently, after an
enemy air attack in which P.F.62
sustained damage and casualties,
Lieutenant Barnett, whilst in a
strange vessel whose fighting ca-
pabilities were doubtful, displayed
judgment of a high order and sent
off accurate signals that enabled
immediate action to be taken by
friendly forces.

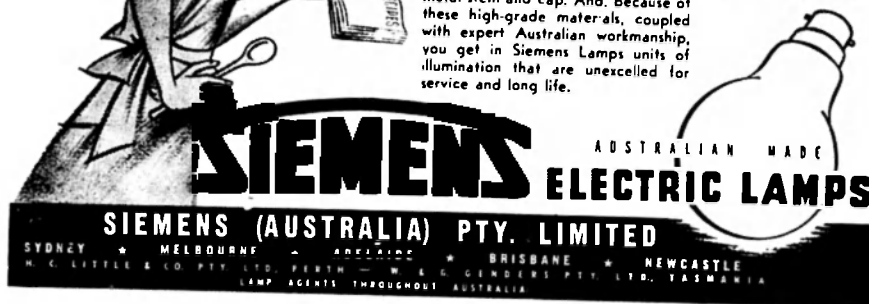
Acting Chief Petty Officer
BACKEN, whose home is at
Orange (N.S.W.) and has re-
ceived his discharge from the Ser-
vice, carried out the duties of
senior rating on board with distinc-
tion. At all times he displayed
energy and zeal and was largely
responsible for the efficiency of the
ship's company during the period
of service in Korean waters.

Chief Petty Officer Stoker
Mechanic DIX, whose home is at
Enmore (N.S.W.) and has re-
ceived his discharge from the Ser-
vice, carried out his duties in a
particularly zealous manner. A
most loyal and conscientious Chief
Petty Officer, he performed the
duties imposed by wartime circum-
stances with promptitude, effi-
ciency and cheerfulness. He has
been a splendid example to his
subordinates.

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ROYAL AUSTRALIAN FLEET RESERVE R.A.F.R.

Ex-Naval men of the Permanent Naval Forces (R.A.N.) up to age of 45 years and with a minimum of 3 years' service may be enrolled in the R.A.F.R. providing period between date of discharge and date of enrolment does not exceed 5 years.

Enrolment is for 5 years in rating held on discharge, with option of re-enrolment for further 5-year period.

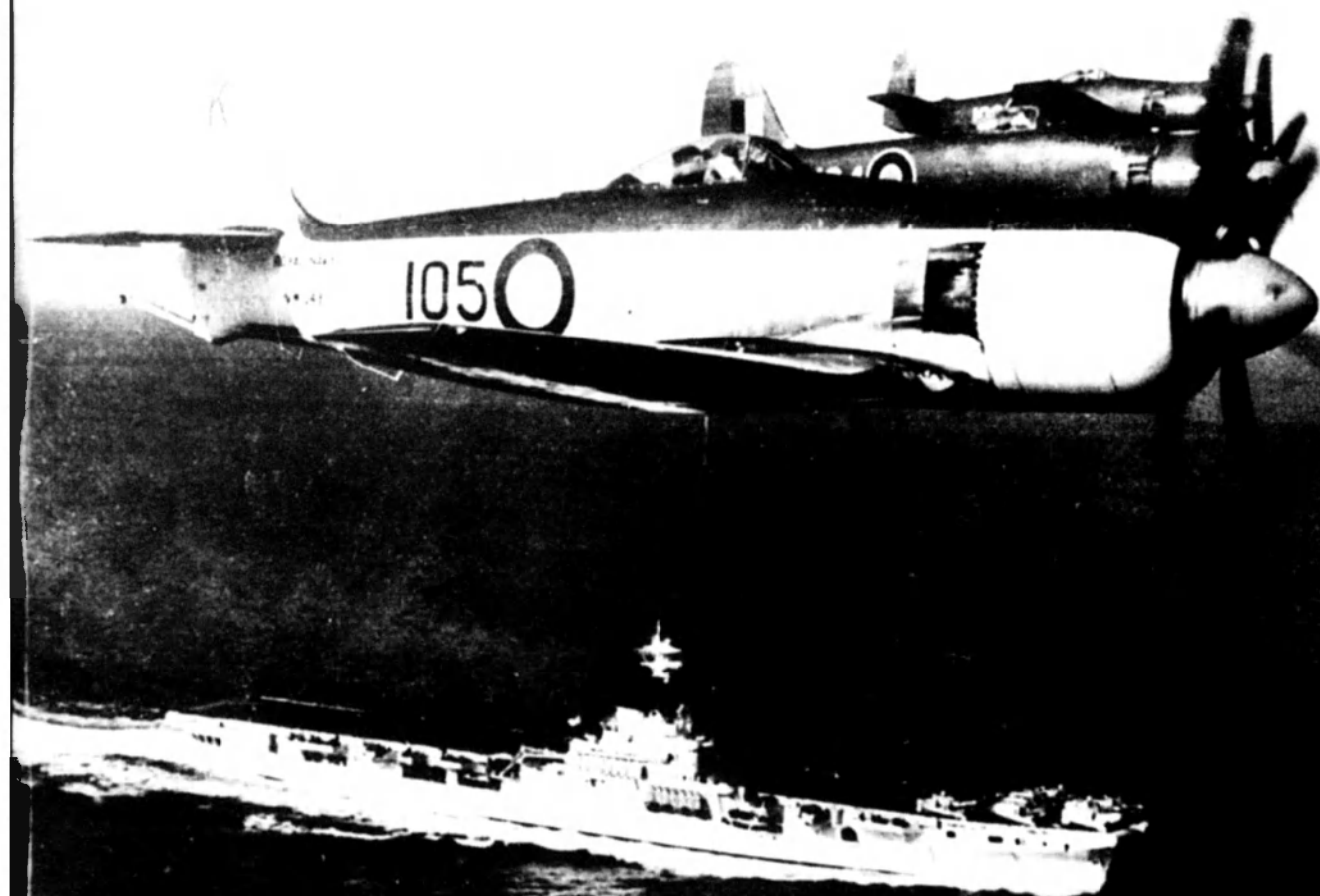
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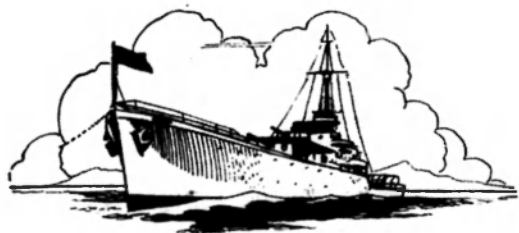
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THE N.A.T.O. Australia's Maritime Journal

Vol. 16. September, 1952. No. 9.

THE BIG SEA-AIR N.A.T.O. EXERCISES.

The big sea-air exercises held recently during the European summer under the North Atlantic Treaty Organisation mark a significant step forward in the measures designed for the overall defence of Western Europe in event of emergency. No fewer than eleven nations operated ships and aircraft in two major exercises, one in the Mediterranean, the other in Western European waters.

Indeed, the collaboration was on a scale previously unknown in time of peace and points to an important advance in the military preparedness and co-operative spirit of the nations concerned. The nations which took part in one or the other of both of the exercises were Belgium, Canada, Denmark, France, Greece, Italy, The Netherlands, Norway, Portugal, The United Kingdom, and The United States.

The first, and smaller, of these exercises, known by the code name of Beehive II, took place in the Central Mediterranean under the overall direction of Admiral The Earl Mountbatten of Burma, the British Commander-in-Chief, Mediterranean. It involved the attack and defence of convoys and an amphibious assault on Malta. Designed to test the

defences of the British base and to assess the island of Malta's capacity to prevent the disruption of sea communications by strong combined forces under modern conditions, it was the biggest test of Malta's defences since World War II. About 80 warships and more than 200 land-based or carrier-borne aircraft took part in the exercise.

The second and more important exercise, embracing about 250 ships and 400 aircraft, was put into operation later and had for its venue the coasts of Britain and the Atlantic seaboard of Europe. The purpose of the exercise, known as "Castanets," was to test the wartime command organisation of the N.A.T.O. Channel Command, the British Home Command, and the N.A.T.O. Eastern Atlantic Command. Conducted by the British Commander-in-Chief, Portsmouth (Admiral of the Fleet Sir Arthur Power), as Commander-in-Chief, British Home Station, designate—whose authority in war would extend over all waters within the 100-fathom line—and as N.A.T.O. Commander-in-Chief, Channel and Southern North Sea, it was designed to exercise ships and aircraft in wartime roles, particularly that of trade protection, and to try out certain new operational administrative systems. As such it covered an area extending from a position about 300 miles west of Ireland to the Atlantic seaboard of Southern Norway, Denmark, The Netherlands, Belgium, and France as far south as Brest.

All types of ships and craft were employed in the operations from aircraft carriers to midget submarines, and all types of work was carried out, including those of convoy protection, minesweeping, raider operations, attacks on ships in harbour and shore installations, frogmen, and sabotage.

That many realistic situations arose, both under fine weather conditions and under the varying effects of fog, wind and wave, goes without saying: that the exercise had been a real test of the N.A.T.O. command organisation may also be taken for granted. It may therefore confidently be predicted that the complete analysis of the exercise if and when it is released, will prove itself to be to every nation concerned a document of the utmost military and moral value.

NEW UNDERWATER TELEVISION EQUIPMENT.

The new underwater television equipment, incorporating a strong water-tight casing for a modified standard television camera and special lighting, which has been developed for the British Admiralty by Messrs. Pye Ltd., Cambridge, will be of great interest and value to those engaged in underwater research, salvage and diving work in Naval circles.

One complete set has been assembled for immediate delivery to undergo sea trials in the deep diving vessel "Reclaim" (Lieutenant-Commander J. N. Bathurst, O.B.E., D.S.C., R.N.). A second camera has been ordered for experimental work at the Admiralty Research Laboratory, where a different type of casing is undergoing development.

Both these cameras will be capable of reaching and working at depths of 1,000 feet. They will have built-in facilities for changing lenses, focus and aperture while under water, this being done by remote control. With a maximum visual field of 70 degrees this equipment is of the most advanced design available. A large fin is fitted to the exterior of the casing to steady the camera and to facilitate its use in difficult tidal conditions. This also serves for mounting the lighting.

The principles of the equipment result from lessons learned by Royal Naval Officers and scientists with the improvised equipment used for the identification of H.M.S. Submarine "Affray," but, with the new equipment, the unwieldy external framework has disappeared. With its neat shape, it is anticipated that it will be easier to handle at sea.



BRITISH STEAM CATAPULT ADOPTED BY U.S. AND AUSTRALIA.

As stated in the previous issue of this journal, the Minister for the Navy (the Hon. William McMahon) recently announced that the Cabinet Defence Preparations Committee had authorised the Australian Naval Board to buy two new British-invented aircraft-carrier steam catapults from the Admiralty at a cost of £400,000. These are to be fitted in the carriers "Melbourne," now in course of construction in the United Kingdom, and "Sydney."

We now learn that the catapult is also, by virtue of the exchange arrangements between the U.K. and U.S., to be adopted by the United States Navy.

The statement issued from American Naval Headquarters in regard to this fine example of British Naval research is of great interest. The statement said:

"The new steam-powered catapult proved in recent tests that it can hurl the U.S. Navy's jet fighters into the air even when the carrier is headed down wind or alongside a dock."

The adoption of the catapult for use in the U.S. Navy apparently followed tests of the installation in the Royal Navy carrier H.M.S. "Perseus" at the U.S. Naval Shipyard, Philadelphia, the Naval Operating Base, Norfolk, and at sea during January, February and March. Thus the statement continues:

"The new catapult fared so well during the tests that the Navy has already begun an investigation into the adaptability of it to their new flush deck carrier, the U.S.S. "Forrestal," now under construction. In adapting this experimental catapult for its own aircraft-carriers, the U.S. Navy will modify it as necessary for manufacture. A small initial quantity will be purchased from the British to take care of the interval until U.S. manufacturers can begin to produce them."

The new catapult, which has been developed for the Royal Navy by Messrs. Brown Brothers & Co. Ltd., Edinburgh, uses the principle of the slotted cylinder, and has no rams or purchase cables. A hook on the aircraft to be launched is connected directly to a piston which is driven along the cylinder by high pressure steam from the ship's boilers. While the amount of steam required for sustained operation is large, the tests have shown that the boilers can meet the demand without interfering with ships' operations. In the tests carried out in America, the catapult was found readily adaptable to the higher pressures.

The Anglo-American tests of this catapult indicate continuing co-operation between British and U.S. Navies in advancing the science of carrier warfare. The value of such co-operation cannot be over-emphasised.



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DIVERS CARRY HEAVY WEIGHTS —

BUT R.A.N. TRAINING METHODS ENSURE SAFETY.

By A Special Correspondent.

Moving slowly across the deck in his unhelmeted diving suit, the man walked towards the side of the ship which was lying at one of the jetties at H.M.A.S. "Rushcutter," Rushcutter Bay, Sydney. He lifted his heavily-weighted boots with obvious effort.

As he stopped, he looked down at their stout leather uppers, their brass toecaps and their wooden soles, to which leaden plates, each weighing 18 lb., had been fixed.

"How are they?" asked a rating standing beside him.

"Weigh a ton, but I won't feel them in the water." He gave a short laugh. "You don't even have a weight on your mind when you're down there." He gave another laugh, as if he were pleased with what he had said.

"You will have if you talk like that," remarked the chief petty officer instructor, dryly. The chief petty officer loathed and detested puns.

The heavy boots were not the only weights the man would have to carry. He was doing a training course at the Royal Australian Navy's diving school, and, by the time he entered the water, he would, literally, have a very big load to bear. But, physically and mentally, he would be given every assistance, and would suffer very little, if any, real discomfort. Every precaution, too, would be taken to ensure his safety.

As his two attendants stepped forward, they lifted a big tinned-copper helmet, in which the circular front glass-piece had not yet been fitted, over his head and lowered it down on to the threaded neck of the corselet that he was wearing.

They gave it a quick, sharp twist to the right, and turned a small stop to ensure that it would not work loose and so bring him face to face with possible disaster.

Standing in his suit, his well-cut features showing through the opening in his helmet, the man reminded one of a mediaeval knight, clad in some strange armour in which he had left the visor raised above his forehead.

The attendants secured both the air pipe leading into his suit and the plaited hemp breast-rope containing the wires of the telephone through which he would communicate with the surface, buckled on a broad leather belt from which a sharp, heavy sheath-knife hung, and then brought the air-pipe and breast-rope up under his arms and tied them to the corselet by lanyards.

After that, one of them manned the pump and turned a handle several times to let the man hear the air rushing into his helmet. That indicated to him that the air-pipe was properly connected. The man, again moving slowly as if his feet were being-dragged down by some tremendous gravitational force, walked further towards the side of the ship and, helped by the attendants, clambered awkwardly over it on to a ladder descending beneath the sea.

As he stood on the ladder, the attendants placed the air-pipe and breast-rope outside it and secured the air-pipe to it with a complete turn. They did this in case he slipped. If he fell into the water wearing a suit and equipment weighing 180 lb. (more than 1½ cwt.), and without his face-glass fixed, he would sink quickly and would almost inevitably be drowned before he could be raised above the surface.

When the man was ready, a large piece of lead, weighing about 40 lb., and shaped to fit his body, was laid between his shoulders, and another was placed on his chest. Both pieces were secured by lanyards which had been

brought over hooks in the helmet and passed through rings attached to the lead. The principal attendant, being satisfied that everything was in order and that the man understood clearly the signals that would pass between them, put in the front glass-piece and screwed it up securely, took hold of the breast-rope and patted the top of the man's helmet so that he would know that he could go down.

Almost like an automaton the man moved one foot on to a lower rung of the ladder and began his descent. As his helmet became submerged a few inches, he pressed on the spindle of the outlet valve to close it so that the attendant would be able to see whether there was any leakage round the upper part of his dress. If there had been, bubbles would have risen to the surface from the spot where the leakage had occurred.

But there was no leakage; the attendant gave a signal, and the man continued to descend until he was out of sight. All that was visible was the breast-rope and the air-pipe reaching up to the deck from the water.

The man remained out of sight for some time, and then, suddenly, there was a commotion in the water as he came shooting to the surface, with the arms and legs of his suit fully distended and rigid, and lay there helpless on his back.

He was carrying out an emergency surfacing exercise by again closing the outlet valve in his helmet, thus allowing his suit to fill with air, and, at the same time, jettisoning the lead weights on his chest and back.

As he lay on the water he was drawn rapidly, by means of the breast-rope and air-pipe, into the side of the ship, where the attendants lifted him head upwards in the water, secured him to the lad-

der, opened the outlet valve and the spit-cock, through which passes another small air passage in the helmet, and so let the suit deflate.

The man walked up the ladder and climbed back on to the deck, where, after he had rested for a few minutes, the attendants began to undress him so that he could change into his ordinary working rig.

While he was changing, another man was being dressed in a diving suit by the attendants. Soon, he would be going beneath the surface to carry out an exercise, part of which would include the recovery from the bottom of the lead weights which his predecessor had dropped.

H.M.A.S. "Rushcutter" is the only place in Australia at which ratings of the Royal Australian Navy can learn to dive.

A man must have become at least an able seaman before he is eligible to join a diving class. Shipwrights, artificers, gunners' mates, stokers and other ratings often join them, but they must all be volunteers.

Nevertheless, there is never any lack of candidates, although for medical and psychological reasons, not all are accepted. The slightest tendency towards claustrophobia, for instance, would disqualify a candidate at once.

Divers are separated into three grades. These consist respectively of third-class divers, who receive 3d. a day in excess of their ordinary pay; second-class divers, who receive 6d. a day extra; and first-class divers, who are paid 9d.

a day above the normal rates. In addition, all divers are paid special rates while actually working under water.

A trainee-diver begins his tuition in comparatively shallow water or about five fathoms. He first learns to move about in the water in his suit; to distinguish different types of sands and rock; to search for articles in mud; to use tools, such as wire cutters, hammers, cold chisels and oxy-acetylene equipment; and to lift obstructions. Later, he learns how to recover anchors, to untangle wire from fouled propellers, to repair holes in damaged ships, and so on. These are among some of the tasks he may eventually be called upon to do in earnest.

All the larger class of warships carry diving teams and several full sets of pumps, ropes, suits and other equipment. Cruisers usually have four divers on board and every destroyer flotilla is provided with a separate team. Divers are also stationed at every naval establishment in the Commonwealth.

The diving school at H.M.A.S. "Rushcutter" is modelled upon the schools of the Royal Navy, and "The Diving Manual" and other publications issued by the Admiralty, which are regarded as the best in the world, are used by it as text-books. This ensures that all who pass through the school are trained thoroughly.

During the Second World War several officers of the R.A.N. who had volunteered for service with rendering mines safe squads took courses in diving in England.

In recognition of their remarkably courageous work in "de-lousing" mines that had been laid beneath the water and of other acts of great gallantry, some of them were awarded high decorations, even including the George Cross.

H.M.A.S. "MURCHISON" AWARDED DUKE OF GLOUCESTER CUP FOR SERVICE IN KOREA.

The Minister for the Navy (the Hon. William McMahon) announced on August 5 that the Duke of Gloucester's Cup, presented to the R.A.N. by His Royal Highness when he was Governor-General, had been awarded for 1951 to H.M.A.S. "Murchison" for meritorious service, particularly in the Han River area of Korea from June until December, 1951.

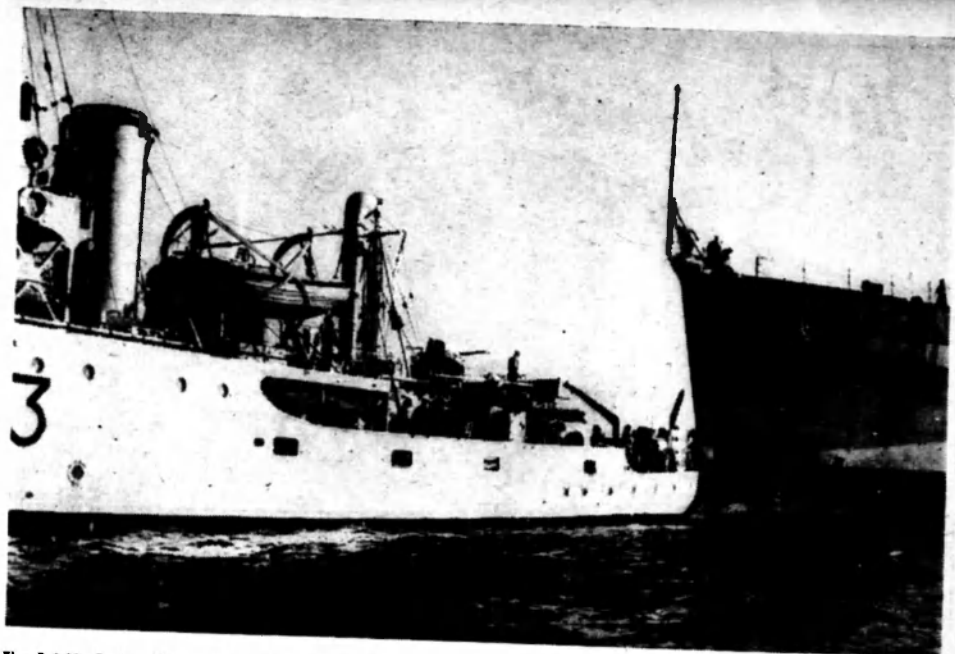
Mr. McMahon said that he and the Naval Board had congratulated the captain, officers and the ship's company on their fine achievement.

One of the highlights of "Murchison's" tour of duty occurred in September last year when, commanded by Lieutenant-Commander A. N. Dollard, R.A.N., she was patrolling close to the northern bank of the Han River and Communists suddenly opened fire on her with 75 mm. guns, 50 mm. mortars and light and heavy machine guns. She immediately returned the fire, killing a large number of enemy troops and silencing the guns and mortars.

The following day, when she was patrolling in the same stretch of the river, she again came under fire, but she returned it at the rate of 20 rounds a minute over open sights and once more silenced the enemy gunners.

She then withdrew some distance in a difficult tidal stream to meet some other United Nations ships on patrol. Together, all the ships moved up-stream and bombarded the enemy position. A little later American carrier aircraft joined in the bombardment.

The enemy position was wiped out.



The R.A.N. Cruiser "Hobart" and the Corvette "Wagga" collided twice in Sydney Harbour recently, when the "Wagga" was preparing to tow the "Hobart" to the Newcastle State Dockyard for refit. The cruiser will be the largest warship to refit at the State Dockyard, where her superstructure will be rebuilt and part of the hull refitted.

"ASTURIAS" TAKING STEAMING PARTY FOR H.M.A.S. "VENGEANCE".

The Minister for the Navy (the Hon. William McMahon) announced on August 20 that the transport "Asturias" would take to the United Kingdom a steaming party of 550 officers and men of the Royal Australian Navy, who would bring back to Australia early in 1953 the light fleet carrier H.M.A.S. "Vengeance," which had been lent to the R.A.N. by the Admiralty.

Mr. McMahon said that the "Asturias" would leave Sydney on September 27th, and call at Melbourne on September 29th, and Fremantle on 3rd October. At each of these ports members of the steaming party would be embarked. After leaving Australia, the "Asturias" would call at Colombo, Aden and Port Said, and would

reach the United Kingdom at the end of October.

Victualling stores would also be taken to the United Kingdom in the "Asturias." These stores would be used in "Vengeance" on her journey to Australia.

The steaming party would consist of ratings from the seamen,

naval aviation, stoker mechanic, communications, electrical supply and secretariat, and medical branches. He explained that an Air Group would not be sent to England for embarkation in the "Vengeance" as no flying would be carried out during the carrier's voyage to Australia.

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THE N.A.T.O. EXERCISE "CASTANETS"

In the important exercise, known as "Castanets," which took place late in June around the coasts of the United Kingdom and off the Atlantic seaboard of European countries, nine nations took part: Belgium, Canada, Denmark, France, the Netherlands, Norway, Portugal, the United Kingdom and the United States.

The purpose of the exercise, as pointed out in our editorial, was to test the wartime command organisation of the N.A.T.O. Channel Command, the British Home Command, and the N.A.T.O. Eastern Atlantic Command (the Naval Forces of which are commanded by the Commander-in-Chief, Home Fleet, Admiral Sir George Creasy, and the Maritime Air Forces by Air Marshal Sir Alick Stevens, acting in his capacity of Maritime Air Commander-in-Chief, Channel and Southern North Sea, and Maritime Air Commander-in-Chief, Eastern Atlantic, both N.A.T.O. Commands. Air Marshal Stevens exercised his control from his headquarters at Northwood, Middlesex, near London. The overall operations were conducted by the British Commander-in-Chief, Portsmouth, Admiral of the Fleet Sir Arthur Power, as N.A.T.O. Commander-in-Chief, Channel and Southern North Sea.

The forces concerned were Naval and Air Forces of Canada, France, the Netherlands, and the United Kingdom; Naval Forces of Belgium, Denmark, Norway and Portugal and Air Forces of the United Kingdom and on the Continent. Canada, the Netherlands, and the United Kingdom also operated carrier-borne aircraft. More than 250 ships, including a battleship and five aircraft carriers, and 400 aircraft were operated.

The exercise was set against a background in which 'Blue' forces, defending Continental countries and the United Kingdom, were threatened by 'Red' forces, who

were in occupation of part of Northern Europe. Its phases included inshore operations (with particular emphasis on minesweeping), ocean convoy operations and raider operations. Radio silence was maintained at sea, as in war, and ships were darkened at night except where lights were needed for navigational safety.

All types of ships and craft and all types of services, including frogmen and saboteurs, were employed in the operations.

Raider operations in the North Sea were simulated by the British fast minelayer "Apollo," representing an 8-inch cruiser with armament superior to all ships she operated against, except the British battleship "Vanguard," who was employed at sea only in the first phase of the exercise. The pursuit and destruction of this and other raiders was successfully accomplished only after they had successfully eluded surface and air forces for several days.

Among the ships operating against the "Apollo" was the Netherlands aircraft carrier "Karel Doorman," who, after some early misfortunes, gave efficient air cover to an important Norwegian convoy and by a well-timed "strike" damaged the "Apollo" and enabled the British cruiser "Swiftsure" and destroyers to get within range and complete the raider's destruction. In a period of two and a half days the "Karel Doorman" flew off 80 sorties.

Nearly fifty convoys of ocean, coastal, and cross-channel types were operated and they were opposed by heavy concentrations of submarines of many nations, by shore based aircraft, light coastal forces, and by some carrier-borne aircraft from the British aircraft-carriers "Eagle" and "Illustrious."

The convoys were escorted by mixed formations of escort vessels and by outer screens of ships of several nations including the Canadian aircraft-carrier "Magnificent" and destroyers of Portugal, the Netherlands, Norway,

and France.

Minesweeping operations were a very important part of the exercise. Heavy lays were made by 'Red' forces off the East Coast (of the U.K.) and off the Continental seaboard at the approaches to ports in the Netherlands, Belgium, and France, and mixed forces of British and Continental minesweepers were employed in keeping the sea lanes open and in clearing passages to the ports.

At a Press conference after the exercise, Admiral of the Fleet Sir Arthur Power, who conducted the exercise, emphasised that the principal basis of 'Castanets' was not spectacular engagements, but the dull routine work of keeping sea communications moving against attempted interruption, that comprises so large a part of war at sea. The outcome provided proof of the good progress that had been achieved in the process of welding units drawn from different nations into a homogenous force. Never before had three separate nationalities been represented in a squadron of four ships.

Sir Arthur said that the exercise had shown that navies were ever short of the number of small craft that they needed. He predicted that analysis would confirm that the new anti-submarine craft had shown themselves highly efficient.

Both he and Sir Alick Stevens, Commander-in-Chief, Coastal Command and Allied Air Commander-in-Chief, Channel, had a good word for the Naval and R.A.F. reservists who had served in the exercise, as well as for the men in special services—such as midget submarines and frogmen—and for the work of the Canadian aircraft-carrier H.M.C.S. "Magnificent" and the Netherlands carrier "Karel Doorman."

Sir Alick said that in the exercise maritime aircraft had flown 162 sorties, totalling 1,575 hours. Exercise 'Castanets' had been a real test of the N.A.T.O. command organisation of first-class value.

THE ALLIED MEDITERRANEAN EXERCISE

"BEEHIVE II"

The nations concerned in the recent exercise in the Mediterranean, known as "Beehive II," were France, Greece, Italy, the United Kingdom, and the United States. About 80 warships and more than 200 land-based or carrier-borne aircraft took part. The ships included two aircraft carriers, five cruisers, more than 20 destroyers, together with escort vessels, submarines, minesweepers, Coastal Forces, supply ships, and and transports.

French naval and air forces operated from North Africa under the command of Vice-Admiral P. E. M. J. Barjot, ships of the Royal Hellenic (Greek) Navy were commanded by Rear Admiral P. Lappas, Commander-in-Chief of the Royal Hellenic Fleet, and Italian warships were commanded by Rear-Admiral F. Membelli. The United States Sixth Fleet (Vice-Admiral John H. Cassady) backed up by a few British submarines "attacked" forces under British command. At sea British, French, Greek and Italian ships operated under the British Commander-in-Chief, Mediterranean.

Ashore, operations in defence of Malta were conducted by the Air Officer Commanding R.A.F. Malta (Air Vice-Marshal N. H. D'aeth), the General Officer Commanding Malta (Major-General W. E. G. Hemming), and the Flag Officer Malta (Vice-Admiral G. A. B. Hawkins), all under the overall direction of Admiral the Earl Mounthatten of Burma.

Ships of all five N.A.T.O. nations participating in the exercise were all deployed for major operations when U.S. Marines landed on a beach adjoining St. Paul's Bay, Malta.

As they waded ashore under cover of carrier-borne aircraft and bombardment simulated by covering forces, many dog-fights were seen in the air as R.A.F. Vampire jet aircraft screamed their way past Corsair formations of the 'Blue' 'invading' forces.

The Marines came ashore in landing craft of a U.S. Transport Division and landed light tanks and guns. They were opposed by the Malta Garrison and encountered many hazards imposed by umpires. The operation was watched

at the beach-head by the exercise Director and other senior officers of all Services.

Red surface heavy forces, which had been held at Malta to counter the expected landing, sailed when 'Blue' intentions became clear. There were two major groups, one consisting of the British cruiser "Glasgow" and destroyers and the other of the British cruiser "Gambia," with destroyers, two of which were Greek ships, the "Niki" and the "Doxa."

The "Glasgow's" force attacked 'Blue' ships converging on the island from landward, and the "Glasgow" reported she had crippled some important 'Blue' units, but was herself later engaged by 'Blue' transports south of the island of Gozo and engaged their covering force.

A night action was also fought off Gozo by the French ships "Mameluck" and "Langler." The former, after shadowing the enemy, attacked heavy cruisers with torpedoes. As the 'Blue' transport group approached the beach-head, the Italian ship "Carbiniere" and twelve Italian motor-torpedo boats went into action close inshore. Later they claimed they had inflicted heavy damage among transports and covering forces in a dummy torpedo attack. During the night 'Red' forces temporarily lost contact with the 'Blue' carrier group which included the U.S.S. "Coral Sea" and the U.S.S. "Wasp." At this time the 'Blue' hunter-killer group had proceeded towards the island of Lampedusa.

Greek submarines played an important part in operations leading to the assault, the "Pipinos" attacked and claimed she had scored a 'hit' on one of the aircraft-carriers and the "Argonaftis" claimed that she had damaged a tanker and one carrier.

An analysis of the operations will be awaited with interest.

BRITISH OCEANOGRAPHIC RESEARCH.

The Royal Research Ship "Discovery II," owned by the British National Oceanographic Council, returned to Plymouth recently after completing the first of her planned series of cruises in the North Atlantic.

The "Discovery II" is the first ship to have a built-in wave recorder. It was designed by scientists of the National Institute of Oceanography and made in British Admiralty workshops.

Wave records are needed for a number of purposes, including the study of ship movement at various speeds and wavelengths.

During the cruise which has just ended, and which lasted two and a half weeks, winds of gale force were encountered for about 24 hours South-West of Ireland. The highest wave was 34 feet and its length from crest to crest approximately 360 feet: the wind at the time was varying between 45 and 52 knots. One-third of the waves were higher than 20 feet. Two hours later, with the wind not quite so strong, the waves were more regular; the peaks were not so high but one-third were more than 22 feet. The wave recorder stood up to this buffeting rather better than did the scientists, and it required no adjustment from start to finish of the voyage.

On several occasions the ship stopped to measure water temperatures and to take water samples at a series of depths between the surface and the sea bottom. In a basin North-East of the Azores, samples were taken every 100 fathoms down to the bottom — 3,150 fathoms. They will be used in studying water circulation in the eastern half of the North Atlantic Ocean.

The water samples will also be analysed by two scientists from the Marine Biological Association's Plymouth Laboratory, Dr. L. H. N. Cooper and Mr. F. A. J. Armstrong, who were aboard the "Discovery II" during the voyage and who took part in the ship's work.

TRAINING MERCHANT ENGINEER OFFICERS

Following consultations between the British Ministry of Transport, the organisations representing ship-owners and those of engineer officers in the Merchant Navy, and other interested parties, approval has been given by the Ministry, writes the "Merchant Navy Journal" for January-March, 1952, to a new scheme for training engineer officers of the Merchant Navy, and a number of shipping companies are proposing to adopt it.

The scheme embraces, firstly, a two-year Ordinary National Diploma course in mechanical engineering at an approved technical college, with additional practical training during vacations, followed by a period of 18 months' service as an apprentice engineer at sea, and finally a period of 12 months' special training in a shipyard or marine engine builders' or other suitable engineering works.

This scheme will be regarded as an alternative to the standard period of four years' suitable training in engineering works which is required under the Ministry's regulations for the examinations for certificates of competency as engineer.

Candidates must have reached the age of 16, and must have had full-time education up to the age of 16 and have shown proficiency in mathematics and physics or, alternatively, must have had a full-time education up to 15 followed by at least a year's part-time education at an approved technical college qualifying for admission to the first year of the Ordinary National Diploma course.

The National Diploma courses begin annually in September and intending candidates should apply to shipping companies as early in the year as possible.

Among the shipping companies who have announced their intention to put into force the new alternative scheme are the Anglo-Saxon Petroleum Company, the British Tanker Company, Brocklebank's, Elder Dempster's, Furness Withy, and Alfred Holt's.

The Anglo-Saxon Petroleum Company operates the Shell fleet of oil tankers, the largest maritime enterprise in the world. To meet the demands of their expanding fleet, Shell aim to recruit and train yearly 200 apprentice engineers under the scheme.

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The Cruiser H.M.A.S. "Australia" leaving Garden Island on an instructional cruise for ratings. The ship was to have cruised direct to New Zealand, but joined in the search for the motor ship "Awehou," which disappeared between Sydney and Lord Howe Island this month.

WARRAMUNGA TO BE MODERNISED

The Australian Tribal class destroyer "Warramunga," which returned from a second tour of duty in Korean waters on Saturday, August 16, is to be taken in hand for modernisation.

In announcing this on August 14, the Minister for the Navy (the Hon. William McMahon), said that "Warramunga" would be berthed at Cockatoo Island from September 1 onwards.

Mr. McMahon explained that the modernisation of "Warramunga" would form part of the programme which the Royal Australian Navy had undertaken to prepare against the grave menace that would be presented by the fast, long-distance, long-submersible

submarine in any future war.

The modernisation of the Tribal class destroyer "Arunta" was approaching completion, and, after the proposed work in "Warramunga" had been finished, the modernisation of the R.A.N.'s third Tribal class vessel "Bataan" would be begun.

As further preparation against the potential submarine threat, in which Firefly aircraft from R.A.N. carriers would play a vital part, the R.A.N. was equipping its River class frigates with the most modern anti-submarine devices.

It was also converting five "Q" class destroyers to fast anti-submarine frigates and it intended to build six new 2,000-ton anti-submarine frigates.

DUKE TO UNVEIL NAVAL MEMORIAL

The Imperial War Graves Commission has announced that the Chatham Naval Memorial will be unveiled by the Duke of Edinburgh on October 15th.

The Memorial is one of three being constructed by the Commission to commemorate at each major port the sailors of the Commonwealth who in two wars gave their lives and have no grave but the sea. The other memorials are at Portsmouth and Plymouth.

The Imperial War Graves Commission is also building Naval memorials for the 1939-45 war at Liverpool, to merchant seamen serving with the Royal Navy; at Lee-on-Solent, to the Fleet Air Arm; and at Lowestoft, to the Royal Naval Patrol Service.



MARITIME NEWS OF THE

WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

DISABLED COLLIER TOWED INTO PORT.

The 3,341-ton collier "Easby," which was disabled in a gale off the New South Wales coast on July 27, was towed into Sydney by the tug "St. Giles" on August 2. The "Easby," out from Newcastle, N.S.W., with 43 persons on board, had been at sea for nine days and had been drifting helplessly for three of them. The tug "St. Giles" was sent out from Sydney to assist her, on what proved a difficult search. On the day following her departure the tug made wireless contact with the "Easby," but bad weather prevented the collier from determining and notifying her position. All that day Naval aircraft from Nowra searched unsuccessfully for the disabled ship. A day later, using radar, the aircraft sighted the tug "St. Giles" and soon afterwards found the "Easby" about 28 miles away. Soon afterwards, but only after great difficulty, including the pouring of oil over the "Easby's" side to calm the seas, the "St. Giles" took the collier in tow. Huge seas constantly broke over the "Easby" during the three days she was helplessly adrift, smashing furniture and fittings, and flooding every cabin. One huge sea smashed the emergency compass. Water and food were rationed most of the time.

GALE LASHES SYDNEY AND N.S.W. COASTS.

A 60-mile gale lashed Sydney and the New South Wales coasts

during late July and the early days of August, disrupting shipping services and sending coasters scurrying for shelter. One overseas freighter, the "Somerset," reached Sydney on July 25th 12 hours late on a voyage from Newcastle, 100 miles up the coast. The 7,000-ton freighter "Pacific Liberty" was more than a day and a half on a voyage from Newcastle to Port Kembla that usually takes about half a day.

LINER HAS HAZARDOUS HARBOUR TRIP.

The Trans-Tasman liner "Monowai," despite the use of radar, had a hazardous trip up Sydney Harbour on July 29 in one of the thickest fogs Sydney has known for years. As the liner slowly negotiated the channel shortly after 6 a.m., horrified ferry passengers thought she would collide with the Pacific liner "Aorangi," berthed at the Kirribilli dolphins. She was apparently well in hand, however, though close witnesses said they held their breaths as the "Monowai" sheered close to the "Aorangi" and was passed by partially fog-hidden Manly ferries. "It was the most hazardous trip I have ever had up the harbour," said Captain Young, master of the "Monowai." "The fog was the thickest I have experienced in Sydney, and the tide against us, caused by the rush of river water, was the strongest I have struck."

U.S. TANKER FLEET.

The National Federation of

American Shipping claimed on July 27 that the United States now has the largest and fastest privately owned merchant tanker fleet in the world. The Federation's survey showed, however, that the United States is lagging behind Europe in the building of new oil and petrol tankers. On July 1 of this year the American fleet included 451 tankers of 6,741,000 deadweight tons, equal to 24 per cent. of the world total. But in new construction the United States has only 6.6 per cent. of the world total of 11,500,000 tons on order or building. Western Europe has 68 per cent., and Great Britain alone has 30 per cent.

TELEVISION SETS IN MERCHANT SHIPS.

A scheme of particular value to Merchant Navy officers has been devised by Rees Mace Marine Ltd., Hinde Street, London, a subsidiary of the Pye Radio Company. On payment of a 35/- installation charge, and 7/6 per day hire, with a minimum period of five days, a Pye 12in. F.V.1 table model television set with temporary aerial can be speedily installed on ships lying on Thames-side or Mersey-side. A number of shipping companies have already availed themselves of this service, which they provide as an amenity for ship's officers at the expense of the company. In other cases, ship's officers may club together and hire a set during the time that they are in port.

SKIPPER GIVES HIS LIFE FOR HIS CREW.

A message from Boston, U.S.A., says that the skipper of a fishing trawler drowned rather than endanger the lives of his crew. The trawler, the "Albatross," collided with the 10,000-ton U.S. tanker "Chattanooga" five miles off Cape Cod. As the "Albatross" went down the 12 members of her crew shouted to the skipper, Captain Bjorvin Einarssen, to join them in the lifeboat. "No, there are too many in the boat," the captain

shouted back, and dived into the sea. Before they could pick him up he had vanished.

RECORD SYDNEY TO BRISBANE RUN.

A new record of 29 hours for the Sydney-Brisbane run of 523 miles was set by the 10,000-ton Blue Funnel cargo liner "Ixion" recently. It goes without saying that the weather throughout the voyage was mainly fine, permitting the ship to make as much as 19 to 20 knots per hour.

"ORMISTON" BACK ON EASTERN AUSTRALIAN RUN.

After being tied up in Sydney for nine months, the interstate liner "Ormiston" returned to the Eastern Australian coastal service on July 8th. The "Ormiston" sailed for Melbourne on July 8th and then went direct to Brisbane. On July 20th she began a 28 days service between Brisbane, Sydney and Melbourne.

MEN AMOK ON SHIP KILL TWELVE.

Two men who ran amok with long knives on a coastal ship in Zamboanga harbour, Philippines, last July, killed twelve of the ship's passengers. Many other passengers who jumped overboard in an effort to escape are believed to have been drowned. No fewer than eighteen additional passengers of the 70 aboard were wounded. The berserk men continued their fell work until one was slain by a policeman he was about to attack, and the other was wounded and overcome.

SHIP ABLAZE AT SYDNEY WHARF.

Firemen from Sydney Fire stations wearing breathing apparatus braved explosions and dense clouds of oily smoke on the night of July 9 to fight a fire in the 7,154-ton British freighter "Teespool" moored at No. 9 Wharf, Pyrmont, Sydney Harbour. The first officer of the ship, B. Shepherd, and the fifth engineer, F. Lavoo, descended into the blaz-

ing boiler-room in an effort to prevent the boilers from bursting. The fire began in the boiler-room, and spread to an adjoining hold containing 1,470 gallon drums of lubricating oil. Many of the drums exploded, belching out blazing oil. Flames spread along the bilges and poured upwards where they reached 150 rolls of paper and 10 tractors. There were about 5,700 tons of sulphur aboard. The steel bulkhead separating the sulphur from the fire became nearly red hot, but the heat was not great enough to set the sulphur alight. The intense heat buckled the underplates of the ship and water poured in. The crew worked into the early hours of the morning to draw a canvas collision mat over the buckled plates. The firemen traced the origin of the fire to the injection system at the bottom of the boiler house. The "Teespool" was originally the "Ocean Vanity."

CANADA TO BUILD BIG SEAWAY ON ST. LAWRENCE.

The Canadian Government recently decided to go ahead with the great St. Lawrence seaway and power development project. She will build the work alone. This follows the United States Senate's refusal to approve American participation in the scheme. United States Governments have tried unsuccessfully for years to get Congress to authorise plans for the construction of a huge seaway of locks, canals, dams and power plants along the 48-mile international rapids section of the St. Lawrence River, which divides the United States from Canada.

THE "FRED BORCHARD" INQUIRY.

A formal inquiry into the loss of the S.S. "Fred Borchard" (1,586 tons) was held in London in January, 1952. The vessel, which was carrying timber from Russia, capsized in heavy weather off the Lofoten Islands in October, 1950, two members of the crew unfortunately losing their lives. Mr. J. V. Naisby was Wreck

Commissioner, having with him as assessors Captain C. V. Groves, Mr. E. F. Spanner and Mr. J. Wallace. The Court in its findings gave the probable cause of the sinking as an incursion of water, without being able to find with any certainty the sources of such incursion.

PRE-FABRICATED BOW FOR LINER.

The Ellerman Liner "City of Hull" has had her crumpled bow, after hitting a quay, replaced by a new one pre-fabricated during her voyage home by Vickers Armstrongs. The new bow was carried down the Tyne by a floating crane and fixed in place at Hebburn.

FINNISH RADIO OPERATOR FINED £1,000.

The radio operator of a Finnish ship was fined £1,000 or 12 months imprisonment at Plymouth for trying to smuggle 114,200 cigarettes through that port. It was described as one of the biggest hauls of uncustomed cigarettes ever made in Britain.

STEAM YACHT FOR U.K. NAUTICAL COLLEGE.

Mr. G. E. Millington, a Norfolk farmer, has presented the steam yacht "Wendorian," 120 gross tons, to the King Edward VII Nautical College, at Stepney, London, and it is hoped that she will be in commission this year, indeed, may already be in commission. The "Wendorian" was built in 1903, is schooner rigged, and of steel construction. She is 124 feet overall with a beam of 17 feet and has sleeping accommodation for 18 persons. She is fitted with fore and aft sails and a triple-expansion engine which gives her a speed of about 8 to 9 knots. It is proposed to use the ship for training "pre-sea" cadets on one-year and one-term courses. All cadets will spend from 10 to 14 days aboard each term and during the Easter and Summer vacations. It is hoped to organise longer cruises on a voluntary basis.

FIRST JAP. PASSENGER FREIGHTER SINCE WAR.

The first Japanese passenger-freighter to visit Sydney for eleven years, the "Osaka Maru" (6,653 tons), arrived there on August 6 with 500 tons of building steel and two tons of bleached calico. Her master, Captain Jinsaku Nihei, said that Australia's import restrictions and short notice for loading were responsible for the small cargo his ship carried. Mr. Sakae Shinmada, chief engineer of the ship, was the only officer aboard who had been in Australia before. He made four voyages here as first engineer of the "Sydney Maru" before the war. The "Osaka Maru," built in 1949 at Kobe, has accommodation for twelve passengers.

PLANE MAKES NON-STOP TWO-WAY TASMAN CROSSING.

A New Zealand Air Force Hastings transport plane completed a double crossing of the Tasman Sea from New Zealand to Williamstown (Victoria) and back when it landed non-stop at Whenuapai, N.Z., on August 2nd. The plane, commanded by Squadron Leader R. F. Watson, with Group Captain R. Webb as co-pilot, was diverted from its course over the Australian coast to fly over Sydney before heading back for New Zealand. On the non-stop, two-way flight, which took 11 hours 54 minutes to accomplish, approximately 2,300 miles were covered.



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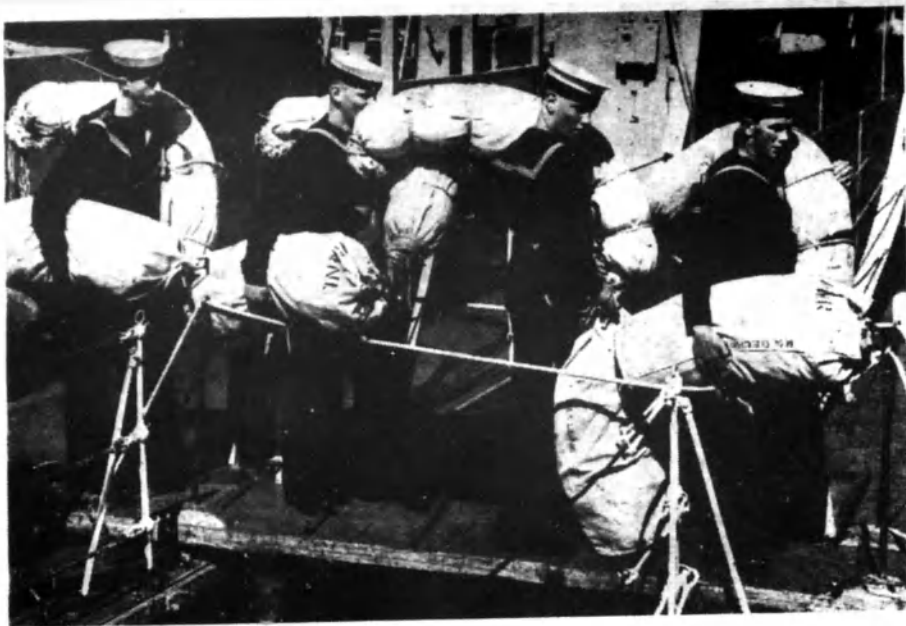
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Four of the eighty-two National Service Trainees who left Sydney recently in the frigates "Murchison" and "Shoalhaven" boarding the "Murchison" prior to their departure for the Great Barrier Reef area.

REPORTING OF WHALES

The National Institute of Oceanography of Great Britain has inaugurated a scheme aiming at encouraging officers of merchant ships to make reports on all whales sighted during their voyage.

Research on the biology of whales is one of the functions of the National Institute of Oceanography, and a practical object of the work is to facilitate the international regulations of whaling and the conservation of the stocks of whales.

For such purposes it is necessary to gain as much information as possible on all aspects of the distribution, populations, breeding and habits of whales. Existing knowledge of the world distribution of whales is inadequate, and the National Institute of Oceanography has started the scheme for

this reason.

Special reporting forms and detailed instructions have been prepared, and the Meteorological Office is co-operating, through their Port Meteorological Officers, in distributing these to all ships volunteering to take part in the scheme.

All reports received will be carefully noted and plotted at the National Institute of Oceanography, and it is hoped that widespread observation from ships may lead to a substantial advance in what is at present known of the distribution of whales.

Captains of ships should get in touch with their Port Meteorological Officers. Others interested may refer to the National Institute of Oceanography, Queen Anne's Mansions, London, S.W.1.

NEWS OF THE WORLD'S NAVIES

R.N. YACHT FIFTH IN OCEAN YACHT RACE.

The 31ft. sloop "Samuel Pepys" turned in the best performance for Britain in the 670-mile Newport, Rhode Island, to Bermuda ocean yacht race, finishing fifth in a fleet of 58 on corrected time and third in class. She was entered, as reported in the June and July issues of this journal, by the Royal Naval Sailing Association. The race was run under handicap rules. The "Samuel Pepys" elapsed time for the run was 4 days 23 hours 35 minutes 56 seconds. The American yawl "Carina" won this class.

H.M. SUBMARINE AIDED TO PORT.

H.M. Submarine "Untiring" (Lieutenant-Commander A. M. B. Buxton, R.N.) developed engine defects off Cape St. Vincent, while on passage from Malta to the United Kingdom. The "Untiring" was able to continue her voyage at four knots, but a Naval tug was sent from Portsmouth to assist her. The "Untiring" was recently returned from loan to the Royal Hellenic (Greek) Navy.

FIRE IN R.N. MOTOR MINESWEEPER.

Following a fire in H.M. Motor Minesweeper No. 1534 in the Mediterranean off Tunisia, four warships with whom she was exercising rendered assistance. There were no casualties and the fire was soon extinguished. The Admiralty Salvage Vessel "Sea Salvor" sailed from Malta to her aid.

SALVAGE OF THE "BARON DOUGLAS."

Towed by three Dover tugs and accompanied by the British Admiralty Salvage Ships, "Kinbrace" (Captain W. H. Harrison) and "Uplifter" (Lieut.-Commander W. A. Ross, R.N.), the British steamer "Baron Douglas," who

was beached off Hastings after a collision with the Yugoslav steamer "Korenica" and subsequently refloated, arrived at Tilbury recently. An examination was carried out by divers from the "Kinbrace" and it was discovered that the "Baron Douglas" was too badly damaged to attempt to repair her in the exposed position in which she lay. There was a 45ft. rent below the waterline, making No. 2 and No. 3 holds open to the sea. It was therefore decided to recover buoyancy by pumping, in order that the vessel could be refloated and towed to a safe berth for repairs.

FIRST SEA LORD VISITS GERMANY.

The First Sea Lord, Admiral Sir Rhoderick McGrigor, G.C.B., D.S.O., visited Royal Naval ships and establishments in Germany recently. He was accompanied by his Naval Assistant Captain C. W. Malins, D.S.O., D.S.C., R.N., and he flew from Northolt in a Naval aircraft. His first visit was to the Flag Officer Germany, Rear-Admiral R. St. V. Sherbrooke, V.C., D.S.O., at Benkhäusen. The following day he travelled by car to Cuxhaven to inspect the Elbe Squadron (Commander M. Thornton, D.S.O., D.S.C., R.N.). After sailing in one of the craft of this squadron to Hamburg, he flew to Krefeld and stayed the night with the Commanding Officer of the Rhine Squadron (Captain C. W. McMullen, D.S.C., R.N.). The Rhine Squadron consists of two depot ships, a headquarters ship, a number of landing craft, motor launches, and a section of the Royal Marines. [Incidentally, an interesting account of the work of the Rhine Squadron, the Royal Naval Rhine Flotilla, was given in the January, 1952, issue of this journal.] The Elbe Squadron is made up of motor launches and landing craft.

H.M.S. "SHEFFIELD'S" C.O. IS "GREAT HUNTER".

H.M.S. "Sheffield," flagship of the America and West Indies Station, arrived at Bermuda early in June after a ten-day visit to Montreal, where she was visited by some ten thousand persons, men, women and children. Among the visitors to the historic cruiser were Canadian Indians, who performed ceremonial dances on board and made the "Sheffield's" Commanding Officer, Captain M. Everard, R.N., a member of their tribe with the title of "Great Hunter." The ship made an earlier call at Halifax, where many sporting events with the Royal Canadian Navy were arranged and enjoyed.

CADET TRAINING CRUISE.

The Cadet Training Cruiser, H.M.S. "Devonshire" (Captain William G. Crawford, D.S.O., R.N.), sailed from Plymouth on May 5th for her summer training cruise. After proceeding to Invergordon, she began a series of visits to several ports in Norway. On leaving Norway she continued her cruise in British home waters, returning to Plymouth in mid-July. Some 230 cadets were among the "Devonshire's" company, including 53 Commonwealth cadets comprising 23 Australian, 18 Indian and 12 Pakistan.

TRANSFER OF SUBMARINE TO FRENCH NAVY.

Subject to completion of her sea trials, H.M. Submarine "Sportsman" is to be transferred to the French Navy. She will be received—and may by now already have been received—on behalf of the French Navy by the French Naval Attaché in London, Rear-Admiral R. E. M. Blanchard, at Port Blockhouse, Bospört. This is the fourth submarine to be lent to the French Navy by Britain.

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DEDICATION OF SHIP'S CHAPEL.

At Portsmouth on May 18 the Bishop of Portsmouth, Dr. Fleming, dedicated to St. Barbara the chapel in H.M.S. "Newcastle" (Captain W. F. H. Rutherford, R.N.). On the quarter-deck of the ship a commissioning service was held by the Rev. M. L. Jones, Chaplain, and this was attended by the officers and ship's company with their families. The "Newcastle" has been recommissioned after a long refit at Devonport. She is now in the Mediterranean.

H.M.S. "THESEUS" GOES HOME.

Naval aviators from the Korean war zone arrived at Portsmouth in June in H.M.S. "Theseus" (Captain G. N. Lentaigne, D.S.O., R.N.). The aircraft carrier was returning from a six months' tour of duty on the Mediterranean station. No. 804 Naval Air Squadron (Lieutenant-Commander J. S. Bailey, O.B.E., R.N.) and No. 812 Squadron (Lieutenant-Commander J. M. Culbertson, R.N.), following two tours of duty totalling eight months in the Korean war zone in H.M.S. "Glory," were embarked in the "Theseus" for the final part of their journey home. They left the "Glory" in the Mediterranean. With them was Lieut.

Commander F. A. Swanton, D.S.C., R.N., Air Group Commander of the two squadrons. Lieutenant-Commander Bailey has temporarily left his squadron to gain experience with American fliers in Korea.

COMBINED EXERCISE ON DUTCH COAST.

A combined exercise for sea, land, and air forces was held in the northern part of The Netherlands, including the northern part of North Holland and the adjoining waters, early in June. Armed forces of Great Britain, Belgium, and The Netherlands took part and the exercise was conducted by the Commander Netherlands Home Station, Rear-Admiral C. W. Slot, R.N.N. The British contribution, relatively small, included two destroyers, a navigational training ship, a number of small craft, and sections of the Royal Marines.

H.M.S. "VANGUARD" VISITS ROTTERDAM.

H.M.S. "Vanguard" (Captain J. S. S. Litchfield, O.B.E., R.N.), wearing the flag of Admiral Sir George Creasy, K.C.B., C.B.E., D.S.O., M.V.O., Commander-in-Chief, Home Fleet, and two "Battle" Class destroyers, H.M. Ships "Battleaxe" (Captain P. D. H. R. Pelly, D.S.O., R.N.) and

"Broadsword" (Commander H. R. B. Janvrin, D.S.C., R.N.), paid an informal visit to Rotterdam. This visit began at the end of June and continued until July 4th. It was of particular interest because it was Admiral Creasy's first return to Holland since May, 1940, when Hitler launched his invasion of the country. At that time Captain Creasy, as he then was, had commanded the 1st Destroyer Flotilla in H.M.S. "Codrington" and he received orders to embark members of The Netherlands Royal Family at IJmuiden and bring them back to England. Princess Juliana, now Her Majesty the Queen of The Netherlands, Prince Bernhard and their two daughters were safely brought across the North Sea to Harwich in H.M.S. "Codrington."

H.M. SHIPS VISIT ITALIAN AND GREEK PORTS.

H.M. Ships in the Mediterranean visited ports in Italy, Greece and Greek islands during the Mediterranean Fleet's first summer cruise exercise period and cruise programme. The visit began on June 21st and continued during July. Britain's most modern destroyer, H.M.S. "Daring," who recently joined the Mediterranean Fleet and is completing her working up period, paid her first visit to a foreign port when she visited the Greek island of Zante between June 21st and 23rd.

DUCHESS OF KENT PRESENTS QUEEN'S COLOUR.

Her Royal Highness the Duchess of Kent presented the Queen's Colour to Portsmouth Command on May 22nd. She was met at Admiralty House, Portsmouth, by Admiral of the Fleet Sir Arthur Power, G.C.B., G.B.E., C.V.O. (the Commander-in-Chief, Portsmouth), and Lady Power, and lunched on board H.M.S. "Victory," being received by a royal guard and Colour Party composed of officers and men of the Royal Naval Barracks, Portsmouth. Her Royal Highness presented the Queen's Colour on the parade ground of the Barracks. After the

ceremony she inspected a representative contingent of W.R.N.S. of the Portsmouth Command at the Royal Naval Barracks.

PLANE EXPLODES ON U.S. AIRCRAFT-CARRIER.

The United States Navy Office announced on August 7 that a jet fighter plane exploded aboard the U.S. aircraft carrier "Boxer" (27,000 tons) off the Korean coast on August 6, killing eight men. The plane exploded in the hangar deck, starting a fire which destroyed 12 other planes. The eight victims of the explosion were burned to death. Other seamen jumped overboard to escape the flames and were rescued by boats and helicopters.

ALLIED WARSHIPS HIT BY SHORE GUNS.

Communist shore batteries in Korea scored direct hits on two United States and one United Kingdom warship in the week ended August 12. The British frigate "Mounts Bay" was twice hit on August 10. It received only minor structural damage, but one sailor was killed and four wounded. On the same day a sailor was killed by a hit on the United States destroyer "Barton." In addition, on August 6, 10 sailors were wounded by a direct hit on the United States destroyer "J. R. Pierce," which subsequently put into port for repairs.

AIRCRAFT COMPLETES PROVING FLIGHT.

The Qantas Constellation, "Charles Kingsford Smith," reached Guildford (West Australia) airport on the afternoon of August 6 on her return flight from South Africa. The aircraft had completed a proving flight for the Australia-South Africa air service which is to begin in September. The Constellation, with 35 aboard, including the crew, touched down at 4.25 p.m., 23 hours 44 minutes' flying time from Johannesburg. Thus another air service between Australia and overseas comes into regular operation.

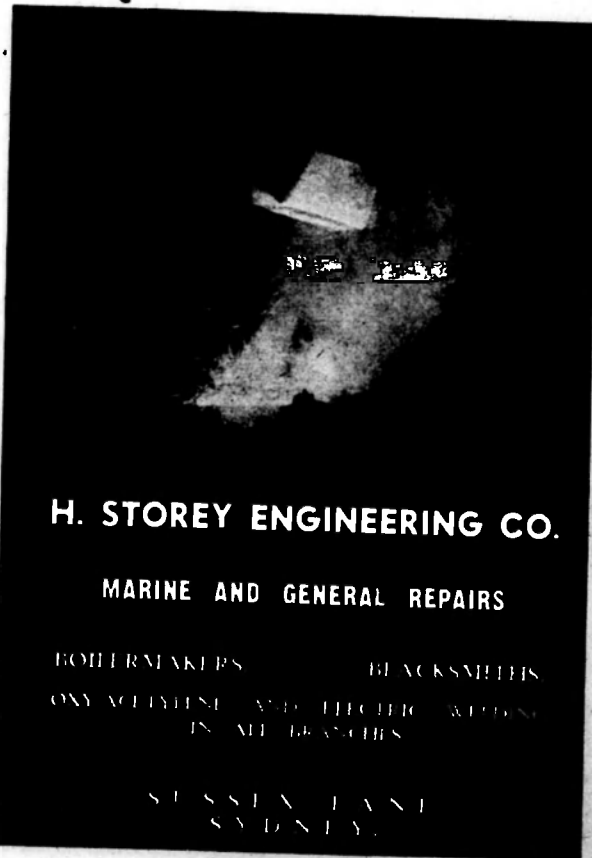
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PERSONAL PARAGRAPHS

ADMIRAL EDELSTEN'S FAREWELL TO MEDITERRANEAN COMMAND.

On relinquishing his appointment as Commander-in-Chief, Mediterranean, having been succeeded in that command by Admiral The Earl Mountbatten of Burma, Admiral Sir John Edelsten, with Lady Edelsten, went to Custom House, Malta, to bid farewell to Sir Gerald Creasy, Governor of Malta, Lady Creasy, other distinguished personalities and members of his staff. Subsequently, Lady Edelsten was taken to the despatch vessel, H.M.S. "Surprise," in the C-in-C's barge, as Admiral Edelsten was ceremoniously pulled to the "Surprise" in the galley, which wore the C-in-C's flag, and was manned by senior officers. After embarking, the Admiral and Lady Edelsten, H.M.S. "Surprise" proceeded close to all ships and establishments in Grand Harbour, each of which gave three cheers as the Admiral passed.

NEW COMMANDER-IN- CHIEF, THE NORE.

The British Admiralty has announced the appointment of Admiral the Hon. Sir Cecil E. Douglas-Pennant, K.C.B., C.B.E., D.S.C., as Commander-in-Chief, The Nore, in succession to Admiral Sir Cecil H. J. Harcourt, K.C.B., C.B.E., the appointment to take effect in November, 1952.

NEW FLAG OFFICER, SECOND IN COMMAND, FAR EAST.

Owing to the ill-health of Rear-Admiral R. M. J. Hutton, C.B., C.B.E., D.S.O. and two bars, Rear-Admiral E. G. A. Clifford has been appointed to succeed Rear-Admiral A. K. Scott-Moncrieff, C.B., D.S.O. and bar, and Flag Officer Commanding 5th Cruiser Squadron and Flag Officer, Second in Command, Far East Station, in September, 1952.

ILL HEALTH CANCELS FLAG APPOINTMENT.

The British Admiralty has announced that on account of ill-health, the appointment of Rear-Admiral R. M. J. Hutton, C.B., C.B.E., D.S.O. and two bars, as Flag Officer Commanding 5th Cruiser Squadron and Flag Officer, Second in Command, Far East Station, has been cancelled.

NEW FLAG OFFICER, HEAVY SQUADRON, BRITISH HOME FLEET.

The British Admiralty has announced the appointment of Rear-Admiral J. Hughes-Hallett, C.B., D.S.O., as Flag Officer, Heavy Squadron, Home Fleet, in succession to Rear-Admiral C. John. The appointment took effect in July, 1952.

NEW FLAG OFFICER, BRITISH HOME FLEET TRAINING SQUADRON.

Rear-Admiral J. F. Stevens, C.B., C.B.E., has been appointed Flag Officer, Home Fleet Training Squadron, in succession to Commodore B. I. Robertshaw, C.B.E., the appointment taking effect in July, 1952.

ASSISTANT CHIEF OF (BRITISH) NAVAL STAFF.

Captain R. F. Elkins, C.V.O., O.B.E., succeeds Rear-Admiral E. G. A. Clifford as Assistant Chief of (British) Naval Staff, following the appointment of the latter Officer as Flag Officer Commanding 5th Cruiser Squadron and Flag Officer, Second in Command, Far East Station. Captain Elkins' appointment took effect on June 30th.

HONOURS FOR MERCHANT NAVY OFFICERS.

Among the names of others connected with the British Merchant Navy who received recognition in the Honours List for this year were

those of Captain R. R. Kippan, Marine Superintendent, Ellerman Lines, London, and Captain J. C. Taylor, Professional Officer, British Ministry of Transport. Each was appointed a Commander of the Order of the British Empire (C.B.E.).

R.A.N. ARTIFICER RECEIVES B.E.M.

A Royal Australian Navy artificer received the British Empire Medal on July 3rd for work he performed in the sweltering boiler-room of H.M.A.S. "Labuan" during a rough passage last year in the "Roaring Forties." The "Labuan" was returning to Fremantle from Heard Island when a boiler tube broke. The artificer, Neville Ashmore, 27, repaired the broken tube in a temperature which was never below 170 degrees. The ship needed both boilers to fight its way through the stormy "Forties," and Ashmore volunteered to enter the boiler-room and effect the necessary repairs. Some action, some job!

NEW SENIOR APPOINTMENTS IN R.A.N.

The Minister for the Navy (the Hon. William McMahon) announced new appointments for several senior officers of the Royal Australian Navy on August 14. The appointments are as follows:

The Second Naval Member of the Naval Board (Commodore R. R. Dowling, D.S.O., R.A.N.) has been selected to do a course at the Imperial Defence College, London, beginning on January 6, 1953. He will leave Melbourne in the "Strathmore" on November 26.

He will be succeeded as Second Naval Member on November 24 by Commodore D. H. Harries, R.A.N., at present Commodore Superintendent of Training at Flinders Naval Depot and Commanding Officer of the Royal Australian Naval College.

Commodore Harries will be succeeded at Flinders Naval Depot by Captain J. C. Morrow, D.S.O.,

D.S.C., R.A.N., at present Commanding Officer of H.M.A.S. "Australia."

The present Deputy Chief of the Naval Staff (Captain A. W. R. McNicholl, G.M., A.D.C., R.A.N.) will assume command of H.M.A.S. "Australia."

His successor will be Captain O. H. Becher, D.S.O., D.S.C., A.D.C., R.A.N., at present Deputy Chief of Naval Personnel.

Pending Captain McNicholl's assumption of command of H.M.A.S. "Australia," Commander J. H. Dowson, R.A.N., Executive Officer of the ship, will be temporarily in command.

CHIEF NAVAL JUDGE ADVOCATE OF THE R.A.N. ADMITTED TO THE BAR.

The Chief Naval Judge Advocate of the Royal Australian Navy, Captain (S) P. Perry, O.B.E., R.A.N., who was recently appointed to this newly-created post, has been admitted as a barrister and solicitor of the Supreme Court of Victoria. Captain Perry is the Director of the R.A.N. Supply and Secretariat Branch. One of his duties in this branch is that of legal adviser to the Naval Board on the administration of the Naval Discipline Act and on Courts Martial procedure. In 1951 he was attached for a period to the Naval Law Branch of the Admiralty and read in the chambers of the Deputy Judge Advocate of the Fleet. Captain Perry was born at Oakley, Queensland, in 1903, and joined the R.A.N. as a paymaster cadet at the age of 18. In the Second World War he served in H.M.A.S. "Australia," and in her was present at the Battle of the Coral Sea and the assaults on Guadalcanal, Cape Gloucester, Arawe and Hollandia. He was awarded the O.B.E. for his part in these operations.





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SEA-ODDITIES

Every year, usually in late September or early October, there occurs on the eastern Australian coasts one of the most amazing bird migrations in all the world. Perhaps some of our readers at some time or another may have been fortunate enough to observe it. It is that of the mutton birds or storm-petrels on their way south to their nesting burrows on the islands of the Bass Strait and southern Australian coasts. One of the first, if not the first, to record this great mass flight of the mutton birds was the famous navigator Mathew Flinders, who described the phenomenon in the most enthusiastic terms. He wrote:

"A large flock of gannets was observed at daylight, and they were followed by such a number of sooty petrels as we had never seen equalled. There was a stream of them from 50 to 80 yards in depth and 300 yards or more in breadth; the birds were not scattered, but were flying as compactly as a free movement of their wings seemed to allow; and during a full hour and a half this stream of petrels continued to pass without interruption, at a rate little inferior to the swiftness of the pigeons. On the lowest computation I think the number could not have been less than 100,000,000. Taking the stream to have been 50 yards deep by 300 in width, and that it moved at the rate of 30 miles an hour, and, allowing nine cubic yards of space to each bird, the number would amount to 151,500,000."

After a gruelling two-hours battle with one of the biggest big game catches with rod and reel of the 1951-52 season—a tiger shark 12 feet 3 inches long—amateur fisherman King Hardwick collapsed exhausted in his boat off Dee Why beach last March. And no wonder. Weighing fully half a ton and with a girth of 6 feet 7 inches, the shark was the second largest weighed at Watson's Bay, Sydney, for five years. Hardwick had to

hand the reel to one of his boat crew, who fought the shark for another hour before it was landed. More than 300 lb. of liver, worth about one shilling a lb., was cut from the shark.

The Japanese newspaper "Mainichi" claimed recently that Japanese treasure hunters have found a £100,000,000 treasure cache of the British pirate, Captain Kidd. The report says that the treasure was hidden in a cave on the tiny, uninhabited island of Yokoate, near Amami Oshima, the northernmost of the Ryuku Islands. The treasure was contained in steel chests.

Captain William Kidd, a pirate of Scottish extraction, was born in 1645. In 1696 he was put in command of a ship with orders to seize the pirates that infested the Eastern Seas. In 1698-99 it was reported in England that Kidd was plundering trading vessels he was supposed to protect, and had associated himself with the pirates he had been sent to subdue. He was ultimately arrested, and having been formally charged for the murder of one of his crew and for piracy, was found guilty and hanged at Execution Dock, London.

When locating recently the new record ocean "deep" in the Western Pacific, H.M.S. "Challenger" found the bottom at 35,640 feet (almost seven miles down) with an underwater sonic signal and a weighted steel wire. As the "Challenger" crossed a known trench in the sea floor its sonic depth finders lost touch with the bottom. Explosive charges were set off in the water to continue the soundings, and the "Challenger" picked up the echoes from the bottom with hydrophones. Meanwhile a 140 lb. lead weight was lowered on a sounding wire. It ran out for an hour and a half before striking bottom. The new record "deep" lies in a vast under-

sea canyon south of the island of Guam.

The Capricorn Archipelago, at the southern extremity of the Great Barrier Reef, is a wonderful place for sea-bird haunts, corals, and coral sea life. The colours of the living corals include purple, violet, yellow, brown, green, and crimson, and the visitor is never tired of gazing at these chromatic "flowers" of the submarine gardens. Vividly marked fishes haunt the branches of the living coral "trees" and crustaceans and black-and-white eels and possibly a sea-snake move among them. Holothurians, the beche-de-mer of commerce, too, are abundant in the coral pools, where they crawl over the sandy patches or lie huddled in the shelter of the rocks. A large black species, slimy and most repulsive in appearance, is usually there in numbers; another species, shaped like a cucumber, has a pinky-red body dotted with blunted spikes. When alarmed, these sea-slugs contract their bodies and eject a cloud of sticky, white filaments, which wave in the water like cilia. Sea-hares may also be seen. As for green turtles, it is nothing unusual to see twenty or thirty basking on a beach, and as many more swimming in a nearby lagoon. When aroused, they make for the sea, spurning sand in all directions with their powerful, paddle-like limbs. A turtle can drag two men or carry them on its carapace or shell.

Thousands of dead birds litter the runways of Knoxville and Nashville airports in Tennessee, U.S.A., one day in October last year. Zoologists said that the powerful beam of the Tennessee University's ceilometer blinded the birds, which were on a migration flight southwards. As the birds came into the beam of the great lamp they plunged to earth. The ceilometer, a mercury-vapour lamp of high voltage, is used to measure the height of the cloud ceiling.

NEW SHAW SAVILL CARGO LINER

The launching of the M.V. "Cedric," a new twin-screw motor-driven refrigerated cargo liner for the Shaw Savill & Albion Co. Ltd., took place on May 22 from Messrs. Harland & Wolff's Belfast Shipyard. The vessel was named and launched by Mrs. Chisholm, who was accompanied by her husband, Mr. S. A. Chisholm (London Representative of the New Zealand Meat Producers' Board).

The new vessel is the first of the two refrigerated cargo liners which Messrs. Harland & Wolff Ltd. are building for the Shaw Savill Line. She will have a very large refrigerated capacity and the most modern cargo-handling equipment. Her sister ship will be launched later in the year.

Built under Lloyd's and Ministry of Transport survey, the new vessel's principal dimensions are as follows:—

Length overall, about 512ft.;
Length B.P., 481ft.;
Breadth moulded, 69ft.;
Depth moulded to Shelter Deck, 41ft. 6in.;
Gross tonnage, about 10,800.

The vessel is of the complete superstructure type designed on modern lines with a straight well-raked rounded stem, cruiser stern, two masts and a single oval funnel.

There are three complete steel decks, a Lower Deck in Nos. 2 and 3 Holds, a Tunnel Deck aft of the machinery space, Forecastle, Long Bridge, Boat and Navigating Bridge Decks.

There are six main cargo holds, three forward and three aft of the machinery space, with corresponding 'tween decks.

The Captain's accommodation, Wheelhouse and Chart Room are arranged in a deckhouse on the Navigating Bridge; the Officers' and Engineers' accommodation, including their Smokerooms, in the deckhouses on the Boat Deck, and the Dining Saloon, Galley, etc., and accommodation for the Petty Officers, Stewards, Seamen and Greasers with their Mess and

Recreation Rooms are arranged in Deckhouse on Bridge Deck.

The vessel is equipped with Wireless Telegraphy, Echo Sounding Gear and Radar Equipment.

A Sound Reproduction System is installed with receiver in Wireless Room and loudspeakers in Captain's and principal officers' room, also in the Dining Saloon, General and Smoke Rooms, Crew's and Petty Officers' Mess and Recreation Room.

Portable Cinema Equipment will also be installed arranged for the two showing position, i.e., Crew's Recreation Room and Open Deck Aft.

NEW DIRECTOR OF ORDNANCE AND UNDERWATER WEAPONS AT NAVY OFFICE

The Minister for the Navy (the Hon. William McMahon) announced on August 14 that Captain J. M. Armstrong, C.B.E., D.S.O., R.A.N., at present Inter-Service Technical Officer on the Staff of the Australian Defence Representative in London, had been appointed Director of Ordnance and Underwater Weapons at Navy Office, Melbourne. He would arrive in Melbourne by the "Orcades" on September 2nd and in Sydney on September 5th to begin leave before assuming his new appointment.

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SPEAKING OF SHIPS

The Italian Government has suggested the construction of a number of 10,000-ton deadweight cargo ships with a sea speed of 22 knots, but there has been a lot of argument as to the companies to whom they are to be allocated.

The Belgian authorities discovered £214,000 worth of smuggled goods in an American ship at Antwerp, believed to be to pay for diamonds smuggled from Belgium to the United States.

German experiments have shown that sea water can be made drinkable by freezing, but it is very expensive and not easily done.

"Cargocaire" air conditioning is being fitted to a considerable number of the new British tankers to check corrosion in the tank fabric.

The Manchester Liners Ltd. anticipated starting their monthly service to the Great Lakes (Canada) with the "Manchester Pioneer" and "Manchester Explorer" in the English spring, to be made fortnightly later with additional ships.

The Booth Line is running both the "Hilary" and "Hildebrand" this season on the seven-week round voyages extending 1,000 miles up the Amazon River and using the ship as a hotel.

Both Runciman's Moor Line and the Turnbull Scott Shipping Company are capitalising part of their reserves by issuing new bonus shares.

The Corporation of Lloyds has given notice that it has been told that certain persons are proposing to save the copper cargo sunk in the sailing ship "Bell," off Coquimbo, West coast of South America, and has suggested that they shall inquire into its ownership.

The uncertainties and complications of United States Customs procedure have hampered British exports to America as well as the possibility of the tariffs being suddenly increased.

The captain of a Polish ship took the opportunity to slip ashore and seek asylum in Sweden when his crew were helpless after an all-night drinking orgy.

The United British S.S. Company has had to pay £250,000 in taxation on voyage profits of £436,637 (net profit £179,104) in the year 1950-51.

A performance specification of acceptable automatic devices for sounding alarm or distress signals by wireless has at last been issued by the British General Post Office.

It is calculated that about 36 per cent. of British liners, 27 per cent. of the tramps and 30 per cent. of the tankers were built before the war.

A London docker fined for smoking in the hold of a ship carrying ammunition pleaded that he did not think there was any aboard as welding was in progress.

Portuguese merchant seamen who were at sea for a year or more during the war are to receive a medal "for devotion to duty in difficult circumstances."

The port of Calcutta has been silting badly lately owing to reduced scour and it is proposed to build a pent dam at the junction of the Hooghly and Ganges.

British timber imports in 1951 were practically the same in quantity as before the war, but the price has been eight times as much.

A boy who ran away from a

Borstal Institution in Scotland stowed away in the wrong ship at Leith and found himself in Iceland.

It is suggested that the proposed Irish tanker fleet should be started by the acquisition of at least three vessels of the 8,000 to 9,000 ton class, to be employed on the open market in peace-time.

The standardised dry cargo ships being built under the Japanese Government's seventh shipbuilding programme are to be 6,000 tons gross with a sea speed of 16 knots.

The British Iron and Steel Corporation is going as far afield as Chile, West Africa, and the South Pacific Islands for scrap metal.

Two young seamen were caught in the London Dock rolling a cask of wine valued at £250 toward their ship and got off with 12 months' conditional discharge.

Of all the ships under construction or on order in the world it is estimated that the British yards have about 42½ per cent., but recently the number of new ships laid down has decreased owing to steel shortage.

Several Continental shipmasters have been fined in British ports for regarding compulsory pilotage as "a mere formality" if they are willing to pay the pilot's fee, pleading that such is the rule in many Continental ports.

The Argentine whaling company De Pesca is in serious financial difficulties owing to the currency restrictions which have been imposed on sales of whale oil to Britain, Holland, etc., and the new factory ship "Juan Peron," recently built by Harland and Wolff, has been impounded.



A Sea Fury aircraft climbs after bombing the old iron ore carrier, "Majorie," 22 miles south-east of Sydney Heads. Nine Sea Fury fighters and three Firefly anti-submarine aircraft from Nowra air station took 20 minutes to sink the bulk.

H.M.A.S. "CONDAMINE" GOES INTO ACTION IN KOREA FOR FIRST TIME.

The Minister for the Navy (the Hon. William McMahon) announced on August 14 that the Royal Australian Navy frigate "Condamine," commanded by Lieutenant-Commander R. C. Savage, R.A.N., which left Sydney for Korean waters on June 11th, had been in action in the Korean campaign for the first time. In company with the Royal Navy destroyer "Concord" she had directed neutralising fire on to gun positions south of the Haeju Peninsula, on the west coast of Korea. Meanwhile, "Concord" had shelled 76 MM gun positions and troops in the same area.

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REVIEWS

"Blue Angels and Whales," by Robert Gibbings. Pelican Special, published by Penguin Books Ltd., Harmondsworth, Middlesex, England.

Most of us have wandered in our service days among the isles and reefs of the tropic seas; most of us have had first-hand experience of their finned and flappered tribes. Robert Gibbings, from his canoe and from the glass face of his diving helmet, reintroduces them to us not only in pictures well drawn, but in simple, clear text and with all the exactitude of the scientist.

But it has all been done before, some may say: is there a lagoon or shoal in the tropic seas still left unsailed and unsung by some globe-trotter or trader, sailor or scientist, or what not? And we say, with them, quite probably

there is not. But then, of course, few if any of those who sailed them have been of the Robert Gibbings type of discoverer. Few have come to closer terms with the gay, bizarre life-forms of the seas than has this artist-author cum naturalist in his explorations above and below water among his aquatic surroundings.

For the strange undersea life of the coral reef, the lagoon and the atoll is the world of this famous artist bent on adventure and enquiry in the deeps.

We go from London to Bermuda, to Tahiti, to the Red Sea east of Suez; we explore drowned valleys and ocean caves, visit the Marine Research Station at Ghar-daqa, read the Depositions of Mr. Ming of Cooper's Island, meet with Blue Angels and Yellow Grunts, Sergeant Majors, Devilfish

and Dolphins, Trigger Fish and Porgies, Four Eyes and Demor-selles. Robert Gibbings was probably the first artist ever to draw actual pencil drawings of the inhabitants of the seas under water. Here he is with his diving helmet on, under water in the Red Sea:

"The water was cooler than I expected, and the deeper I went the colder it became. Even in my descent of a few fathoms I could notice at least three distinct changes of temperature. . . . Twenty minutes seemed the maximum time which could be spent below without chill, but what crowded moments they were!

"Besides the multitudinous hard corals which branched around me there were the alcyonaria whose delicate tasselled heads formed bell-like flowers as they opened and closed in their search for food. . . . In among the crevices of the dead coral were giant anemones, among whose tentacles might be discovered a small fish with conspicuous white bars across its bronze body, which, either by long habit or by 'gentleman's agreement,' has gained immunity from the stinging cells of its host. Living as it does under cover of such a battery, it achieves a greater security from its enemies than if independent on its own resources. In order to repay the hospitality granted, it makes its business to dart from cover and endeavour to lure or drive any passing stranger within reach of the tentacles."

Robert Gibbings, who was born in Cork in 1889 and educated 'mid the snipe bogs and trout streams of unster, and who was—and, so far as this reviewer knows, still is—a Lecturer in Wood-engraving and Typography at Reading University, England, has a passion for tropical islands, and finds sketching under the sea the most effective way of drawing fish and corals if one would capture their natural appearance and habits. As he says in his chapter devoted to leaves from his notebook, "the ordinary is far more extraordinary than the extraordinary."—A.R.



THEY'LL SEE
THE SEA
AND
PERHAPS
THE ATOM
TESTS TOO!



Eighty-two R.A.N. National Service trainees—the first to be given their initial shore training in N.S.W.—embarked in the frigates "Murchison" and "Shoalhaven" and sailed recently for the north.

For most, it will be their first trip to sea—and it may result in them seeing the Monte Bello Islands atom bomb tests.

"Murchison" and "Shoalhaven" were accompanied by the frigate "Macquarie" and the submarine "Thorough." They will rendezvous with the carrier "Sydney" and the destroyer "Tobruk" in the area of Manus Island.

Official Naval sources say the frigates' subsequent programme has "not yet been decided."

But it is expected they will accompany "Sydney" and "Tobruk" on their cruise down the west coast and take part in the Navy screening of the Monte Bello atomic tests.

Sixty-three of the trainees joined "Murchison" and 19 "Shoalhaven". All are 18 or 19 years old.

For the past five weeks they have been in training at H.M.A.S. "Penguin", the Navy shore establishment at Balmoral. All were given leave until midnight on the last night. Most are from N.S.W.

The Minister for the Navy, Mr. McMahon, has said that trainees called up in N.S.W. earlier did their training at Flinders naval depot, Victoria, because facilities at "Penguin" were then not ready.

Pictures Show: Above—Recruit Seaman Henry, Lahano and Bernays collect their liberty passes from their instructor, Able Seaman W. A. Kerr. Left—Recruit Seaman Lahano and Henry make a dash for the leave bus at the Depot gates.

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(Federal Council.)

At the last Federal Conference, held at Brisbane, all States' Delegates agreed that the Association's Constitution was considered to be in need of urgent revision, and the Delegates gave the Federal Council the necessary power to proceed with the task of re-drafting the various amendments and implementation of the latest rules. Steps are now being taken by

Federal Council, with the co-operation of Mr. J. P. Watson (N.S.W. State Councillor) to carry out a re-draft of the Constitution, so that it will be ready for presentation to the next Federal Conference. It is intended to greatly reduce the number of rules and to make these as concise and as easily understood as possible, so that officials of Sections and Sub-Sections can carry out their duties

with extreme regularity, without having to be continually reminded to do so by the Federal Executive. Although minor errors in the method of rendering periodical returns have happened in the past, there should be no excuse for not sending correspondence to the Federal body promptly.

Federal Council, at its August meeting, directed the Secretary to send a letter of thanks and appreciation to the Hon. William McMahon, M.H.R. (Minister for the Navy) for his ready assistance to members of the Association, in helping them to overcome a few of the anomalies that appear in Service matters.

Western Australian State Council reports the result of the election to office of the following members to the Navy Club, Fremantle:—Messrs. M. Bird (President), G. Lenz (Immediate Past-President), R. Dick, A. Ellement and P. Paul (Vice-Presidents), L. Mullens (Secretary), T. August (Social Secretary), L. Jardine (Asst. Secretary), and Committeemen: H. Hoddy, E. Humphry, F. Humphry, J. Jackson, D. Little, G. Owen, J. Rankin and J. Triplett. It is expected that the Annual State Conference of Western Australia will be held at the Navy Club sometime during September.

Latest transfers noted are:—Commander S. R. Symonds from Adelaide S.S. to Fremantle, and R. J. Phillips to Essendon; G. Fancy and O. Hill from Perth S.S. to Victoria Park; M. Hartropp from Melbourne S.S. to Heidelberg and A. Macdonald to Footscray; E. S. Johnson of Northern Suburbs (Sth. Aust.) to Port Adelaide; R. Banks from Sydney S.S. to Northern Suburbs (N.S.W.) and L. W. R. Rogers from H/Quarters S.S. to Canterbury-Bankstown S.S. —G.W.S.

The Navy

OVERLOADING OF MERCHANT SHIPS AND DECK CARGO.

In the British House of Commons on February 4, Mr. S. S. Awbery, Socialist Member for the constituency of Bristol Central, asked the Minister of Transport if he was aware that the maximum fine that could be imposed for overloading a ship was frequently less than the extra profits made by carrying the illegal freight, and if he would take steps to prevent profits being made by breaking the law.

The Minister replied that he was aware of the circumstances to which the hon. member referred. Maximum penalties for the overloading of ships were prescribed in the Merchant Shipping Safety and Load Line Conventions Act, 1932, and legislation would be required to change them.

"During recent months," he continued, "my department has initiated a number of successful prosecutions, and I hope that the watch which is being kept in our (U.K.) ports, and the action which is taken when ships are found to be overloaded, will themselves prove to be effective deterrents. I will keep the matter under close review."

The Minister was also asked if he was aware of the danger to life and vessels when large timber deck cargoes were being carried, and if he would take steps to revise the regulations, made twenty years ago, regarding such cargoes. To this question the Minister, in a written reply, said:

"Conditions governing the stowage of timber deck cargoes, and the assignment of timber load-lines, were laid down internationally in the Load Line Convention of 1930, and I have evidence that the regulations made to apply to those conditions are in any way inadequate. These regulations, like all other regulations which affect the safety of life at sea, are, however, kept constantly under review."

It must be apparent to all that the standards of the regulations for all different classes of ships should be set as high as possible.

Presentation of Annual Boyd Trophy

The Boyd Trophy, which is awarded annually for the most meritorious feat of Naval Aviation by individual or unit during the preceding year, was presented by the Flag Officer Air (Home), Vice-Admiral C. E. Lambe, C.B., C.V.O., to 814 Squadron at the Royal Naval Air Station, Lee-on-Solent, on May 7th. It was received by Lieut.-Commander J. A. McColgan, R.N., at present commanding the squadron.

The award was made to 814 Squadron for its outstanding contributions to night flying during the eighteen months ended December, 1951.

The presentation by Admiral

Lambe was particularly appropriate, as while serving as Flag Officer in Command of the 3rd Aircraft Carrier Squadron, he was personally responsible for allotting the night role to 814 Squadron.

The Boyd Trophy, which incorporates a silver model of a Fairey Swordfish Bomber, was presented to the Royal Navy by the Fairey Aviation Company to commemorate the work of Admiral Sir Denis Boyd, K.C.B., C.B.E., D.S.C., for Naval Aviation during the period 1939-45.

Last year the Trophy was won by the 17th Carrier Air Group of the light carrier H.M.S. "Theseus," while serving in Korean waters.

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HELICOPTERS TO CARRY 100 PERSONS.

A message from Washington (U.S.A.) on July 31 stated that helicopters carrying 100 persons might be in use in another ten years. The statement was based on a prediction by Igor Sikorsky, famous Russian-born inventor of the helicopter. In the future, Sikorsky is stated to have said, helicopters will be driven by gas turbine engines. The 100-passenger helicopter will probably be designed for two such engines and will fly between 100 and 150 m.p.h. The largest helicopter in service at present carries ten passengers and a crew of two.

JET PLANES SET OFF FIRE ALARMS.

An Australian Associated Press message from San Francisco on July 5 said that two Sabre jet fighter planes set off 100 private burglar and fire alarms, broke a window, and caused mysterious explosive sounds when flying over the city during that day. The jets did it by pulling out of power dives at about the speed of sound and setting off "sonic explosions," explained a U.S. Air Force spokesman.

BRITAIN DEVELOPS GUIDED ROCKETS AT 2,000 M.P.H.

Britain has developed guided rockets that travel at 2,000 miles per hour and reach heights far beyond the ceiling any bomber is likely to reach for many years, the British Minister of Supply, Mr. Duncan Sandys, disclosed in London on July 26. Mr. Sandys added that the rockets could "twist and turn with four or five times the manoeuvrability of a fighter aircraft. These rockets can be steered, or, better still, can steer themselves, through the air with great accuracy. They are capable of altering course as they would have to do to intercept aircraft taking evasive action." From all accounts the missile can attain 2,000 m.p.h. within a few seconds.

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The B.H.P. blast furnace plant (at left), Shipyard and fitting-out wharf at Whyalla, S.A.

Out of the Sea . . .

STEEL industry engineers pushed back the sea to establish a new industrial centre at the iron ore port of Whyalla on the western shore of Spencer Gulf, South Australia. A tidal swamp has been transformed by B.H.P. enterprise into Australia's largest shipyard, which has launched 142,560 tons of merchant shipping since 1942, a modern blast furnace plant, and a deep-water harbour.

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