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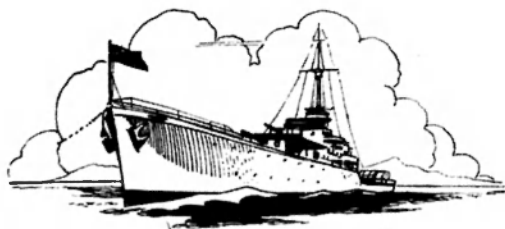
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BRITAIN LEADS THE WORLD IN AVIATION.

As this Journal has so often emphasised, no country in the world leads Britain developmentally in the field of aviation. This fact has again and again been exemplified in no uncertain manner. The latest demonstration of Britain's new advances in the realm of supersonic flight was afforded on August 30, when on the famous Farnborough field British aircraft constructors launched into the air the world's first four-engined delta-wing bomber. The new "Triangle" bomber—the Avro A698—made a successful 36-minute maiden flight over the field.

Indeed, apparently—and on good grounds—the Avro A698 had been accepted even before the flight, on the potentials it offered—potentials which it was so incontestably to confirm at its initial trials. After the flight, the British Minister of Supply, Mr. Duncan Sandys, disclosed that the British Government recently decided to order "an appreciable number" of the new bomber without waiting for the prototype to carry out the usual flying trials.

The dart-like—or triangular—form of the new aircraft, reducing wing-loading and providing increased space for fuel and payload, would enable it

to approach the speed of sound, Mr. Sandys said.

The bomb-load capacity of the new bomber also shows an appreciable increase. Its racks can carry a very large bomb-load over great distances, and the aircraft was designed to fly at altitudes which would give it "a considerable degree of immunity" from ground and air defences, Mr. Sandys added.

In an addendum to Mr. Sandys statement, the managing director of the constructing company, Sir Roy Dobson, of A. V. Roe and Co. Ltd., declared: "The Avro bomber flies faster, higher, and further with a bigger load more economically than anything else in the world. Every claim and theory we have advanced in favour of the Delta design has been conclusively proved."

The test pilot of the Avro, Wing-Commander Roland Falk, said after the flight: "I am very happy with the aircraft's performance generally."

A photograph of the new aircraft shows that the "flying triangle" has a large "bubble" pilot's cockpit canopy, which would provide an excellent field of vision. The bomber apparently has a multi-wheel undercarriage—possibly eight wheels in pairs or even more. The circular body tapers from a rounded nose to a slender tail fitted with a parachute attachment to help stop the plane in landing. This device was used in the maiden flight.

The four jet engines are buried well in the roof of the triangular delta wingform, allowing plenty of space for the control surfaces along the trailing edge

of the wing. The new plane is, of course, for use by the R.A.F.

Britain now has six super-priority production jets.

These machines are the:

- Vickers Valiant, a four-jet bomber claimed to be the most formidable weapon of war in its class;
- Gloster Javelin Delta-wing twin-jet fighter and "atom-bomber destroyer," said to be unequalled by any fighter in the world in radar-detection range and manoeuvrability as well as speed, climb and altitude;
- Hawker Hunter—the fastest fighter in level flight now flying;
- Supermarine Swift, which, like the Hawker Hunter, is of the swept-back-wing type;
- Fairey Gannet, a turbo-prop plane for Naval carriers, hailed as a new "submarine-killer";
- Canberra twin-jet bomber, which is claimed to be the best high-altitude medium bomber in the world, and which is now being produced for the Royal Australian Air Force and the United States Air Force.

Complementary to all this, we are in a position to state that, from information supplied by the Admiralty News Summary, several new types of Naval aircraft recently carried out deck landing trials on board H.M.S. "Eagle." These were the Fairey Gannet (Armstrong Siddeley "Double Mamba"), the De Havilland Sea Venom (D.H. "Ghost"), the Hawker Sea Hawk (Rolls Royce "Nene"), the Hawker P.1052 (Rolls Royce "Nene"), and the Supermarine 508 (two Rolls Royce "Avons").

The first two were prototypes and had landed on the deck before. The Sea Hawks were production models and made a large number of catapult launches as well as landings. The Hawker P.1052 and the Supermarine 508 were making their first deck landings.

The P.1052 is a swept wing version of the Sea Hawk and is used for aerodynamic research. The purpose of landing on this aircraft (the "Eagle") was to gain further experience of deck-landing swept wing aircraft. Lieutenant Tom Innes, R.N., made the first landing on May 17, and subsequent take-offs and landings were shared between him and Lieutenant A. E. Facer, R.N., both test pilots at the Royal Aircraft Establishment at Farnborough.

The "free" (unassisted) take-offs were remarkable for the short run required, and the landings for the "tail-down" attitude on the approach.

The Supermarine 508 is a prototype and the production model will be a better version. With its unusual "butterfly" tail, it will be remembered by those who saw it at the 1951 Society of British Aircraft Construction Display. Flown by Mr. Lithgow, the firm's test pilot, it made its first deck-landing on May 18. A number of free take-offs

and landings was made. Its quick take-offs and phenomenal climb were conspicuous.

In addition, and finally, while the spectacular planes of war are commanding, quite properly, the major attention, much admiration is also being bestowed on Britain's amazing jet airliner, the De Havilland Comet. This aircraft has put Britain four years ahead of the world in jet passenger transport.

MODERN ACCOMMODATION IN MERCHANT NAVY SHIPS.

In the course of a commentary in a recent issue of the "Merchant Navy Journal," Mr. Douglas S. Tennant, General Secretary of the Navigators and Engineer Officers' Union, pays striking tribute to the high water mark reached by some shipping companies in the provision of accommodation in many Merchant Navy ships.

"One of the most striking of all developments in the [British] shipping industry over the past ten years," he writes, "has been the improvement in standards of accommodation for British seafarers."

He cites the case of the tanker "Corato" (16,636 d.w. tons), built by the Greenock Dockyard Co. Ltd., for the Hadley Shipping Company. A suite of rooms is provided for each senior officer, whether navigating or engineering, which comprises a bedroom, a day room, and a toilet. It is interesting to note that the chief, second, and third engineer officers' accommodation is at the far end of the upper poop deck, and is a self-contained section. The saloon and the smoke rooms for the officers are arranged at the far end of the poop. Mechanical heating and ventilation is fitted to all living rooms and bedrooms. A laundry is installed on board to cater for ship's and crew's laundry, and this is in charge of a professional laundryman. The laundry is fitted out with electric washing, drying, and ironing machines, and a large drying room.

Mr. Douglas says he was on board the vessel during the trials on the invitation of the Company, and therefore he can speak with personal knowledge of the high standard of accommodation provided for the whole of the personnel serving in the vessel. Only by personal examination can one realise the full effects of the comforts provided.

Over and above the personal comforts, there are the general. The vessel is fitted with the latest equipment for navigational purposes, including Radar, Decca Navigator, Echo-sounding, Direction Finder, etc. In general, seafarers and shipping officials throughout the world will appreciate the efforts that are being made in Britain to make life at sea more attractive to those who follow it.

If the drift from the sea is to be fully arrested, this, probably before anything else, will be the prime factor of its consummation.



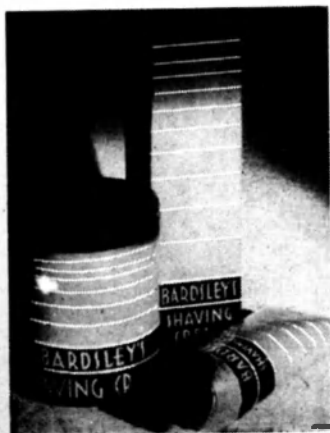
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“MAINBRACE” BRINGS MANY WARSHIPS

TO NORTHERN WATERS

“Mainbrace,” the N.A.T.O. powers' big exercise for maritime forces, both sea and air, ended towards the end of September when the largest number of warships since World War II was located in Northern waters.

Many of the ships, including H.M.S. “Vanguard,” H.M.S. “Eagle,” the U.S.S. “Wisconsin” and other vessels representing seven of the eight nations concerned in the thirteen-day defensive manoeuvres, entered Oslo Harbour, where an exercise critique was held on board H.M.S. “Eagle.” At the same time other British warships which had taken part in the exercise proceeded to visit Denmark and Sweden and other Norwegian ports, and many United States ships visited ports in the United Kingdom.

The critique was attended by some 200 officers of the eight nations: Belgium, Canada, Denmark, France, the Netherlands, Norway, the United Kingdom and United States. A total of more than 17,000 personnel were assembled in the Oslo area.

High ranking Officers present included Admiral Lynde D. McCormick, U.S.N., Supreme Allied Commander Atlantic, and General Matthew B. Ridgeway, Supreme Allied Commander Europe, both of whom had made joint forces available for the exercise: Admiral Sir Patrick Brind, of the Royal Navy, Commander-in-Chief Allied Forces Northern Europe, who conducted the exercise; and many subordinate commanders among whom were Admiral Sir George Creasy, Commander-in-Chief Eastern Atlantic; Air-Marshal Sir Alick Stevens, Air Commander-in-Chief Eastern Atlantic; Vice-Admiral Felix B. Stump, U.S.N., Commander U.S. Second Fleet; Rear-Admiral J. H. F. Crombie, Royal Navy, Commander Northern Sub-Area; Rear-Admiral G. W. G. Simpson, Royal

Navy, commanding all submarines; Air Vice-Marshal H. Lydford, R.A.F., commanding shore-based aircraft in the Northern Sub-Area.

Most of the 160 ships taking part in “Mainbrace” assembled in the Clyde and the Forth before the exercise began. It was the biggest assembly of operational warships in these areas for many years. Over half of the ships were in the Clyde, where Admiral Creasy flew his flag in H.M.S. “Vanguard” before he transferred to the Maritime headquarters at Pitreavie from where he controlled the sea-going forces.

Vice-Admiral Stump was in the U.S.S. “Wisconsin” and Rear-Admiral A. K. Doyle, U.S.N., who commanded the aircraft-carrier forces consisting of the U.S. ships “Midway,” “Franklin D. Roosevelt,” “Wasp” and “Wright,” H.M. Ships “Eagle,” “Illustrious,” “Theseus” and “Triumph,” and H.M.C.S. “Magnificent,” was in the “Midway.” Commonwealth cruiser forces included H.M. Ships “Swiftsure” and “Superb,” H.M.C.S. “Quebec” and H.M.N.Z.S. “Bellona”; the “Bellona” was carrying out a cruise in British home waters. There were in all more than 80 Commonwealth ships of various types concerned in the exercise.

The maritime sea and air forces in “Mainbrace” operated in support of land and air forces in Northern Europe, where it was assumed that “enemy” land forces had occupied certain territory. Air power played a very important part and the mobility of the carrier forces enabled them to carry out a great variety of tasks.

Carrier aircraft operated in support of the Fleet, to keep the shipping lanes open, and to back up land, air and sea forces in Northern Europe. Land-based aircraft and flying-boats operated from bases in the United Kingdom and Norway to support the Fleet by

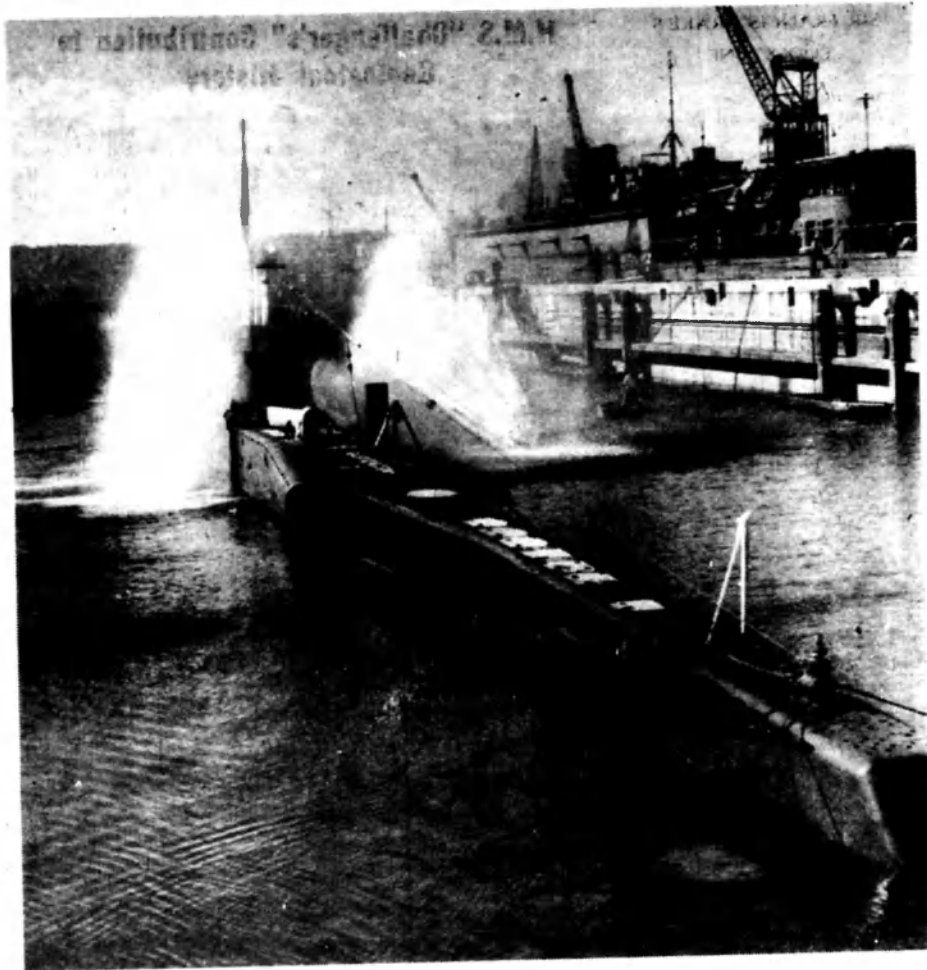
carrying out anti-submarine and reconnaissance patrols.

Under attack by submarines and aircraft, the Carrier Task Force sailed North from Scotland, encountering heavy seas and winds of gale force which for a time stopped the operation of carrier aircraft. This force operated in support of the land operations in Northern Norway, while cruisers and destroyers bombarded the Lofoten Islands. Simultaneously, British, Norwegian and Danish light forces operated in the Baltic.

When the situation in Northern Norway had been stabilised an amphibious landing was made by a reinforced battalion of United States Marines, numbering more than 1,000 men. This force was transported from the United Kingdom under the command of Rear-Admiral Rufus E. Rose, U.S.N., in his flagship the U.S.S. “Mount Olympus.” Here again weather took a hand in the proceedings. It caused the amphibious force to use an alternative landing beach instead of that originally favoured.

The landing was made on Jutland and was unopposed, but during the ship-to-shore movement the Marines were subjected to simulated attacks by aircraft, and further hazards were provided by submarines, coastal forces and mines. But as they went ashore they were supported by hundreds of carrier-borne aircraft.

The lessons of Exercise “Mainbrace” will be studied for many months by all the nations concerned, but one of the most important features which immediately emerges is the remarkable collaboration which took place among all the forces concerned in its many phases: in ship-versus-ship actions; in air actions in support of military forces ashore; in submarine attack and counter-attack; in mine-laying operations; in minesweeping; in raiding by fast cruisers in support of convoys; in bringing



The submarine H.M.S. "Tactician" blows her tanks as she prepares to submerge during a rehearsal for the Trafalgar Day display in the Captain Cook Dock. The submarine was completely submerged four minutes after the picture was taken.

raising cruisers to battle, etc.

The London "Times" stated: "It is too early to deduce important conclusions from the course that Exercise 'Mainbrace' has taken, but one at least stands out very prominently — the potent effect that the weather may have upon the best-laid plans. Heavy

weather interfered seriously with the support that it was intended to bring from the sea to land forces operating in Northern Norway in the early phases of the exercise. Later, it made impossible the landing in the locality chosen of the reinforcements which it was intended to send to Denmark, and

it was necessary to send them round the Skaw to an alternative position on the lee side of the peninsula of Jutland.

"This incident, however, illustrates the flexibility of amphibious operations, which are not restricted to particular localities, and in which operations can be adjusted

SIR FRANCIS DRAKE'S LODESTONE.

An interesting loan recently made to the National Maritime Museum, London, is a Lodestone reputed to have belonged to Sir Francis Drake and to have been given by him to Lawrence Kemeys. Lawrence Kemeys came of the Kemeys, or Kemmays, family of Cefn Mably House, Michaelstone, near Cardiff, and the earliest record usually quoted of him is his command of the "Gallego" under Sir Walter Raleigh during his voyage to Trinidad and up the Orinoco in 1595. Next year he was sent by Raleigh in the "Daring" to continue the exploration and brought back glowing accounts of the wealth of the country. He seems to have shared for a time Raleigh's imprisonment in the Tower in 1603, and was foremost in urging the undertaking of the ill-fated expedition of 1618.

The Lodestone is mentioned in an inventory of the possessions of the Kemeys family in 1630, and has been handed down in the family to the present Lord Wharton, its present representative, who has so generously allowed this national treasure to be exhibited at Greenwich.

This lodestone is approximately 1in. by 1in. by 1in. and is believed to have been reset in silver about 1700. It is of the type formerly carried by sea captains when on long voyages in order to "retouch" the compass needles when they became demagnetized. This is an extremely strong one, having a magnetic moment of 1900 c.g.s. units, i.e., approximately equivalent to a bar magnet 8in. long and 1in. diameter.

as circumstances dictate. Weather may well interfere with the exact performance of pre-arranged plans for operations, but well-practised forces are not the slaves of weather, as those which are inexperienced may well be. That is one of the really valuable features of exercises such as 'Mainbrace'."

H.M.S. "Challenger's" Contribution to Geological History

Her Majesty's Survey Ship "Challenger" recently arrived at Portsmouth after a two-and-a-half year voyage round the world, during which a distance of 75,000 miles has been steamed. The "Challenger" left Plymouth on May 1st, 1950, with instructions to extend the knowledge of the configuration and constitution of the deep oceans and to carry out normal survey work at specific places removed from the working areas of the regular foreign survey ships.

The eighth ship of the name in the Royal Navy, the "Challenger" was built at Chatham in 1931 as a fishery research vessel, but was taken over by the Admiralty while still under construction. Since 1932 she has been employed continuously on surveying and oceanographical duties in all parts of the world, from Labrador to the Far East. The ship is 220 feet long and of 1,400 tons displacement. She carries a crew of 98 officers and men under Commander W. Ashton, D.S.C., R.N. Included in this total are three scientists led by Dr. T. F. Gaskell. Seventy-four of the present ship's company have been with the ship since leaving England.

The "Challenger" has modern echo-sound gear for deep ocean surveying, and, in addition to bottom samplers for investigating the top few inches of the sea floor, carries the deep ocean type seismic refraction and reflection apparatus developed by Cambridge University Department of Geodesy and Geophysics. Regular observations are also made of sea-surface temperatures, surface plankton, magnetic variation, and of any interesting natural phenomena such as bird life. Standard series measurements of temperatures and collections of water samples down to 2,500 fathoms are obtained periodically.

The first four months of the

voyage were spent in the Atlantic under the command of Commander R. Bill, D.S.O., R.N., and the Western Atlantic was investigated during three cruises from Bermuda. The ship passed through the Panama Canal in October, 1950, after a short visit to Jamaica, and proceeded up the North American coast via San Diego to Esquimalt, British Columbia. In 1951 experiments were carried out in extensive areas of the North and West Pacific. The itinerary was Esquimalt, Honolulu, Adak, Kure, Manus, Auckland (where a six-week refit took place), Fiji and Japan. A detailed study was made of the atolls of Funafuti and Nukufetau in the Ellice Islands Group, and the world's deepest sounding (5,940 fathoms) was obtained in the trench between Guam and Yap (11 degrees 20' feet N., 142 degrees 2' feet E.), a sample from the side of this deep being collected in 5,740 fathoms. In November, Commander G. S. Ritchie, D.S.C., R.N., who had been in command since leaving Bermuda, handed over to the present captain.

After a winter spent in Japanese waters, during which a survey was made of Ominato harbour, the ship sailed to the Mediterranean, via Hong Kong, Singapore, the Suda Straits, Colombo, Seychelles and Aden. Experiments were carried out en route, and two months were spent in the Mediterranean in areas where gravity measurements have been made in the past. A final set of observations was made in the Atlantic, during the 16-day run from Gibraltar to Portsmouth.

In many respects H.M.S. "Challenger" has followed the 1872-76 cruise of the well-known oceanographical ship of the same name. The old "Challenger" laid the foundation for modern studies of the oceans, being the first ship to

(Continued on page 15)

TRAFALGAR DAY CELEBRATIONS

COLOURFUL DISPLAYS AT MELBOURNE AND SYDNEY.



To commemorate the Battle of Trafalgar, which took place on October 21st, 1805, the Royal Australian Navy, on Saturday, the 18th October, presented a Trafalgar Day display at the Garden Island Naval Base, Sydney, which was open to the public. About 32,000 people attended, a large proportion being children. They steamed into the base from bus, car, ferry and on foot.

The displays were varied and many. Probably the most exciting was that by H.M. Submarine "Tactician," when she submerged in the Captain Cook Dock, demonstrating her Snorkel breathing apparatus. While the submarine was submerged, two crew members used her escape gear.

H.M.A.S. "Australia" and four R.A.N. ocean-going minesweepers, "Wagga," "Coatamundra," "Colac" and "Cowra," were open to visitors. The R.A.N. boom defence vessel "Kairangi" was on view in the Captain Cook Dock.

The other main attractions at the celebrations were:—

- Two sailor's hornpipe performances by members of the W.R.A.N.S. on a barge in the dockyard;

Was there ever a more traditional victory in British Naval annals than that of Trafalgar? Vice-Admiral Lord Nelson, in destroying the combined French and Spanish fleets, just went on victoriously being victorious, and, in so doing, paved the way for the ultimate defeat of Napoleon on the Spanish Peninsula and at Waterloo, thus saving not only Britain from invasion, but also all Europe from continued and utter subjugation.

It was a battle of undying renown for British Naval arms and men. All the world knows the story. The historic signal flown from the masthead of the "Victory" had indeed been obeyed.

But victories so great are rarely won without losses of corresponding magnitude: Nelson in his greatest hour of victory lay dying on the deck of his famous flagship.

Yet what an inspiration that heroic death and that famous victory has been to British arms and men. The traditional fighting spirit of Nelson still goes on undimmed and unfailing in the ships and men of the Royal and Commonwealth Navies.

British fighting spirit is unquenchable and unbeatable.

- An aquatic display by Navy personnel and members of the Garden Island Swimming Club;
 - A demonstration of fire-fighting on a burning aircraft with high pressure foam hoses;
 - Naval divers working under water;
 - Rides high over the dock in two 50-ton cranes;
 - A demonstration of air-sea rescue with radio conversation from a fighter plane amplified over a public address system;
 - Displays of Naval equipment.
- The celebrations were attended by the Minister for the Navy (the Hon. William McMahon). Rear-Admiral H. A. Showers, Flag Officer in Charge, N.S.W., conducted the Minister around.

Earlier in the day, Navy personnel, Sea Cadets, Sea Scouts, and Sea Rangers paraded through the city streets and laid a wreath on the Cenotaph. The parade left the Mitchell Library at 10.50 a.m. and swung into Martin Place along Hunter and Elizabeth Streets.

The annual Naval Thanksgiving

service was held at Garden Island chapel at 10.45 on the following morning, Sunday, 19th. The preacher was the Port Chaplain, the Rev. J. A. Wilson.

Officers and men of the Royal Australian Navy and the Merchant Service also attended the annual commemorative service at St. Andrew's Cathedral. The house flags of many of the merchant shipping companies were carried in procession and placed in the Sanctuary at the Cathedral. The Lessons were read by Rear-Admiral C. J. Pope and Sir James Bisset. Official representatives included the Minister, the Hon. William McMahon, the Captain of H.M.S. "Australia," Captain J. C. Norrie, and Captain F. J. Murchison, of the Marine Service Board.

The Trafalgar Day ceremony by the R.A.N. in Melbourne was watched by about 30,000 people. The Governor of Victoria, Sir Dallas Brooks, with the First Naval Member, Vice-Admiral Sir John Collins, took the salute at the march past. Officers and ratings from Flinders Naval Depot took part in a fine display of Naval arms and work.



Royal Australian Navy divers, Able Seaman Frank Newbon (left) and Sub-Lieutenant Ron Titcombe, of H.M.A.S. "Rush-cutter," wearing the shallow-water diving suits in which they have been exploring the bottom of Sydney Harbour at the Trafalgar Day display at Captain Cook Dock this month.

(Continued from page 9)

make extensive collections of deep sea samples and to obtain deep ocean soundings. It is interesting to note that H.M.S. "Challenger, 1872-76," found her deepest part of the ocean in the vicinity of the world record deep discovered by

the present ship. Both voyages have contributed to the knowledge of the submarine geology of the world, and, since the oceans cover more than two-thirds of the earth's surface, have thereby helped in studying the geological history of the world as a whole.

W.A. DIVISION

At a meeting held at Fremantle, W.A., on 18th September, 1952, at which Sir Frank Gibson was present, it was decided to form a Branch of The Navy League of Australia in that State. It will be known as The Western Australian Division.

ENGINEER M.N. EXAMINATIONS

In a notice to shipowners, shipmasters and candidates issued by the British Ministry of Transport in London (No. M359), details are given of the manner in which the regulations relating to the examination of engineers for the Merchant Navy are modified in consequence of the introduction of the alternative system of training. The amendments, the notices states, will be incorporated in the next edition of the regulations (Exn. 1a), but will come into force immediately (are, then, at present in force). The details referred to are given hereunder and are as follows:

1. **Full-Time Students in Mechanical Engineering.**—Paragraphs 16, 19 and 20 of the regulations will be amended so as to provide that candidates who have completed an approved full-time course of study of at least three years (see paragraph 62) will be required to serve only a minimum of 21 months' suitable workshop service, including service during vacations.

A minimum period of 12 months' workshop training, to follow the three years' technical

school, or college, or university course, must be spent on the fitting, erecting or repairing of machinery of a suitable size, either in the works or outside of the type normally approved by the Ministry under paragraph 16 of the regulations.

Suitable workshop training carried out during technical school, or college, or university vacations will be allowed to count towards the required 21 months' service up to a maximum of nine months, providing the individual periods of such training are of not less than one month's duration. Periods up to an aggregate of six months may be spent in a works' apprentice training scheme for fitters and turners, or on similar training in technical school, or college, or university workshops. Subject to this, vacation periods must be spent in the fitting/erecting shop of a marine engine builder, or in the engine department of a ship-repairer, or elsewhere on the fitting, erecting or repairing of machinery of a suitable size in accordance with paragraph 16 of the regulations.

Paragraph 19 of the regulations, which relates to the reckoning of

workshop service performed during vacations, will be amended by the substitution of "one month" for "four months."

2. **Candidates Attending Evening Classes.**—Time spent in attendance at an evening class course in mechanical engineering, leading to one of the certificates listed in paragraph 62 of the regulations, will, subject to the provision of certificates of attendance and satisfactory progress, be allowed to count for remission of workshop service at a standard rate of 1½ months for each completed sessional year. Paragraph 20 (b) of the regulations will be amended accordingly.

3. **Sea Service Requirements.**—(a) Day work at sea. The scope of paragraph 31 will be extended so as to enable day work performed at sea other than that carried out within the engine and boiler spaces of steam and motor ships to be accepted for a second-class certificate, provided it is engineering work of a suitable nature. Such work will be counted at half rate, and the maximum allowance under this paragraph will remain at six months.

(b) Remission of sea service.—Paragraphs 48 and 49 of the regulations will be amended to allow three months' remission of sea service for both second- and first-class certificates to those candidates who, before commencing their qualifying sea service, have passed Part "A" of the examination for a second-class certificate or who have secured a qualification conferring exemption wholly or in part from it, i.e., the qualifications set out in paragraphs 61-66 of the regulations.

The minimum periods of actual sea service required of second- and first-class certificates will, however, remain as at present, and such candidates will be allowed no further remission of sea service under these paragraphs for time spent

at school or college.

The details in question end here! However, in further connection with this subject, we would like here to point to the fact that, each year, awards of parchments and cheques are made by the Navigators' and Engineer Officers' Union to the two engineer officers who obtain the highest marks in the British Ministry of Transport's examinations for First Class and Extra First Class certificates of competency respectively. These awards are made possible by a legacy left to the N.E.O.U. for the benefit of engineer officers. The awards are presented to the winners in the N.E.O.U.'s Head Office in London; this year the presentation was personally made by Lord Winster, President of the N.E.O.U.

SALVAGING SUNKEN FLOATING DOCK.

Operations are at present under way by the British Admiralty Salvage Organisation to raise the Admiralty Floating Dock No. 9 which was sunk at Singapore during World War II. The work is being carried out on behalf of the British Iron and Steel Corporation (Salvage) Ltd.

If no unforeseen difficulties are encountered, it is hoped that the Dock, which has a lifting capacity of 50,000 tons, will be raised this year.

If this proves possible, every effort will be made to prepare the Dock for towing to the United Kingdom before the start of the monsoon season next year. A preliminary survey was carried out from a Bar class vessel under the direction of Mr. R. T. Brammall, an Admiralty Boom Defence and Salvage Officer.

To assist in the raising attempt the Royal Fleet Auxiliary "Salvator" has arrived at Singapore from Portsmouth, England, and Mr. C. L. Black, O.B.E., the British Admiralty's Chief Salvage Officer, has also arrived recently to direct the planning and initial organisation.

IMPORTANT BRITISH SECRET INVENTION.

British scientists are reported to have invented a method of processing turbine blades which is far ahead of anything practised in Russia or U.S.A. To develop the process on a commercial basis, a secret factory, covering 140,000 square feet, is said to be in course of being built in the English Midlands. The first blades will go to the Rolls Royce Avon and Armstrong Siddeley companies, of Britain.

The history of the Pacific is the quest of a Terra Australis (the legendary Great South Land), the story of the quest of an unknown land by inspired men braving the dangers of unknown seas. In 1519 Magellan set out southward from Spain with five ships. Nearly three years later one of them—the "Victoria"—sailed back into a Spanish port, and the 31 survivors of her crew, the first men to circumnavigate the globe, thanked God for their preservation. But the bones of Magellan lay mouldering in the Philippines. Drake left England with five ships, went round the world, but only one ship brought home the Spanish booty. After

Magellan's death at Santa Cruz, Quezaltenango, his rotting ships and starving company to Manila. Forty-seven of his crew died at the island in a month. To read the story of the Pacific is to be gripped and held fascinated by shipwreck and mutiny, by alternate fighting and fraternising with the natives, by old-world tragedies of cruelty and treachery, epidemics, sickness, starvation and thirst. Yet amidst the perils of it all, along every sea-track of the voyageurs, glows the light of heroism, the golden imprint of navigation never since surpassed.

A whale surfaced off Mooloolaba, about 70 miles north of Brisbane, recently, and sank a 24ft. auxiliary fishing-boat. The two occupants of the boat clung to an ice chest and a drum which floated when the boat sank. After an hour in shark-infested waters they were rescued by another fishing party. It is not recorded if they did any more fishing that day. However, it is highly probable that they didn't.



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U.K. HOME TRADE MASTER TO FLY BLUE ENSIGN.

The first Master of a United Kingdom home trade vessel to be issued with a warrant authorising him to fly the Blue Ensign is Captain L. Payne, O.B.E., R.D., R.N.R. (Retd.), Commodore of the British Railways Dover-Calais-Boulogne-Folkestone cross-channel service and a retired Skipper Lieutenant-Commander of the Royal Naval Reserve.

Under new regulations recently approved and issued by the British Admiralty, U.K. coastal shipping and fishing vessels commanded by an officer on the retired list of the Royal Navy, Commonwealth Navy, or on the active or retired list of Reserves holding, or having

held, the rank of Lieutenant-Commander or Skipper-Lieutenant with four Reservists on his crew may now wear the Blue Ensign under an Admiralty Warrant. This warrant has previously only been granted to merchantmen on foreign-going articles.

Captain Payne, who first went to sea in 1906 at the age of fourteen, was appointed Commodore of the then Southern Railway Dover-Folkestone fleet in 1946. He joined the Royal Naval Reserve in September, 1909, and reached the rank of Skipper-Lieutenant in 1936. At the outbreak of the last war, he was appointed Navigating Officer of H.M.S. "Hampton" and the following year was released from

Naval Service to command her in a civilian capacity. The S.S. "Invicta," flagship of the cross-channel service, of which he is now Commodore, has carried many important personages in the past.

1000th CONSECUTIVE ACCIDENT-FREE LANDING.

As his Fairey Firefly aircraft approached the light fleet carrier "Ocean," after an attack on enemy junks in North Korea, Commissioned Pilot Robin M. Brand, R.N., of Cranley, near Guildford, England, was unaware he was about to equal a Naval aviation record.

Cutting his engine in answer to the signal of the batsman, he neatly hooked an arrester wire and completed the carrier's sequence of one thousand accident-free deck landings—a record only once before achieved.

This landing marked the completion of 2109 operational sorties flown during the short time which H.M.S. "Ocean" has been in action in Far Eastern waters. Commissioned Pilot Brand is serving with No. 825 Squadron.

BIG CROWD FAREWELLS H.M.A.S. "ANZAC"

A crowd of at least 500 gave a bright and breezy, if at times sad, send-off to the destroyer H.M.A.S. "Anzac" when she left Sydney for Korean waters on September 1.

A seaman of the "Anzac" played a skirl on the bagpipes from the ship's forward gun-turret, and streamers were thrown and later severed as the destroyer moved away into the channel at 9 a.m. A Naval spokesman said he had not seen this happen on a Naval ship leaving Sydney before. Though adding a slight note of melancholy to the occasion, it was nevertheless appreciated.

Visitors from the other States, relatives and friends of the departing ship's crew, were among those who farewelled the boys on the wharf.

NEWS OF THE WORLD'S NAVIES

NEW BRITISH ANTI-SUBMARINE AIRCRAFT.
Britain's new anti-submarine aircraft, the Avro Shackleton Mark II, has passed its first flights. The armament of the new craft consists of two 20 mm. cannon in the nose. These are aimed by the gunner, who sits above the bomb aimer. The aircraft is powered by four Rolls-Royce Griffon engines, and carries a crew of ten. The wingspan is 120 feet.

"SWIFTSURE" ESCORTS H.R.H. THE DUKE OF EDINBURGH.

H.M.S. "Swiftsure" (Captain Sir R. W. Stirling-Hamilton, Bt.), wearing the flag of Flag Officer Flotillas (Home) Rear-Admiral W. G. A. Robson, D.S.O. and bar, D.S.C., acted as escort and guard ship to His Royal Highness The Duke of Edinburgh, K.G., during His Royal Highness's visit to Helsinki for the Olympic Games.

SUNKEN GERMAN SUBMARINE PACKED WITH FOOD AND SKELETONS.

A German submarine sunk by the Royal Air Force during the last war in the Little Belt just before V.E. Day was found by the salvors to be packed with food and to contain a large number of skeletons. It is thought that the skeletons are those of prominent Nazis hoping to escape.

**BRITISH SQUADRON'S
EAST AFRICAN CRUISE.**
Ships of the British South Atlantic Squadron were returning to Simonstown at the end of July after a cruise on the East coast of Africa. The ships taking part were the cruiser "Bermuda," wearing the flag of the Commander-in-Chief South Atlantic (Vice-Admiral Sir Herbert Packer, K.C.B., C.B.E.), and the frigates "Actaeon" and "Nereide." Among ports visited were Durban,

East London, Port Elizabeth, and the Portuguese East African port of Lourenco Marques.

R.N. HOSPITAL SHIP ORDER CANCELLED.

The British Admiralty has confirmed that the order it placed for a 10,000-ton hospital ship has been cancelled. The vessel was to have replaced the Royal Navy's present hospital ship "Maine," 7,515 tons, now in Korean waters, and was expected to cost about £2 million. It was being built in the Clydeholm yard of Barclay, Curle and Co., of Whiteinch, Glasgow. In a reply to a Parliamentary question the First Lord of the Admiralty, (Mr. J. P. L. Thomas) has stated that the order was cancelled because of the need at the present time to devote the limited resources available to improving the fighting efficiency of the Royal Navy.

U.S. DESTROYERS COLLIDE.

Two United States destroyers collided 50 miles off San Diego on the Californian coast on August 13, but both were able to head for port under their own power and were only slightly damaged.

R.N. PARTY BOARDS SHIP IN ATLANTIC.

Reuters correspondent in Gibraltar reported on September 8 that a British corvette sent an armed boarding party on to the British steamer "Athelduke" in the Atlantic after the master had radioed for help in quelling trouble aboard. The steamer, escorted by the corvette, arrived at Gibraltar on September 6. It further stated that court charges were about to be taken against seven British members of the "Athelduke's" crew of having assaulted the master and his officers.

**FIRST R.N.V.R. PILOTS
GO TO KOREA.**
Three pilots of the Royal Naval Volunteer Reserve are probably by

now flying operational sorties against enemy targets in North Korea as members of a regular R.N. squadron in the Far East. They constitute the first R.N.V.R. pilots to undertake flying duties in the Korean war zone and they will serve with No. 802 Squadron embarked in H.M.S. "Ocean" for about six months. In June last they were among the pilots of No. 1832 Squadron to make the 1,500 miles flight from U.K. to Malta for fourteen days' training in the Mediterranean, where sorties were flown against attacking forces in Exercise Bechive II (fully reported in September issue of this Journal) in which five N.A.T.O. nations took part.

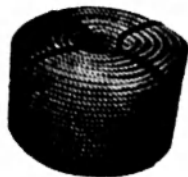
U.S. WARSHIPS VISIT YUGOSLAVIA.

The United States Navy heavy cruiser "Salem," 17,500 tons, flying the flag of Vice-Admiral J. H. Cassady, Commander of the U.S. Sixth Fleet in the Mediterranean, and five other American warships anchored off Split, Yugoslavia, on September 11, for a four-day courtesy visit. Marshal Tito and Admiral Cassady met on September 12.

CIVIL LORD VISITS R.N. AIR STATIONS.

The Civil Lord of the British Admiralty (Mr. S. Wingfield Digby, M.P.) visited Royal Naval Air Stations in Scotland recently. He went first to the R.N. Air Station at Lossiemouth to inspect work now proceeding to enable the station to carry out operational flying training with the Navy's new types of jet aircraft. Here important progress is also being made in the provision of married quarters. About 200 houses have been completed and others are under construction. Later, Mr. Wingfield Digby visited the Royal Naval Air Station at Milltown.

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LOSS OF THE FRENCH SUBMARINE "LA SIBYLLE"

Admiral Lambert, Maritime Prefect of the naval port of Toulon, said on September 27 that the loss of the French submarine "La Sibylle," which dived and failed to surface during exercises in the Mediterranean on September 24 with the loss of her total complement of 48, had been attributed to a breakdown of the diving rudder. Wreckage floating on the surface indicated that "La Sibylle" was crushed to pieces by the weight of the great depth of water into which she sank. "La Sibylle" was one of four submarines lent recently to the French Ministry of Marine by the British Admiralty. As H.M.S. "Sportsman" she had a fine record in the Mediterranean during the war. She sank a 28,000-ton enemy supply ship and damaged a 12,300-ton tanker on her first patrol.

H.M. SHIPS VISIT ISTANBUL

Two aircraft-carriers, a cruiser and destroyers arrived at Istanbul (known still to many people as Constantinople) for a six days' visit during the British Mediterranean Fleet's recent summer cruise, but the visit was curtailed when precautionary redispersions of ships were made following the abdication of King Farouk of Egypt.

The light fleet carrier H.M.S. "Glory" was wearing the flag of the Flag Officer Second in Command, Mediterranean Fleet (Vice-Admiral R. A. B. Edwards, C.B., C.B.E.), and she was accompanied by the Canadian light fleet carrier "Magnificent" and by the cruiser H.M.S. "Cleopatra" and destroyers H.M. Ships "Chivalrous" and "Chevron."

Admiral Edwards last visited Istanbul in 1928, when he had the honour of meeting Kemal Attaturk, the Turkish national hero.

Official calls were exchanged with the Turkish authorities in an atmosphere of extreme cordiality

and wreaths were laid on the Turkish Republic Monument by Admiral Edwards and the Commanding Officer of H.M.C.S. "Magnificent."

While many of the ships of the fleet were in the Eastern Mediterranean, Admiral the Earl Mountbatten of Burma, the Commander-in-Chief, flew to Amman from Cyprus. Reuter reporting on the Earl Mountbatten's visit said that he was received by General Glubb Pasha, Commander-in-Chief, Arab Legion, Air Vice-Marshal G. R. Beamish, Air Officer Commanding Royal Air Force, Iraq, and Mr. Dearding, the Press Attache at the British Legation, representing the British Minister in Jordan.

After landing from his aircraft, Lord Mountbatten inspected a guard of honour of the Royal Air Force, and the Arab Legion band played the British and Jordanian anthems. He visited the royal palace and then drove to the British Legation. At 11.30, accompanied by Mr. Geoffrey Furlonge, the British Minister in Jordan, he paid a visit to Tewfik Pasha Abdulhuda, the Prime Minister, at his office, and later paid a similar visit to Rawhi Pasha Abdulhuda, the deputy Foreign Minister, when Glubb Pasha was present.

After luncheon at the British Legation, Lord Mountbatten took off for the ancient city of Petra. He later returned to Cyprus by air.

H.M.S. "CEYLON" RELIEVED BY H.M.S. "NEWCASTLE"

H.M.S. "Ceylon" (Captain G. A. Thring, D.S.O., R.N.) has left Korean waters to refit at Singapore before returning to the East Indies Station. She has been relieved by H.M.S. "Newcastle" (Captain W. F. H. C. Rutherford, R.N.).

H.M.S. "Ceylon" is the veteran British ship of the Korean war.

In the two years she has served in the Far East, the "Ceylon" spent 470 days at sea in the war area and steamed more than 80,000 miles. Her six-inch guns have fired nearly 7,000 rounds at the enemy on both coasts of Korea, as far

north as Chongjin on the 42nd parallel on the East coast and Sonchon on the West coast.

The "Ceylon" entered the war in August, 1950, with the standard of the Argyll and Sutherland Highlanders flying from the peak and the Argyll's Pipeband playing from 'Y' turret as the ship landed the first British troops on Korean soil at Pusan. The 1st Battalion of the Argylls had been carried from Hong Kong. It was a tight squeeze to get them all into the ship, but the soldiers' comfort was ensured by the order "Every Jack looks after one Jock."

The "Ceylon" took part in the Inchon landings, the siege of Won-



These pictures, taken on board H.M.S. "Ceylon," off the New South Wales coast this month, show ships of the Royal Australian Navy's ocean minesweeping flotilla at work. ABOVE: With H.M.A.S. "Colac" in the background, the crew of the "Wagge" haul on the lines to swing one of the floats overboard. The floats keep the sweep from sinking. ABOVE (Right): The float in the water before it swings away from the minesweeper. The picture BELOW (Right) shows one of the floats with "shark's teeth" decorations added by the crew.



san, and gave powerful support in operations to retain the West Coast islands. She alternated in the duties of senior ship on the West Coast, mainly with H.M.S. "Belfast" and with H.M.S. "Kenya." She liberated and brought medical and other assistance to many of the islands. On one of them, the ship's company laid out a soccer pitch.

Royal Marines from H.M.S. "Ceylon" carried out the first raid on the West Coast well behind the enemy lines. They subsequently made a number of successful coastal raids, two in collaboration with the ship's company of the New Zealand frigate, "Rototiti."

NEW TONNAGE FOR THE AUSTRALIAN AND NEW ZEALAND TRADE.

The Shaw Savill Line announce the placing of orders for two further twin-screw motor cargo vessels for employment in the Australian and New Zealand trades for the carriage of refrigerated and general cargoes. One of the new vessels has been ordered from Swan Hunter & Wigham Richard son Ltd. of Wallsend-on-Tyne and

the other vessel will be built in the yards of Vickers Armstrong, Walker-on-Tyne.

Each vessel will have an overall length of about 512 feet, a breadth of 69 feet, a depth of 41 feet 6 inches and a gross tonnage of 12,000 tons. They will be of the complete superstructure type on modern lines with a straight, well-raked rounded stem, cruiser stern, two masts and a single oval funnel. The engines of these ves-

sels will be capable of developing 12,000 B.H.P., which will ensure a service speed of more than 16 knots. The Swan Hunter vessel will be engined with Duxford opposed-piston type diesel motors and the Vickers ship will have the latest design of Harland & Wolff opposed-piston diesel engines burning boiler oil.

The Shaw Savill Line has at present building with Harland & Wolff, Belfast, two refrigerator and general cargo vessels of the same type as those now ordered, one of which (the "Cedric") was launched at Belfast in May last. The "Cedric" is expected to sail from London for Australia on her maiden voyage, as announced in a recent issue of this Journal, in November next. The name of the second vessel, which will be launched later this year, will be "Cymric."

SUB AREA COMMANDS, SACLANT.

In April, 1952, when the names and titles of the Subordinate Commanders of SACLANT were announced, it was stated that the titles of the Sub-Area Commands were still under consideration and that it was possible those given then might be changed. Consideration of the titles of the Commands has now been completed, and the following changes have been agreed to:—

The Naval Sub-Area commanded by Vice-Admiral Sir Maurice Mansergh, K.C.B., C.B.E. (Commander-in-Chief, Plymouth), previously announced as "North Eastern Atlantic Sub-Area," will in future be known as "Central Sub Area." That commanded by Rear-Admiral J. H. F. Crombie, C.B., D.S.O. (Flag Officer, Scotland), previously known as the "Northern European Sub Area," will be known as "Northern Sub Area."

The areas of the commands of these Flag Officers which lie within the United Kingdom Home Station Command will be known as "Western Approaches" and "Northern Approaches" respectively.



FREIGHTER AND TANKER IN COLLISION.

The American Liberty ship "Western Farmer" (7239 tons) and the 11,732-ton Norwegian tanker "Bjorholm" collided in the English Channel 18 miles west of Margate, England, on August 20. The tanker ploughed a huge hole in the side of the "Western Farmer," which broke in two six hours later. Lifeboats from Dover rescued the 37 members of the "Western Farmer's" crew. The stern section of the freighter was subsequently towed safely into harbour. The bow section sank in heavy seas.

CUNARD "GIANTS" TO BE REFITTED.

It is reported that the Cunard giant liners "Queen Mary" and "Queen Elizabeth" are to have a major refit and considerable alterations this coming English winter. The decision has been made with a view to meeting the competition of the new U.S. liner, the "United States."

MEN GASSED ON SHIP AWARDED DAMAGES.

Eight men who were gassed while unloading mustard gas from the s.s. "Idomeneus" in Walsh Bay, Sydney, in January, 1943, were awarded, by consent, a total of £9,969 in the Supreme Court, Sydney, on August 19. The awards individually varied from £1,008 to £1,607. Each man had claimed £2,000.

EXTINCTION OF WHALES THREATENED, SAYS SCIENTIST.

The Director of the Queensland Museum (Mr. G. Mack) stated in Brisbane on August 16 that he feared whale reproduction was far too slow to stand the present killing rate permitted on the Queensland and West Australian coasts. The Antarctic whaling ground, he contends, will be denuded of whales unless killing is stopped for fixed periods of at least 50 years to allow of unrestricted breeding. Commercial interests do not agree, however, and say that there should be no reduction of the killing rate for many years.

SHIPPING INTERESTS PROTEST TO S. AFRICAN GOVERNMENT.

Shipping interests connected with South Africa have protested strongly about the Government's delay in carrying out the most urgent work in Table Bay, pending a report from the commission appointed early in 1951 to inquire into matters connected with the harbour.

REDUCTION IN U.K.-AUSTRALIA FREIGHT RATES.

The Overseas Shipping Representatives' Association. Chairman, Mr. S. V. Jones, announced on August 30 that shipping freight rates from Britain to Australia have been reduced by 12 per cent.

MARITIME NEWS OF THE

WORLD

From our Correspondents in LONDON and NEW YORK

By AIR MAIL

Mr. Jones explained that the basic rates had been subject to surcharges of 10 per cent. and 15 per cent. since April, 1951. These were to cover respectively delays in Australian ports and vessels chartered for outward trade. However, there had been an improvement in discharging time in Australian ports. The rates will be stabilised by abolishing the total surcharges of 25 per cent. and the new arrangement applied from September 1.

JAPANESE SUBSIDISED SHIPBUILDING PROGRAMME.

The new Japanese Government's subsidised shipbuilding programme consists of 50,000 tons of tankers and 250,000 tons of cargo ships. It is also expected that the Japanese yards will be able to build another 100,000 tons without subsidy.

IN TWO COLLISIONS IN 18 MONTHS.

The 295-ton ketch "Merilyn" was damaged early on the morning of July 18 when it was struck by the intrastate freighter "Lutana" at No. 4 North Wharf, Melbourne. The "Merilyn" reached Melbourne a few days before for the first time since it was sunk in the Yarra 18 months ago in a collision with another ship. A large hole was made by the "Lutana" in the "Merilyn's" side a few feet from the bow.

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215 SHIPS LOST IN YEAR 1951.

Lloyd's Register shows that no fewer than 215 ships of 100 tons and over were lost through various causes during the year 1951. The total tonnage lost was 260,837. The United States lost the greatest tonnage—14 ships, totalling 49,889 tons. The British Commonwealth lost 38 ships, and Britain 20.

BEACHED VESSEL REFLOATED.

The 5,496-ton British freighter "Shahzada," which was beached in

Double Bay, Sydney, on the night of September 12, after a collision in the harbour with the Commonwealth Shipping Line freighter "River Loddon," was refloated on the high tide at 6 a.m. on September 14. She was berthed later at No. 1 Glebe Island, where emergency gangs of wharf-labourers subsequently unloaded her damaged cargo. The "Shahzada" slid off easily from her beached position with the aid of only one tug at the first attempt to refloat her. Plates on the "Shahzada" were stove in just forward of the bridge on the port side and part of the bridge was carried away, and she took in water rapidly. The "River Loddon's" bows were severely damaged, but she took in little or no water and was easily moored at Woolloomooloo and later moved to No. 8 Wharf, Pyrmont.

NEW APPOINTMENT TO SYDNEY MARITIME S.B. RECOMMENDED.

The New South Wales State Cabinet had recommended to the Governor the appointment of the Sydney Harbour Master (Captain Murchison) to the vacancy on the Sydney Maritime Services Board, the Premier (Mr. Cahill) said on September 15.

LINER SINKS, BUT ALL SAVED.

A message from New York on September 8 reported the loss of the 6,000-ton Canadian Pacific liner "Princess Kathleen." The liner ran aground 30 miles north of Juneau, Alaska, early in the morning of September 7 in dense fog and later slipped off the rocks and sank. The 300 passengers and the 115 members of her crew were all saved. Most of the passengers were American tourists. The master of the liner, Captain Graham Hughes, had the passengers removed from the ship a few hours after she struck and then remained aboard with his crew until an hour before the ship slid off the reef and sank in deep water.

SEAMEN'S WAR PENSIONS BILL.

The Seamen's War Pensions and Allowances Bill passed through all stages in the Australian House of Representatives and has since become law. The Bill provides that Australian Merchant Navy seamen injured in World War II shall receive benefits similar to those given to ex-Servicemen under the Repatriation Act.

SHIP'S FAULTY MAIDEN VOYAGE.

The French Line announced recently that its new ship "Flandre," which experienced many mechanical troubles on her maiden voyage to America, will make only one more trans-Atlantic crossing this year. Ten sailings—five each way—have been cancelled, because of "repairs involved in correcting the mechanical fault which manifested itself during the inaugural voyage." The next scheduled sailing for the "Flandre" is from Le Havre on December 11.

U.K.-AUSTRALIA FREIGHT RATES REDUCED.

Freight rates on goods shipped from the United Kingdom to Australia were reduced by 12 per cent from September 1. The reduction has been effected by (1) abolishing surcharges of 10 to 15 per cent that had been imposed to cover delays in Australian ports and losses on vessels chartered for the outward-bound trade; and (2) raising the basic freight-rates introduced in April, 1951, by 10 per cent. This, in effect, makes a reduction of 12 per cent. on the rates charged prior to September 1.

WAKE ISLAND SWEEP BY 140-M.P.H. TYPHOON.

The 140-m.p.h. typhoon which struck Wake Island in mid-September left the island practically devastated and its 750 inhabitants temporarily foodless. The steel-beamed beacon of the Pan-American Airways was snapped in two and its upper part crashed Mountainous seas which swept across the island in parts destroyed nearly every facility on it, but no one was killed, though some were

injured. A previously rehearsed typhoon plan kept casualties to a minimum. Pan-American Airways ordered the evacuation of all its 230 workers from the island, including the "lay-over" air crews.

NEW CUNARDERS.

The Cunard Steamship Company has placed orders with John Brown and Company of Clydebank for two ships for their Canadian service. They are both 20-knot vessels of about 20,000 tons, with first- and tourist-class accommodation.

COLLISION IN SAN FRANCISCO BAY.

A message from San Francisco on September 27 reported that the Swedish motor ship "Los Angeles" collided with a fishing boat in San Francisco Bay on the night of September 26. One woman was killed and another woman and a man are missing. Two other people on the fishing boat, which sank, were rescued.

JAPANESE SHIP LOST IN UNDERSEA VOLCANIC ERUPTION.

The Japanese Coastguard announced on September 28 that it had definitely decided that a scientific observation ship with 31 Japanese, including nine scientists, aboard, had been blown to pieces at the scene of a recent undersea volcanic eruption. The ship had been missing since September 23. The scientists were investigating the eruption in the seas about 200 miles south of Tokyo.

NEW AUSTRALIAN SHIPPING LINK WITH SOUTH AMERICA.

To commemorate the 50th anniversary of Royal Inter-ocean Lines, the company announced on September 11 that it intends to operate a regular South America-Australian cargo and passenger shipping service. Experimental ships with this in view have shown that there is sufficient trade to maintain a regular service. The company has built a motor ship, the "Straat Banka," for the South America-Australia service.

"AORANGI" TO BE WITHDRAWN FROM SERVICE.

The 17,941-ton liner "Aorangi" will end her service between Vancouver and Sydney after she completes her voyage to Sydney on May 25 next year, the Union Steamship Company of New Zealand, as agents for the Canadian-Australasian Line, announced on September 28. It said the vessel was now in her 28th year, and that operation of the Pacific service beyond May 25, 1953, could not confidently be maintained.

STRANGE DISAPPEARANCE OF ISLAND FREIGHTER.

Hopes for the safety of the motor freighter "Awahou" (432

tons) have practically faded to vanishing point. After wide sea and air searches, one of the former being undertaken by a diversion to the area of H.M.A.S. "Australia," organised rescue operations have now been abandoned. A vague radio message picked up in Adelaide on September 10 is believed to have been sent by the "Awahou." It is thought that the ship, which was outward bound from Sydney, was then about 60 miles north of Lord Howe Island. Since then no trace of the small island freighter, or of her crew, or of any wreckage that could have been part of her, has been located, and it is believed that the ship and her complement of 18 have definitely been lost.



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PERSONAL PARAGRAPHS

PROMOTION TO ADMIRAL OF THE FLEET.

Recently the British Admiralty announced that in view of the distinguished and outstanding services during the last war of Admiral Sir Philip Vian, Her Majesty had approved as a special case his promotion to Admiral of the Fleet to take effect 1st June, 1952, supernumerary to the present Establishment of Admirals of the Fleet. The Admiralty in making this announcement added that Admiral Sir Philip Vian has now nearly reached the top of the Admiral's list and no further Naval appointment can be offered to him. Normally, therefore, he would shortly have had to be placed on the retired list in his present rank of Admiral, and would then have been ineligible for promotion to Admiral of the Fleet.

NEW THIRD SEA LORD.

The British Admiralty has announced the appointment of Vice-Admiral R. A. B. Edwards, C.B., C.B.E., as a Lord Commissioner of the Admiralty, Third Sea Lord and Controller of the Navy in succession to Admiral Sir Michael M. Denny, K.C.B., C.B.E., D.S.O. The appointment is to take effect in March, 1953.

VICE CONTROLLER (AIR) R.N.

Rear-Admiral C. John, recently Flag Officer, Heavy Squadron, British Home Fleet, has been appointed Vice Controller (Air), Chief of Naval Air Equipment and Chief Naval Representative at the Ministry of Supply in Succession to Rear-Admiral E. M. C. Abel Smith, to date August, 1952.

FLAG OFFICER (AIR) MEDITERRANEAN.

Rear-Admiral W. W. Davis, C.B., D.S.O. and bar, has been appointed Flag Officer (Air) Mediterranean in succession to Vice-Admiral R. A. B. Edwards, C.B., C.B.E., the appointment to take effect in October, 1952.

BRITISH DEPUTY CHIEF OF NAVAL PERSONNEL (TRAINING).

The appointment of Rear-Admiral Maxwell Richmond, D.S.O., O.B.E., as Deputy Chief of Naval Personnel (Training) and Director of Naval Training has been announced by the British Admiralty. He succeeded Rear-Admiral C. F. W. Norris, C.B., D.S.O., in July. Rear-Admiral Richmond's appointment to succeed Rear-Admiral D. M. Lees, C.B., D.S.O., as Deputy Chief of Naval Personnel (Personal Services) is cancelled.

CAPTAIN PROMOTED REAR-ADMIRAL.

The promotion of Captain Leslie Newton Brownfield, C.B.E., A.D.C., R.N., to the rank of Rear-Admiral in Her Majesty's Fleet has been announced by the British Admiralty, the promotion to date 8th July, 1952.

COMMODORE, R.N. BARRACKS, DEVONPORT.

Captain J. E. H. McBeath, D.S.O., D.S.C., has been appointed Commodore, Royal Naval Barracks, Devonport, and will serve in the rank of Commodore (2nd Class) while holding the appointment.

FAR EAST STATION APPOINTMENT.

Captain R. F. Leonard, D.S.C., has been appointed Captain of the Fleet, Far East Station, and as Chief Staff Officer to Flag Officer Second in Command, Far East Station.

DEATH OF CAPTAIN JOHN COLEMAN.

The death occurred recently in London of Captain John J. Coleman, known to all members of the Navigators and Engineer Officers' Union as an able official of that Union as well as a firm friend to those who go down to the sea in ships. Captain Coleman served his apprenticeship in the Prince Line. Later he served

through the various officer ranks in ships trading to the Baltic, River Plate and Mediterranean. In addition he saw service on the Canadian Lakes, and on the Venezuela-Maracaibo-Aruba oil trades. He also saw service as an Assistant Dockmaster. His last appointment, prior to taking up his Union work, was as Master of a British coasting collier.

DEATH OF BRITISH ADMIRAL.

Admiral Sir Percy Grant, who was Commander-in-Chief, Australian Station, from 1919 to 1921, died, age 84, in a London nursing home on September 8.

COMMODORE R.N. BARRACKS, PORTSMOUTH.

Captain Sir Robert W. Stirling-Hamilton, Bart., has been appointed Commodore Royal Naval Barracks, Portsmouth, and will hold the rank of Commodore 2nd Class while in this appointment.

R.N. RETIREMENTS.

Placed on the R.N. Retired List in the rank of Captain, as from 8th July, 1952, are the following officers: Captain (Commodore 1st Class) Thomas Marcus Brownrigg, C.B.E., D.S.O., A.D.C.; Captain Renfrew Gotto, C.B.E., D.S.O., A.D.C.; Captain (Commodore 2nd Class) William Patrick McCarthy, A.D.C.; Captain Francis Bernard Lloyd, O.B.E.; Captain Cecil Campbell Hardy, D.S.O.; Captain Godfrey Noel Brewer, D.S.O.; Captain Villiers Nicholas Surtees, D.S.O.; Captain Michael Bryan Laing, C.B.E.; Captain Ronald Gordon Mackay; Captain Ralph Heathcote, D.S.O.; Captain Robert Godmond Poole.

CAPTAIN T. V. ROBERTS, R.D., R.N.R., RETIRES.

On 31st August last Captain T. V. Roberts retired from the service of Shaw Savill & Albion Co. Ltd. after completing a sea career extending over a period of 50 years. Captain T. V. Roberts is the son of the late Captain Roberts of the Savill four-masted barque "Mayfield", of 2285 tons, in which he was serving as ap-

prentice when she was wrecked on the Tasmanian Coast in 1905.

Captain T. V. Roberts joined the Aberdeen Line in 1909 as 4th Officer in the "Miltides". He served with the R.N.R. throughout the First World War and on returning to commercial service in 1919 he was given command of the ex-German vessel "Greifels", becoming Master of the "Miltides" in November, 1919. He later commanded several other vessels of the Shaw Savill and Aberdeen & Commonwealth Lines, including "Hobsons Bay", "Largs Bay", "Euripides" and "Arawa", being master of the last-named vessel when she was taken over as a transport in Sydney by the Admiralty at the outbreak of World War II. Returning to England Captain Roberts again took over the "Largs Bay" and later commanded the "Corinthic" and "Esperance Bay", and from the latter went ashore in England in March owing to ill health.

Captain Roberts, who has many friends in Australia and New Zealand, is a passenger on board the Shaw Savill Motor Liner "Waiwera" bound for Australia, accompanied by his wife. The "Waiwera" is due in Sydney at the end of October and Captain and Mrs. Roberts are continuing their journey to Queensland where they will take up residence.

A UNITED STATES PAINTING TO COMMEMORATE KOREAN BATTLE.

The inference to be drawn from the details which have been related is clearly manifest. The fact that every intended surprise move by the enemy is met and countered speaks for itself. Nor are the deeds of the past as they relate to the war in Korea in any sense forgotten, as the following will show.

A ceremony took place in the office of the Commandant General Royal Marines (Lieut.-General J. C. Westall, C.B.E.) at the British Admiralty, London, on July 28th,



The Navy war artist, Lieutenant-Commander Frank Norton, putting the finishing touches to a sketch at Gordon Island. Watching him are Commander J. Ramsay (right), Commander W. Brasgirdle and some dockyard workers. The sketches were shown at the Trafalgar Day display and then sent to the Australian War Museum in Canberra.

at which representatives of the United States Marine Corps presented to the Commandant General a painting of Lieutenant-Colonel D. B. Drysdale, D.S.O., M.B.E., R.M., who commanded 41 Independent Commando Royal Marines in Korea.

The painting was brought to the United Kingdom from the United States of America by Lieutenant H. A. Chenoweth, United States Marine Corps. It commemorates the action at the Chosin Reservoir,

Korea, on November 29th, 1950, when 41 Independent Commando operated with commendable gallantry under the command of the 1st United States Marine Division. It depicts the historic meeting of the two corps at the Reservoir.

The presentation was made by Colonel Torrey, United States Marine Corps, who was accompanied at the ceremony by representatives of the U.S. Marine Corps at present serving in London.

SEA-ODDITIES

Nothing is more fascinating in Mother Nature than the way she has perfected the art of camouflage. Camouflage for protective purposes is, as we have often sought to show in earlier pages of this feature, a common characteristic in Nature, both among land-living creatures and creatures of the sea. But there is also, as you know, camouflage for aggressive purposes: in short, as an aid to the capture of prey. A notable example in this respect is to be seen in the grim camouflage of the angler fish.

This fish lies in hollow it makes for itself in the sea bottom, and keeps quite still, its tone and pattern blending perfectly with its surroundings. It has a huge flat head tapering to an insignificant body whose outline is obscured by tags of skin along the sides. The foremost supporting ray of its dorsal fin is very long and has a tassel of skin at its tip. This is the angler's "fishing-rod," and it is generally kept in a flat position along its back, but at the approach of a small fish the "rod" is raised above its head and jerked to and fro, while the tassel at its tip wriggles as though it were a bunch of tiny worms. The approaching fish swims near this alluring bait, and in a fraction of a second the angler's huge mouth opens and engulfs it.

An Auckland (N.Z.) fisherman recently lassoed and caught a 10-foot mako shark off the North Island's east coast. The shark towed a 30-foot launch more than two miles before it was landed. The fisherman, Mr. R. S. McKenzie, was fishing from the launch with two other men. The mako shark attacked a small dead shark which the men had trailed behind the launch to attract fish. The mako followed the boat, feeding on the dead shark. But the fishermen had no shark lines big enough to catch it with, so

McKenzie contrived to make a noose from a piece of rope 1-inch thick. This he dropped over the head of the mako, which at once struggled to get away, but with each lunge of its body the rope tightened around it. After towing the launch inshore, the mako swam into shallow water, where the men killed it.

British scientists found uncharted mountains under the sea during the two and a half year voyage which ended on September 27 when the British Admiralty's survey ship "Challenger" docked at Portsmouth Naval base. The highest of the undersea mountains, about 7,000 feet, is about 400 miles off Cape Vincent, in the Atlantic. The "Challenger" also found several more mountain ranges in the Pacific. It is expected that samples of sea bottom materials taken during the soundings will solve many scientific problems concerning the geological nature of deep-sea beds.

A large seal of the spotted sea leopard kind came ashore at Coogee Beach, Sydney, on September 5. The seal was about eight feet long, and as it waddled up the beach and rolled in the sands it attracted a crowd of people in no time. Fishermen believe the seal came ashore to escape attacks from a school of porpoises or fish. Its head was covered with scars and one eye was badly lacerated. It returned to the surf twice, but on each occasion came back. The leopard seal, an ocean-roving variety, does not colonise like the more common fur seal. It hunts more or less alone, living mainly on sea birds and fish.

Most of us have seen many a clam-shell under taps as bird baths or in gardens, and always they are white and empty of their original contents. How different they look when the living clam is in them and set amid their natural/habitat. Clams are everywhere about the

Great Barrier Reef, lying hinge-side downwards in the coral, with just sufficient space about them to permit them to gape an inch or two at will. You may not always find the giants of four feet or more, but you will find some over two feet across and many from twelve to eighteen inches.

As you approach them their mouths will shut tight with a snap that sends the water shooting upwards like a geyser. But when, after a while, they open up again, what gorgeous colouring will show between the corrugated edges of their valves! The "mantles" that line these living man-traps are of the most exquisite shades and tints of chromatic beauty. It is impossible to exaggerate the brilliance or variety of their colouration. And see you don't step into one: they are awkward things for a lonely bather to get out of.

Probably the first navigator to sail into the waters of the Great Barrier Reef was the Spanish sailor whose name has been given to the strait that lies between Australia and New Guinea—Captain Luis Vaez de Torres. It was in the year 1605 that the expedition under the leadership of the Spanish Admiral de Quiros set out from South America with the object of exploring the Southern Pacific. Torres was in charge of one of the ships, and the party succeeded in discovering the New Hebrides the following year. Then, by a set of curious chances, de Quiros and Torres became separated. De Quiros went back to South America; but Torres carried on. He sailed still farther West, passed the Louisiade Archipelago, and came at last to the outer fringes of the Great Barrier Reef, just where it strikes towards the southern shore of New Guinea. It says much for the daring and skilful seamanship of Torres that he succeeded in navigating the terrible intricacies of the strait and reached the Arafura Sea in safety.

RECAPTURE OF ISLANDS: "BELFAST" COMMANDS

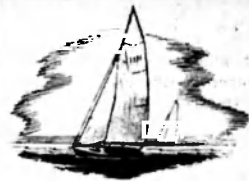
H.M.S. "Belfast" (Captain A. C. A. C. Duckworth, D.S.O., D.S.C., R.N.), the frigate "Amethyst" (Commander A. R. L. Butler, R.N.), rocket ship PC702 and aircraft from the United States carrier "Bataan" figured recently in a two days' battle for one of the West Coast islands of Korea.

The ships were carrying out their normal patrol duties when a signal was received that the island in question had been invaded: three South Koreans in a small fishing boat confirmed this. One of the "Belfast's" small craft, which went close to the island to investigate, was met by a hail of machine-gun fire and one Royal Marine from H.M.S. "Belfast" was slightly wounded.

The "Belfast" assumed command of the operation and controlled U.S.S. "Bataan's" aircraft in continuous strikes against enemy

forces on the island. The shore batteries which had so far remained silent opened up on the "Amethyst," who promptly returned the fire and sank the junks that had brought the invaders. Another battery ranged on the "Belfast," who eagerly accepted the challenge and, after a hot exchange of shots in which the "Amethyst" was straddled and shells fell close to the "Belfast," the superior gunnery of the cruiser and the frigate silenced the enemy.

During the night, Republic of Korea forces landed on the island and at dawn, backed up by the warships' covering fire and strikes from U.S.S. "Bataan's" aircraft, they slowly cleared the island of the enemy. The battle continued all day, and by night the island was completely in South Korean hands. The enemy forces suffered heavy casualties.



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SPEAKING OF SHIPS .

The Cunard luxury liner "Caronia" carried 288 passengers at total fares of £642,800 on her recent 23,000-mile cruise from New York round Africa and India.

At Southampton, England, recently, the master of the Greek tanker "Polytimi Andreadis" was fined £1,800 and costs for overloading his ship by 1,122 tons, making an excess profit of £7,573.

In the latter part of 1951 short sea traders' stevedoring charges rose by about ten per cent., bunkers by 22 per cent., insurance by 10 per cent., and wages by 30 per cent.

The Barrow Deep lightship is to be withdrawn—may already have been withdrawn—and replaced by a more modern one with a better light and a diaphone foghorn instead of a siren.

Details of how a labourer contrived to stow away in the liner "Queen Elizabeth" and reached America were kept secret in court "in the interests of the public."

In answer to a suggestion that the fine for overloading ships should be considerably increased in view of the recent overloading epidemic, the British Ministry of Transport pointed out that the maximum penalties were laid down by Act in 1932 and legislation would be necessary to change them.

In view of the number of ships which have been in trouble while being towed to the scrappers, officers of the British Ministry of Transport have discussed with representatives of the interests concerned whether existing arrangements could be improved.

No questions were asked in the Italian courts as to who paid the £330,000 fines passed on those

who were alleged to have been concerned... with... smuggling... tobacco in the ship "Donna Betta".

The Central Transport Consultative Committee decided that the British canals are making every effort to improve the traffic with the existing vessels and crews, but additional barges and more trained crews are badly needed.

Indian shipowners complain that under the present rules native crews on their ships are far bigger than is necessary for the work done.

The Polish Government recently followed the example of the Czechoslovak authorities in suggesting a barter of Polish goods for Persian oil.



The Spanish Compania Transatlantica is completing two 14,500-ton passenger ships for the New York service and contemplates the construction of two more of 24,000 tons each.

Bizarre-shaped funnels of every kind were a conspicuous feature in most entries to a recent German competition for a fast cargo ship design.

The Fawley oil refinery on Southampton Water, England, is delivering over 95 per cent. of its products by sea, the ships in and out averaging 230 per month.

For its last year before voluntary liquidation Billmeir's Stanhope Steamship Company made a profit of £1,160,587 against £482,411 for the previous twelve

months. No final dividend is being paid on the ordinary stock in view of the reconstruction scheme.

Liberty ships have been fetching over £600,000 on the second-hand market, and the British standard steamer "Winston Churchill" was recently bought by the Italians for about the same price.

The Coast Lines (U.K.) again put the steamer "Lady Killarney" on cruising from Liverpool to the Scottish coast last English summer, six 6-day and seven 13-day cruises.

In spite of the efforts of the Irish ports to persuade their Government to concentrate on handy-sized ships, vessels of 9,000 tons deadweight have been ordered.

Several Japanese shipping authorities are said to have indicated that their country does not intend to return to the passenger business in the near future but will concentrate on cargo ships and tankers.

The Ceylon Legislature is preparing a bill to amend and consolidate innumerable orders relating to merchant shipping, based on the British Merchant Shipping Acts.

Australia is still Britain's best customer and last year bought twice as much from the United Kingdom as did the United States.

Risdon Beazley's salvage ship "Lifeline" has been equipped with a metal articulated diving suit, but her owners have definitely stated that her target is not the wreck of the "Lusitania" as had been rumoured.

During 1951 the British Lifesaving institution's lifeboats rescued 406 lives, 116 of them being from foreign ships belonging to 13 different countries.

ROYAL CANADIAN NAVY TO HAVE MODERN CARRIER

Canada is to have a new aircraft carrier to replace the "Magnificent," now on loan to the Royal Canadian Navy. It was announced by the British Admiralty in London that arrangements had been completed for Canada to purchase the new aircraft carrier.

The ship, one of the "Majestic" Class of light fleet carriers, was laid down towards the end of World War II, but her construction was suspended in 1946. Plans have now been revised and on completion the new ship will be a completely modern one, capable of handling jet aircraft.

The British Admiralty stated that "modifications will include strengthening of flight deck and elevators, and improvements in deck arrester gear. The new British steam catapult, capable of

launching jet and heavy types of aircraft, will be fitted. This catapult has proved itself capable of launching jet fighters from an aircraft carrier even when it is headed downwind at sea and also, in certain circumstances, of doing so lying alongside in a dock. Normally, carriers must turn into the wind and may have also to increase speed to launch aircraft. This type of catapult, as has already been reported in this Journal, is also being adopted by the United States Navy and the Royal Australian Navy.

This new aircraft carrier for the Royal Canadian Navy is being built in the yard of Messrs. Harland and Wolff, Belfast. She will not be ready for service for some time and the "Magnificent" will be retained in service in the Royal Canadian Navy in the meantime.

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"Ships For All". By Frank C. Bowen. Ward Lock & Co., London.

This well-known writer and expert on the Merchant Navy and the sea takes us with authority through the history of ships and sea craft — their development, building, manning, handling, functions. And he does it all with a fine knowledge and sympathy and an accuracy of detail. Indeed, his book is rich with nautical lore that will appeal to all lovers of ships and the sea, deep-sea sailors or coasters. Those who have read his other books, "The Golden Age of Sail" and "The Sea — Its History and Romance," etc., will enjoy this one, too. It is an entirely new edition, completely rewritten, of an earlier work.

"A Sea With Many Islands". By Michael F. Page. Robert Hale, London.

This book records a recent two-year spell of duty as a radio officer in the Far East. The author of it proves that "foreign parts" can still cast something of a romantic spell on those who voyage them with the seeing eye and the inquiring mind. The author's style and gift for imparting the essential atmosphere of event or place leave little to be desired.

"The Ship's Compass". By G. A. Grant, M.A., F.R.G.S., Master Mariner, and J. Klinkert, F.R.Met.S., Assoc. I.N.A., M.I.N., Extra Master. Routledge and Kegan Paul, Carter Lane, London.

This authoritative and well-set-

out book by two lecturers at the Sir John Cass school of navigation, London, is written primarily for students preparing for the British Ministry of Transport Examinations for Certificates of Competency as First Mate, Master, Extra Master, and Compass Adjuster. It includes all the magnetostatics to Extra Master standard, a full description of terrestrial magnetism and the magnetism of a ship. The causes of compass deviation are analysed, and the methods of correction are carefully explained. The book contains 19 half-tone illustrations of modern marine compass equipment and accessories, 39 diagrams in colour, 109 line drawings, and 4 charts.

THE WAR IN KOREA.

Admiral the Hon. Sir Guy Russell, K.C.B., C.B.E., D.S.O., Commander-in-Chief of the Far East Station, completed a visit to his Fleet in Korean waters in mid-July.

Accompanied by Rear-Admiral A. K. Scott-Moncrieff, C.B., D.S.O. and bar, who commands the Commonwealth and Allied ships off the West Coast of Korea, Admiral Russell saw the light fleet carrier "Ocean" launch strikes against enemy lines of communication in North Korea. At one time he saw steaming in formation the carriers "Ocean" and "Unicorn," the cruiser "Belfast," and a destroyer escort which included H.M.A.S. "Bataan," H.M.C.S. "Nootka" and U.S.S. "Marsh."

During his visit also the British Commander-in-Chief went on board the American battleship "Iowa," flagship of Admiral Clark, Commander of the United States 7th Fleet, under whose direction the Commonwealth ships are placed. He visited by air a United States Task Force which at that time included the U.S. carriers "Philippine Sea," "Boxer" and "Bon Home Richard." He flew off the "Boxer" the following day to return to his Fleet off Western Korea.

U.N.'s SOLDIERS IN KOREA PUBLISH PAPERS FOR TROOPS AS LINK WITH HOME.

The United Nations Third Infantry Division in Korea is publishing six foreign language news papers. Among them is "Front Line," an English-language daily which runs off 3,500 copies of every issue and which is edited by U.S. Sergeant George Ashley, of Cincinnati, Ohio — a student of fashion designing in civilian life. For the news items, Sergeant Ashley depends on the broadcasts from Tokyo, which are heard in Korea three times each day. His timely and interesting publication includes late world news, unusual features, sports results and humorous cartoons. For Korean members of the Division, "Front Line" is translated into a Korean edition which appears four times a week. Its editor, Sergeant Che Too-jong, also includes material which would be of interest only to Koreans.

U.S. 8-JET BOMBERS ON ORDER.

A message from Washington on August 13 stated that the United States Air Force has ordered the 8-jet Boeing B-52 heavy bomber into full-scale production. Prior plans to order the Convair B-60 have been abandoned. The B-52 is designed to replace the B-36 — said to be the largest bomber in service.

NEW AIR LINK WITH FAR EAST.

The fortnightly Qantas air service to South Africa, which began on August 28, now provides another direct air-link with the Far East. At Cocos Island, the Qantas Skymaster Service from Singapore connects with the outward-bound Constellation on its way to South Africa. Passengers to the Far East from South Africa connect with the Skymaster for Singapore on the Constellation's return flight to Australia. Ports of call of the Skymaster Service from Sydney are Perth, Cocos Island, Djakarta and Singapore.

REPATRIATION AND RE-ESTABLISHMENT BENEFITS FOLLOWING SERVICE IN KOREA.

By INSTRUCTOR CAPTAIN F. G. REDNALL, M.A., R.A.N.,

Director of Educational and Vocational Training, Royal Australian Navy.

The Commonwealth Government has recently made available many benefits on discharge to Servicemen who have served in Korea since 26th June, 1950.

Besides the Repatriation Pensions and Medical Benefits for those who became casualties or are invalided, many of the Re-Establishment privileges which were available to ex-Servicemen after World War II have been continued.

Members of the R.A.N. who have served in H.M.A. Ships, which have been allocated for duty in Korean waters, may be entitled to these benefits. An important condition is that a member must be discharged from the Service within two years of the completion of his Korean service. Another condition is that a period of service away from Australia of approximately six months is required.

For those who are able to satisfy these conditions there are many opportunities. For instance, while looking for a job or awaiting employment, a re-employment allowance is payable. If you are resuming a business or starting a new one there are re-establishment allowances or loans. The Reconstruction Training Scheme is to be continued for such members and a course for a trade, business, or profession can be obtained for those eligible. The Ex-Servicemen's Legal Aid Bureau will give legal advice gratis to those in need of such assistance. Finally, the War Service Homes Scheme is continued for Korean War Service and financial assistance is available for a home. For this last benefit there are no time limits other than the starting date of June, 1950.

There is a pamphlet called "Pensions, Medical Treatment, and Other Repatriation Benefits" published by the Repatriation Commission. This gives a lot of information on all these benefits.

If you are interested, Education Officers in Ships and Rehabilitation Officers in Discharge Depots hold this pamphlet and can give information.

REDISPOSITIONS OF R.N. CRUISERS

Several changes in the dispositions of H.M. Cruisers have recently taken place and these re-dispositions were announced by the British Admiralty in July.

Following extensive modernisation, H.M.S. "Birmingham" (Captain J. D. Luce, D.S.O. and bar, O.B.E., R.N.) has arrived in the Mediterranean from the United Kingdom to work up and carry out gunnery trials at Malta before proceeding to the Far East Station.

H.M.S. "Euryalus" (Captain P. L. Collard, R.N.) left Malta towards the end of July to return to the United Kingdom to re-commission for further service in the Mediterranean. On the return of the "Euryalus" to the Mediterranean in September — where, probably, she has already arrived

— H.M.S. "Birmingham" is to proceed to the Far East, where she will relieve the Cruiser H.M.S. "Belfast."

H.M.S. "Gambia" (Captain L. F. Durnford-Slater, R.N.) has returned to the United Kingdom from the Mediterranean to pay off and re-commission for further service on the Mediterranean Station.

On completion of a refit at Singapore, H.M.S. "Ceylon" (Captain G. A. Thring, D.S.O., R.N.) is to proceed, as advised elsewhere in this issue, to the East Indies Station following service in the Far East. H.M.S. "Newcastle" (Captain W. F. H. C. Rutherford, R.N.) has arrived in the Far East to relieve H.M.S. "Ceylon." The "Newcastle" has also been extensively modernised.

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(Federal Council)

The Federal Executive has requested the Editor of "The Good Neighbour," the monthly pamphlet of the Department of Immigration, to publish the Aims and Objects of the Association, together with a list of the names and addresses of the various Hon. State Secretaries. It is felt by the Executive that further information regarding the Association is desirable for the guidance of ex-Naval personnel arriving in Australia from Great Britain, and also for those who have not already become subscribers to "The Navy" Magazine. Migrant ships "Strathaird," "Esperance Bay" and "Himalya"

are due to arrive at Sydney early in October.

Victoria: Mr. E. M. Smith has been elected State President of the Association in Victoria; Mr. C. Hall being Immediate Past President.

Queensland: Mr. A. C. Nichols has resumed his Association activities after a short period of illness. Members of the State Executive interviewed the Federal President during a recent trip to Brisbane.

N.S.W.: The State Executive and Metropolitan Sub-Sections are organising a Smoke Social, to be held in October; this function will take the place of the Annual Din-

ner, usually held close to the Trafalgar Day Anniversary.

West. Australia: The Federal Council's representatives at the last Zeebrugge Memorial ceremony (Mr. N. B. Bicker) has now returned to the West after a business and holiday visit to England. Mr. Bicker was accompanied on his trip by his wife and family.

Papua—N. G.: The Naval Ball which the Section held during July last was a complete financial success. It is intended to hold the usual social gathering on Trafalgar Day; this year it will take the form of a Dinner. A suggestion has been made to hold a Pirates' Ball for the Section and should sufficient support be forthcoming for this event it may be arranged for a night in November.

South Australia: Mr. W. A. Palmer (State Secretary) is always pleased to see interstate members when they visit the Naval Memorial House, situated at 23 Peel St., Adelaide. The House Trustees are hoping to extend still further the club-room facilities they have in mind.

Australian Capital Territory: Mr. H. N. Campbell (Section President) and his Executive are contemplating a new drive to enrol additional members in the coming months, when, with the warmer weather, it is hoped to organise regular social evenings again.

Tasmania: The State Executive Committee held a meeting at Burnie on Saturday, 16th August. Each branch is visited in turn; this gives the local members a chance to make personal contact with their Executive officers.

G.W.S.

The Navy

R.A.N. PROMOTIONS AND AWARDS

Twenty-two further awards have been made to officers and men of the Royal Australian Navy for operational services in Korean waters.

The Minister for the Navy, Mr. Wil McMahon, released the list this month.

Twenty of the awards were won by the commanding officer and members of the ship's company of the aircraft-carrier H.M.A.S. "Sydney," which served in the Korean area from October, 1951, until January, 1952. The commanding officer and navigating officer of the frigate H.M.A.S. "Murchison," which was there from June, 1951, until February, 1952, also received awards.

Awards made to officers and men of the R.A.N. since the Korean war began now total 38.

The latest list is:—

C.B.E. (Military Division): Captain (now Commodore 2nd class) David Hugh Harries, R.A.N. ("Sydney").

M.B.E. (Military Division): Lieut.-Commander (E.) Robert Joseph Tunstall, R.N. (on loan to R.A.N. ("Sydney")).

Bar to D.S.C.: Lieut.-Commander Michael Frampton Fell, D.S.O., D.S.C., R.N. (on loan to R.A.N. ("Sydney")).

Distinguished Service Cross: Lieut.-Commander Walter George Bowles, R.A.N. ("Sydney"); Lieut.-Commander Allan Nelson Dollard, R.A.N. ("Murchison"); Lieutenant Harold Edwin Bailey, R.A.N. ("Sydney"); Lieut. Guy Alexander Beange, R.A.N. ("Sydney"); Lieut. James Maxwell Kelly, R.A.N. ("Murchison").

Distinguished Service Medal: Observer Lingordon Churchill

Hughes, R.A.N. ("Sydney").

Mention in Despatches: Commander Launcelot John Kiggell, D.S.C., R.N. (on loan to R.A.N. ("Sydney")); Lieut.-Commander Brian Stewart Murray, R.A.N. ("Sydney"); Lieut. George Fifth Spencer Brown, D.F.C., R.A.N. ("Sydney"); Lieutenant Edward Thomas Genge, R.N. (on loan to R.A.N. ("Sydney")); Lieutenant Alexander Hughie Gordon, R.A.N. ("Sydney"); Lieut. Peter William Seed, R.A.N. ("Sydney"); Lieut. (E.) William John Rourke, R.A.N. ("Sydney"); Sub-Lieutenant Armand John Roland, R.A.N. ("Sydney"); Chief Petty Officer Eugene Eljerfield Fernandes Sydney, R.A.N. ("Sydney").

Mr. McMahon said the citations to the awards were remarkable for the high praise they bestowed on the officers and men concerned.

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**ATOM-PLANE FORECAST
WITHIN TEN YEARS.**

How long will it be before the first atom-powered plane takes the air? Relatively, not very long, it seems. An American university engineering professor said on August 14 that such a craft could take the air within ten years. He added that atom planes would have to be as big as the giant American B-36 bombers. If they worked, said Professor Newman Hall, who made the announcement, they probably would be able to fly around the world without refuelling. Two different U.S. companies, it appears, were now working on two separate models of atom-powered planes. However, atom-powered civilian aviation was "still a long way off," Professor Hall concluded.



**BRITISH ARMEN MAKE
AVIATION HISTORY.**

Calmly and without fuss, or even great publicity, three British airmen on August 26 made aviation history by flying a Canberra twin-jet bomber across the Atlantic and back in a day. They maintained an average speed of 606 miles an hour. The three airmen were Mr. R. P. Beamont (32), the English Electric's chief test pilot; Mr. P. Hillwood (32), co-pilot; and Mr. D. A. Watson (37), navigator. They had breakfast at Aldergrove, Northern Ireland, and lunch at Gandar, Newfoundland. And they set down at Aldergrove again after a total elapsed time of 9 hours 54 minutes. Two hours were spent at Gandar to re-fuel. Headwinds of 100 m.p.h. at 45,000 feet prevented them breaking the East-West record of 483.91 m.p.h., held by Beamont and Watson, but the winds helped in a record West-East crossing of 205 minutes.

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THE NAVY





The B.H.P. blast furnace plant (at left), Shipyard and fitting-out wharf at Whyalla, S.A.

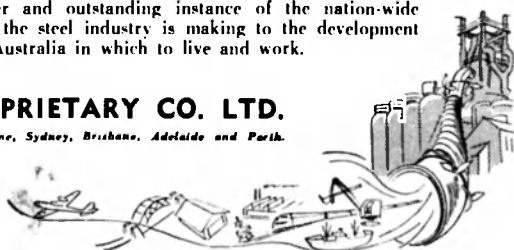
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November, 1952.

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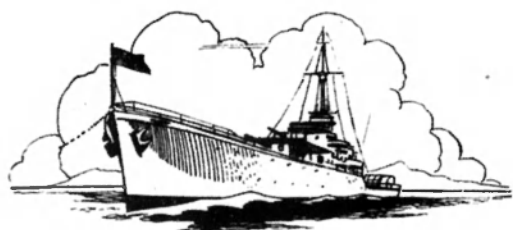
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WHO IS RESPONSIBLE?—MASTER OR PILOT.

The question of who is responsible—the ship master or the pilot—for casualties occurring in pilotage waters is one which has more than once been commented on in the columns of this journal. A recent stranding in which such casualties occurred seems to have caused some concern in this connection among navigating officers in general and among those of the vessel involved in particular.

Therefore, any information of an authoritative nature that tends to clarify the position in question is of particular value at this moment. Douglas S. Tennant, General Secretary of the Navigators' and Engineer Officers' Union (of Great Britain) recently succinctly supplied that information. Writing in the Summer issue of the Merchant Navy Journal, he said:

"In a nutshell, a pilot—even in waters where pilotage is compulsory—is engaged to advise. In practice, the pilot undertakes the navigation, as is well recognised. The responsibility for [the ship's] safe navigation remains in the hands of the master or watchkeeping officers, and however difficult the consequential decisions may be, the

fact remains that they must exercise constant vigilance over the advice given, and orders issued, by the pilot. In the event of a master or officer considering that the vessel is being placed in a position of danger, it is his clear duty to inform the pilot of his views, and, if unfortunately it should become necessary, to take over the navigation himself.

"Past experience has shown that some pilots, particularly in hazardous waters where they have gained a high reputation for skilled seamanship and shiphandling, are prone to resent any expressions of concern from a shipmaster as to the handling of the vessel. . . . Nevertheless, there surely can be few pilots who will not readily appreciate the tactful pointing out of a potential risk and who will not co-operate in ensuring that the vessel remains a paramount consideration."

That, we submit, states the position as clearly as it can be put. As Mr. Tennant points out the position is one for mutual understanding sympathy between master and pilot or watchkeeping officer and pilot, as the case may be, and suggestions have been put forward in the past to simplify matters. One such suggestion was that the pilot should be given more statutory responsibility for the safety of the ship, and the master's burden correspondingly reduced.

"It is not difficult, however," Mr. Tennant concludes, "to envisage some of the embarrassing sit-

uations which could so easily develop from a division of responsibilities. I am sure most [shipmasters and navigating officers] on reflection would not wish to see any change. The master, with the assistance of his officers, must at all times be responsible for the safe navigation of the ship.

R.N.R. JUNIOR SEAMAN ENTRY.

The new scheme recently worked out by the British Admiralty and shipping organisations to enable boys joining the shipping industry to enrol at the same time in the Royal Naval Reserve, provided they have completed a specified amount of training either in the Sea Cadet Corps or in a sea training school, has been well received in Britain and serves to emphasise very successfully how essential it is to ensure that good facilities are provided at all times.

The minimum age of entry will be 16½. Boys will join as Junior Seamen with advancement to Ordinary Seamen at the age of 17½ and to Seamen after one year's combined Merchant Navy and Royal Naval Reserve service if they are by then 18 years of age. They can, if they wish, do their first R.N.R. training, which consists of 28 days afloat in Royal Navy training ships, before joining their first Merchant Navy ships.

The Shipping Federation, which represents British shipowners, and the National Union of Seamen are both wholeheartedly behind the scheme, because it is in the interest both of the boys and of the shipping companies that they should join their first ships with this valuable additional training behind them.

Moreover, the Royal Naval Reserve is not only a source of supply for the British Navy of trained officers and ratings in war time: it is also a link which helps the Royal and Merchant Navies to get to know one another in peace time.

BRITAIN'S MINEWATCHING SERVICE.

Since recruiting for the new Royal Naval Minewatching Service opened in Britain in January of this year, some 2,800 applications for enrolment have been made to Command Mine-watching Officers at Portsmouth, Plymouth, Chatham, and Rosyth up to 30th June last.

Many applicants living in distant parts of the commands had still to be interviewed, but already some 1,800 men and women had been entered for service. Recruiting, therefore, though somewhat slow had been steady, and a satisfactory feature of it has been the high standard of the volunteers.

In the areas adjacent to the main sea ports, applications for enrolment up to the end of June amounted to the following percentages: South-

ampton, 90 per cent.; London, 29 per cent.; Liverpool and Manchester, 23 per cent., and Clyde, 7 per cent. Over the country as a whole, applications had amounted to about 20 per cent. of the peace complement. More recruits are, however, required in the London area, the Humber, Liverpool, the Medway Towns and in South Wales ports, while throughout the country women have been reluctant to offer their services.

Applicants with Naval or yachting experience are welcomed, although Royal Navy pensioners below the age of 55 years cannot normally be enrolled owing to their possible service obligations in an emergency. Yacht owners are also invited to offer their craft to the Minewatching Service for use in time of war, although the British Admiralty reserves the right to make a selective allocation of the vessels being made available.

The first full-scale minewatching exercise was held at Portsmouth on April 30 when posts around the harbour were manned by some seventy minewatchers. Since that time a further trial of minewatching afloat took place at sea during the exercise "Castanets", an exercise in which, as described in the September issue of this journal, the forces of nine N.A.T.O. nations took part, while training courses in basic minewatching are in progress for officers and Chief Minewatchers.

BRITISH SHIPPING INDUSTRY THREATENED BY BUILDING COSTS.

The terrific increase in the costs of building new ships is causing deep concern and considerable comment in British mercantile circles today.

The fact is, British deep-sea shipping that has reached the stage of obsolescence is daily growing greater, while in the coastal trade of Britain the problem has become most acute. Costs have risen so steeply that it is almost impossible for owners to set aside, even from the good profits they are making, sufficient funds to allow for depreciation, and in consequence, among tramp ships and cargo liners a large percentage have reached the obsolescent stage with no bright prospects of adequate replacements.

Indeed, it is felt that unless the present British Government—and, of course, any other government that might follow it—showed a more understanding and sympathetic attitude to the position, there was a great danger that British shipping services, on which Britain so greatly depended, would be gravely jeopardised. This journal is not stating the owners' case—they are quite capable of doing that themselves—but is simply placing on record that it is at least in full sympathy with the owners' endeavours to rectify the Government's attitude as speedily as possible.

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The Navy

THE LESSONS OF THIS YEAR'S NATO EXERCISES

By NEWELL HALL,

(Daily Telegraph Naval Correspondent)

With the ending of "Mainbrace", the big exercise which was held to test the co-ordination of eight allied navies, combined air forces and limited land forces, and the ability of the Atlantic and Europe Supreme Commands to work together for mutual defence, this year's heavy programme of NATO sea-air exercises is practically completed. Since the 1952 training programme opened in January, more than twenty large and small exercises have been held at sea. All of them have had the common aim of welding the allies into a smooth-working defensive team.

From all these exercises may be drawn four important lessons:—

1. That, so far, NATO has not enough overall strength to meet the demands which may be made upon it in the unhappy event of war being precipitated by a potential aggressor.

2. That NATO, while commanding overwhelming strength at sea and therefore having the inestimable advantage of flexible sea-power, has not nearly enough ships to control the vital Atlantic communications and give all possible help to the allied land forces;

3. That the sea forces are making substantial, and, indeed, unexpectedly good, progress in co-operation.

4. That there are weaknesses in communications between the allies at sea. The existence of "snags", at this early stage of international team-work is not at all surprising. It would be surprising if there were none! Discovery of such weaknesses is welcomed, for, once found, they can be eradicated in future exercises.

Two really big NATO practices have been held at sea this year, both of which have been directed by British Admirals. One was "Mainbrace", controlled

by Admiral Sir Patrick Brind, C.-in-C., Northern Europe, from his headquarters at Oslo. The other was "Castanets", directed from the Portsmouth headquarters of Admiral of the Fleet Sir Arthur Power, C.-in-C., Channel Command. "Mainbrace" posed a hypothetical problem, whereas "Castanets", being a tactical exercise mainly around the coasts of Britain for the protection of her sea lanes and harbours, was a practical demonstration of a problem almost certain to arise in war.

"Mainbrace", broader in conception, was probably the most ambitious sea practice of NATO in 1952. More than 160 warships of eight NATO navies—those of Belgium, Canada, Denmark, France, the Netherlands, Norway, the United States and the United Kingdom—together with hundreds of allied aircraft and a token land force, exercised for thirteen days. It was a non-aggressive meeting—though it must have given ill-disposed observers cause to think. It was conducted in an area which could well be a trouble spot in war.

The "Mainbrace" concept was simple. Norway was assumed to have been invaded in the north by enemy "Orange" forces, and Denmark attacked from the south. Admiral Brind's response to an appeal for help was promptly forthcoming in the shape of powerful allied sea and air forces.

This historic exercise—for it was historic—involved the sending of protected convoys from Britain to Scandinavia. For some of the time a big striking fleet under American command was operating of Northern Norway, in bad weather and inside the Arctic Circle.

It also involved a practice landing carried out by 1,500 United States Marines on the north-east coast of Jutland, supposedly in

support of friendly forces there who were hard-pressed; and a limited subsidiary exercise, conducted by Danish, Norwegian and British light forces under Danish direction, for the protection of Denmark's Baltic coast.

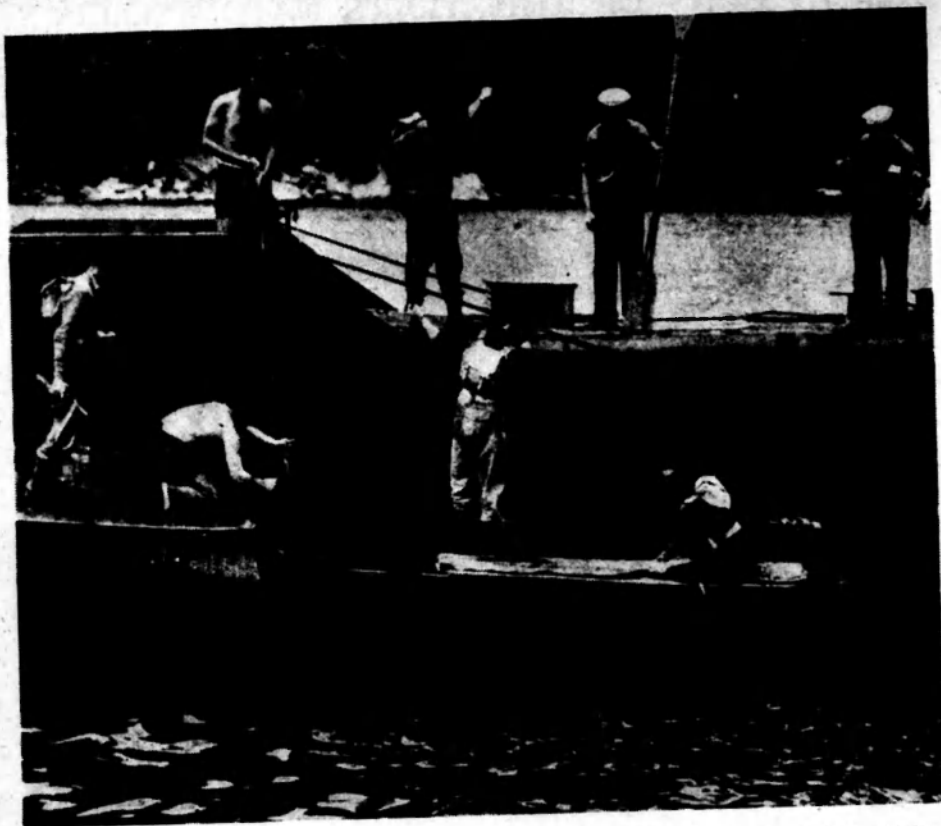
But the size of the forces engaged, though considerable, has satisfied completely neither Admiral McCormick nor General Ridgway, the two Supreme Commanders. At a conference which I attended in Oslo after the exercise, Admiral McCormick said that the Mainbrace forces had been engaged in what was, after all, only a corner of the Atlantic. He was "not entirely happy" about the number of ships that would be available for controlling the whole Atlantic area of his command.

Earlier, he specified certain shortages in the allied fleet.

Although no fewer than eleven aircraft carriers were in "Mainbrace", all of them British and American except one—Canada's Magnificent. But many more, he said, were wanted. Both he and Admiral Power have also reportedly stressed the need for more minesweepers—those "little ships" of which there can never be enough. He also wants more maritime aircraft for anti-submarine patrol duties.

Speaking later at a press conference in Paris, General Ridgway said that the SHAPE forces were also inadequate. On the other hand, he declared that although he did not have adequate covering forces on an emergency D-Day basis, and would not have them in the coming months, he was confident "to the nth degree" in the ultimate outcome.

The General added that the lesson of "Mainbrace" was that even with "thoroughly inadequate forces on the ground" there would



Soldiers transferring from the Royal Navy submarine "Thorough" into a Folboat during an exercise on Sydney Harbour recently. The men used the small craft to take them to the beach. Members of the Army, Navy and Air Force took part in exercises with the Folboats, which in wartime are used to land raiding parties from submarines.

be a great force behind them from the air and sea.

Communication difficulties experienced at times in coordinating sea and air forces off the coast of Northern Norway, said the General, may have indicated faults in team-work, but should not be given undue importance. This particular area has the reputation of being a black spot for radio communication, and September is the month when, because of natural phenomena, con-

ditions are at their worst. It must also be remembered that some of the allies were exercising together for the first time. Among the newcomers were the United States forces, which had not before practised in strength in North European waters. In many of the ships of the various navies some of the operators were only partly trained. Nevertheless in bad weather, and taking into account all the other adverse conditions, they did well.

Generally, the results were beyond expectations, and undoubtedly "Mainbrace" was a great success. That ships of the allied navies have been able to work well together as a team in this and all the other 1952 NATO exercises, following a common procedure, and using a unified signal system expressed in English, the official language of NATO, is a truly remarkable achievement—one that a few years ago would have been thought not possible.

The Navy

BRITISH MERCHANT NAVY MANPOWER

The sharp increase in the number of young men who acquired Second Mates' and British Home Trade Mates' certificates of competency during 1950 and 1951 does not appear to have had much effect on the manpower position since many shipping companies are still searching round trying to fill their junior officer berths. The increase in the number of Second Mates certificates issued during the past two years, of course, is due to the large number apprenticed immediately after the end of the war.

As far as total figures for all ranks of the British Merchant Navy is concerned, there appears to be little change from the experience of previous years.

At 74,423, the manpower turnover remains remarkably high and, in fact, beyond comparison with any other industry.

This factor must indicate a certain degree of inefficiency in that a large number of entrants into the service are trained in various duties, unnecessarily, since they do not remain at sea. The latest figures do not reveal any signs of an improvement nor do they encourage the hope that more merchant seamen will be content to stay at sea for a reasonable number of years.

It is realised that this seafaring manpower problem is not restricted to the British Merchant Navy, but it is more obvious in the United Kingdom on account of the size of the industry. Similar difficulties are reported from the United States of America, where seafarers' conditions of employment are so much higher. The shortage of certificated officers there is so serious that the existing citizenship regulations are to be waived in order to attract foreign certificated seamen. The National Shipping Authority was recently reported to require urgently more than 200 officers. British officers who might be tempted by the high rates (an American A.B. seaman

gets more than the average British master) should remember that under the present U.S. law they will not be able to serve in positions above that of second mate or second engineer. In addition, they should consider the high cost of living in the United States, which of course makes the jobs less attractive than they appear at first sight.

The end of 1951 saw the last of the old type M.N. examinations and the introduction of the New Almanac. This year will see substantial changes in the examinations themselves and, in a way, that factor may have had much to do with the remarkable increase in the number of candidates for the second mates' examination during 1951.

Unfortunately, the manpower position is relatively no better with regard to the lower ranks of the service. It is a fact that there is difficulty in manning British coastal vessels at times. Nor, unhappily, is it possible to see any prospect of improvement, so long as alternative employment is available on shore. In deep sea ships as soon as a voyage extends beyond twelve months, crew trouble increases. The Mercantile Marine Service Association (of Great Britain), in its recent 95th annual report, suggests that "shipowners would find it to their advantage to arrange for general reliefs of crews of ships which are away from home for more than twelve months. The use of charter aircraft for this purpose," it concludes, "would in the end save money."

MORE ENGLAND-AUSTRALIA LINERS TO BE RETIRED.

The "Ormonde", which sailed from Sydney on her last voyage from Australia on October 11, is not the only well-known liner on the Australian run to be retired. She will soon be followed by two P. & O. liners, the "Ranchi" and

"Chitral". Captain H. S. Allan, 60, the Scottish master of the liner "Strathaird" and commodore of the P. & O. fleet, who is also retiring after 44 years at sea, revealed this after a farewell luncheon aboard the "Ormonde" in Melbourne on October 14. Captain Allan said the "Ranchi" was now making her last voyage to Australia. The "Chitral" was on her second last voyage. They would be replaced by newer P. & O. vessels, of the "Himalaya" class, which were now being built.



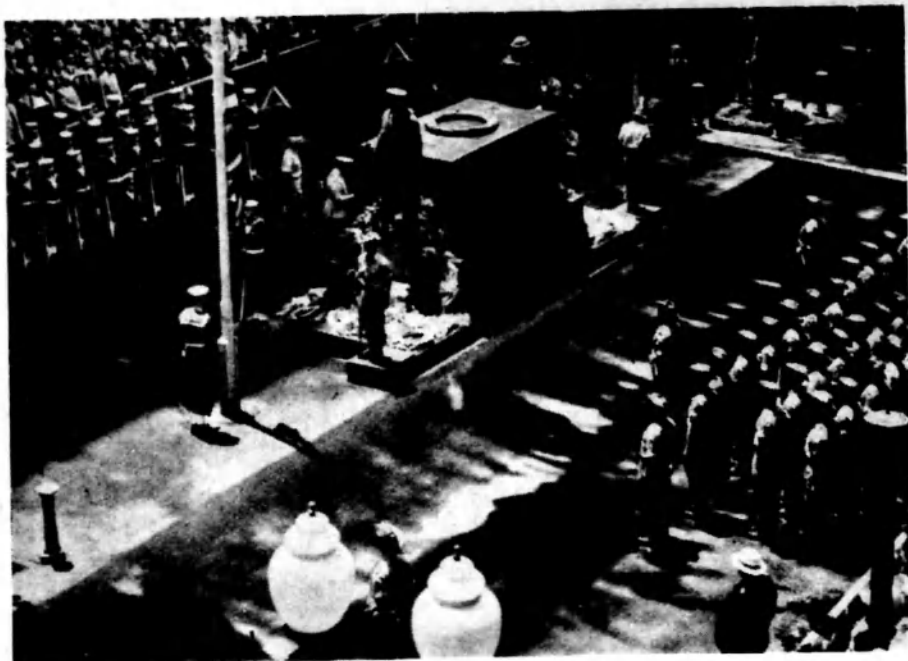
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The Governor of N.S.W., Lieutenant-General Sir John Northcott, layed a wreath at the Remembrance Day Service at the Canotaph this month.

NEW MARINE POWER FORECAST

Sir Wilfred Adye, leading Scottish shipbuilder, when speaking as the guest of the Sydney section of the Institute of Marine Engineers on October 3, forecast that there would soon be a revolutionary change in the principle of ships' engines.

"We must be on the verge of some new type of marine power plant," he said, "that will take the place of these huge cathedral types of diesel engines still being installed in merchant ships. Surely the time cannot be far distant when there will be greatly increased horse-power in much less space and a great increase in carrying capacity."

"Whether it will be jet propulsion or something far more advanced time alone will tell. We

must be on the verge of some new type of marine propulsion which will replace the present types.

"Aluminium and aluminium alloys cost more than steel but I think we will see an extensive development in the use of light metals in shipbuilding. If steel continues to be scarce it may drive some of us to use light metals instead."

Sir Wilfred went on to comment on the current food and oil demand as well as the need for big ore carriers, and said:

"People today are looking more towards the consumption of fresh foods, and this has caused a heavy demand for refrigerator ships to carry fish and fruit."

"The world hungry for oil de-

mands the construction of many tankers, some of them up to 40,000 ton deadweight carrying capacity. Even bigger ones are on the drawing board.

"There is also a demand for big ore carriers to handle production of new ore fields."

Incidentally, Sir Wilfred Adye is managing director of the Burntisland Shipbuilding Company Ltd., and chairman of Hall, Russell and Co. Ltd. Sir Wilfred's shipyards are building two ships for the Australian trade—a 4,500 ton motor cargo ship for Huddart Parker Ltd., and a 2,100-ton collier for J. and A. Brown and Abermain Seaham Collieries Ltd. In all, his yards are building more than 50 ships costing about £20,000,000 sterling.

ANSWER TO SUBMARINE UNOFFICIALLY REPORTED.

The Naval Correspondent of the "Daily Express" stated in London on October 27 that the United States Navy Department had asked the British Admiralty to extend the stay of the British frigate "Rocket" at Key West, Florida, where she is demonstrating Admiralty secret weapons.

He said that the "Rocket" would probably stay another three weeks at Key West before going on to demonstrate her secret weapons to the Royal Canadian Navy.

The "Rocket," he said, carries equipment which detects and fixes the position of a submarine, aims and fires a multi-barrel underwater bomb-thrower, follows every evasive movement of the submarine, and keeps on the job until the target is sunk.

He said that the underwater bombs have far more power than the 300-pound amatol-filled depth charges used in World War II.

The Royal Navy is now sure, after 18 months of trials, that it has perfected the "answer to the submarine," said the "Daily Express" correspondent.

Amplifying the statement, the "Daily Express" claimed that forty-four R.N. Reserve Fleet destroyers were scheduled to be fitted with the new weapon if it succeeded, but few are complete or nearly complete because of manpower and material shortages.

The correspondent said that there is some prospect that once again a British invention may have to be turned over to the United States for quantity production unless a greater production effort can be made in the United Kingdom.

NAVIES COULD STRIKE FAR INLAND.

Admiral Fechteler, United States Chief of Staff, Naval Operations, is reported to have said recently that U.S. Navy planes, carrying atomic bombs, could easily span Europe at its narrowest

point, the 750-mile neck between the Baltic and the Black Seas.

"The Navy," he continued, "is no longer shackled by the historic barriers of the shore line, nor by the range of its ship-borne guns, but can strike powerful blows deep into enemy territory."

He drew the following illustration of the potential striking range of carrier-borne aircraft:

"If you take a chart of the world and draw upon the earth's land masses a line which is 600 miles from the sea, you will have

a picture of the range to which Naval power can be extended over land."

Speaking of Russia's plans, Admiral Fechteler quoted Viscount Palmerston, who later became Prime Minister of Great Britain, as saying of Czarist Russia in 1838:

"She is always pushing on as far and as fast as she can go without war, but whenever she finds that perseverance in encroachment will lead to forcible resistance she will pull up."

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SIX SHIPS OF AUSTRALIAN FLEET VISIT MELBOURNE

The aircraft carrier H.M.A.S. "Sydney" and five other ships of the Australian Fleet arrived at Port Melbourne on October 30th. Some of them remained there for seven days and some for eleven days.

"Sydney" was wearing the flag of Rear-Admiral J. W. M. Eaton, D.S.O., D.S.C., Flag Officer Commanding the Australian Fleet, and was commanded by Captain H. J. Buchanan, D.S.O., A.D.C., R.A.N. The other ships were the cruiser H.M.A.S. "Australia," commanded by Captain J. C. Morrow, D.S.O., D.S.C., R.A.N., the Battle class destroyer H.M.A.S. "Tobruk," commanded by Commander J. S. Mesley, D.S.C., R.A.N., the frigate H.M.A.S. "Shoalhaven," commanded by the Senior Officer of the First Frigate Squadron (Captain S. H. Beattie, V.C., R.N.), and the frigates "Murchison" and "Macquarie."

All the ships, except H.M.A.S. "Australia," which has just completed a training cruise to New Zealand, were in the Monte Bello Island area with other ships of the Australian Fleet during the recent

testing of the British atomic weapon.

On their way to Port Melbourne "Sydney" and "Tobruk" stayed at Fremantle from October 14th until October 22nd. They arrived in Port Phillip Bay on October 27th, and "Sydney," escorted by "Tobruk," engaged in flying training for at least part of the three days that elapsed before the two vessels berthed at Port Melbourne.

"Shoalhaven" and "Macquarie" arrived at Fremantle on October 13th and remained until October 16th, when they left for Albany. They reached Albany on October 17th and sailed from there on October 20th for Adelaide.

Off Albany they were joined by "Murchison," which left Fremantle on October 19th after a stay of four days.

In the meantime, H.M.A.S. "Australia" left Sydney to arrive at Adelaide on October 23rd. The three frigates reached there on the following day.

The four ships departed from Adelaide on October 28th and berthed at Port Melbourne with the other vessels of the Fleet two days later.

"Shoalhaven," "Murchison" and "Macquarie" left Port Melbourne for Sydney on November 6th. "Sydney," escorted by "Tobruk" and "Australia," sailed on November 10th.

"Australia" spent two days at Westernport before continuing her passage to Jervis Bay and Sydney. H.M.A.S. "Sydney" and "Tobruk" went direct to Jervis Bay and then on to Sydney.



INNOVATIONS IN ROYAL NAVAL CLOTHING.

A number of innovations in the clothing of officers and ratings of the Royal Navy is under consideration.

Specimens of new white plastic topped caps for both officers and ratings have been made and are undergoing preliminary trial. If ultimately approved for general issue, the Royal Navy will wear a white topped cap all the year round at home and abroad. White cap tops are always worn in warm climates, but on home stations blue topped caps are worn during the winter.

Specimens are being prepared of warm detachable linings for both officers' and ratings' raincoats.

Foul weather clothing has been under review for some time and a range has been devised to meet requirements both in temperate and cold climates.

Oilskin garments will eventually give way to those made from fabrics impregnated with polyvinyl chloride. These waterproofed garments include trousers worn with either long coats or short smocks. A hood on the long coat will take the place of the sou'wester.

In cold climates kapok-lined cotton garments will be worn under this water-proofed clothing, and the duffel coat may eventually disappear from the Royal Navy's wardrobe.

New garments will be introduced as older pattern garments require replacement.

R.N. PILOT SHOOTS DOWN MIG FIGHTER.

A patrol of Sea Fury aircraft from H.M.S. "Ocean," the Royal Navy light fleet carrier, was attacked by eight Communist MIG fighters flying out of the sun during operations against targets on the West coast of Korea during August. One of the MIG's, which was engaged by Lieutenant Peter Carmichael, R.N., of Anglesey, was shot down and exploded on hitting the ground.

Lieutenant Carmichael is the first pilot of the Royal Navy to destroy a MIG aircraft in air combat since the start of the Korean war.

Other pilots of the flight to which Lieutenant Carmichael belonged, Lieutenant P. S. Davis and Sub Lieutenants B. E. Ellis and P. Haines, secured repeated hits with 20mm. cannon on two other MIG's which, as a result, broke off the engagement and headed in a Northerly direction

at low altitude, screened by the other five MIG's.

Aircraft from H.M.S. "Ocean" had three encounters with MIG's in the Yellow Sea during operations against targets at Chinnampo. In addition to the plane destroyed by Lieutenant Carmichael, three others were damaged and ten driven from the area. Two R.N. Sea Furies were hit but the damage was of a minor nature and neither pilot was hurt. Pilots went on to carry out sorties against rail and road bridges, gun positions, factories, and a transformer station.

NEW SHIPPING SERVICE.

The China Navigation Company proposes to inaugurate a new shipping service between Australia and New Guinea ports at the end of November. Passengers and cargo will be carried, and ports of call will include Brisbane, Port Moresby, Samarai, Madang, Lae, and Rabaul.

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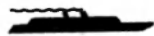
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Careers for Aircraft Pilot and Observer Officers in the R.A.N.

Current applications for appointment as pilots or observers with commissioned rank in Royal Australian Naval aviation are being invited and may be lodged with Naval Recruiting Officers in each State on Thursday, 18th September.

Those eligible to apply were young men who would be at least 17 years and six months of age and less than 22 years and eight months on each respective closing date.

In making this announcement on September 12, the Minister of

the Navy (the Hon. William McMahon) said that applications for pilots and observers in the R.A.N. were invited every four months. The next closing date after the forthcoming one would thus be in January, 1957.

Candidates who were accepted in any of the three entries each year and were subsequently successful in their initial training would go to the United Kingdom for full naval training as pilots or observers.

On qualifying, pilots or observers would be promoted to

acting sub-lieutenant and begin short service commissions of seven years. At the end of the first two years of that term they would become lieutenants and be given the opportunity to gain permanent commissions.

An avenue to the highest ranks of the Navy was thus open to these young men who, flying modern aircraft from the aircraft carriers of the Australian Fleet, would have embarked upon a career promising for themselves and of the greatest importance to their country.

ROYAL NAVY MINEWATCHING SERVICE RECRUITMENT.

Reports from Portsmouth, Plymouth, Chatham, and Rosyth show that nearly 2,200 applications have been received for enrolment into the young Civilian "reserve" organisation—the Royal Naval Minewatching Service.

Satisfactory progress in recruiting men and women in this service to plot the positions of mines dropped by enemy aircraft in time of war is being made in many parts of the British Isles, although the figures for certain areas, including the coast of Scotland and South Wales, are below expectations.

An encouraging feature of the early recruitment into the service, however, has been the high proportion of volunteers who have expressed their readiness to undertake full-time duties in the event of emergency.

Throughout England, Wales, Scotland, and Northern Ireland, the number of women enlisting has been low and many more are needed to bring up to strength the Minewatching posts that are to be established around the coasts and in the principal navigable waterways.

The Service is open to men and women aged 45 and 26 years and over, respectively, who live near the sea, and they are expected to attend lectures and demonstrations in their localities.



MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

OIL FIRE ON SYDNEY HARBOUR.

Flames, leaping 100 feet high, spread half a mile along the Balmain harbour front of Sydney on September 4 when petrol leaked from a tanker and caught fire. The petrol had leaked from the Norwegian tanker, "Ringfjell", moored at the Atlantic Oil Company's wharf, Balmain. The fire was described by the Port of Sydney Harbour Master (Captain Murchison) as "the closest thing Sydney has ever had in a major waterfront disaster." Huge columns of smoke belched up from the burning oil and the tanker's Chinese crew and oil company's employees fought desperately to stop the blaze reaching the "Ringfjell." Eventually fire brigades from Sydney's firefighting service extinguished the blaze and prevented any major damage.

CHINESE SEIZE BRITISH SHIP'S CARGO.

The British Chinese coast freighter "Admiral Hardy" (1,929 tons) steamed into Hong Kong on September 22 minus her 813-ton cargo. It was removed from her while she was detained by a Chinese (presumably a Nationalist) gunboat for four days at White Dog Island, 400 miles north-east of Hongkong. The "Admiral Hardy's" master (Captain W. B. Hosking) said that the gunboat intercepted his vessel on September 8 in the Foochow

Estuary and fired machine gun bursts across her bows. At White Dog Island, an armed boarding party locked the freighter's crew in their cabins while the entire cargo of flour, oil, and other items was unloaded. The "Admiral Hardy" was then ordered to return to Hongkong.

WHALING COMPANY PAYS HANDSOME DIVIDEND.

The North West Whaling Company Ltd., Perth, paid on its ordinary shares a 20 per cent. dividend for its first full year of operation. The final dividend of 10 per cent. followed an interim dividend at the same rate. The Company was floated in Australia last year, its paid capital being £270,000 in 10/- shares.

NEW JAP. SHIP LOADS WOOL.

The second Japanese merchant vessel to visit Sydney since World War II, and the first of the Nippon Yusen Kaisha Line, arrived in that port on October 6 to load wool and general cargo for Japan. She was the steamer "Kokoku Maru," 6,300 tons, completed in Japanese shipyards five months before.

20 BRITISH FISHERMEN FEARED DROWNED.

According to radio messages received at Lloyds, London, on Oc-

tober 5, twenty British seamen are believed to have been drowned when the 629-ton British trawler, "Norman," was wrecked on rocks off the South Greenland coast recently. Eight bodies, including that of the captain, were picked up by another trawler, the "Tornella." A Norwegian ship picked up one survivor, a deckhand, and it is feared that he is the only one saved. The "Norman" carried a crew of 21. The latest advices reported that Danish naval authorities were doing their best to examine the fog-shrouded rocks and if any man were found clinging to them they would no doubt be rescued.

'ORMONDE'S' LAST VOYAGE.

A large crowd on the wharf at West Circular Quay on October 11 watched the old Orient liner "Ormonde" cast off on her last trip from Australia to Britain. From the tip of her after mast and tethered to the ship's rail, "Ormonde's" paying-off pennant—210 feet long, denoting 35 years of service—billowed out in the breeze. From Garden Island the Royal Australian Navy added its farewell tribute to the many others with a flash from a signal lamp. It read: "Good luck. Very sorry the Grand Old Lady will not be visiting us again. Wish all members of the ship's company a happy commission in

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Riggers at Garden Island splicing the tow-rope which will be used to haul a Naval floating-dock from Newcastle to Williamstown, Victoria. The men are (left to right): Tom Formosa, Malcolm Macdonald, Bill Tarrant and Archie MacInnes. The tow-rope, 2,100 feet long, will be the biggest ever used on an Australian Navy job. The Naval tug, H.M.A.S. "Reserve," will tow the floating-dock to Sydney, where some small craft will be unloaded, then on to Williamstown.

their next ship." Amidships, the "Ormonde" broke out a gay string of flags which bore the signal: "Good-bye. Best Wishes. Thank you, Sydney."

BIG PROFIT BY AUSTRALIAN WHALING COMMISSION.

In its annual report issued on October 14, the Australian Whaling Commission shows a profit of £348,554 on its first year's operations, covering July, 1951, to March 31, 1952. The report says that the profit was partly due to the whale oil prices obtained overseas. It is not expected that this rate of operational profit will be

maintained, however. The world market had receded considerably, the report adds, and the Whaling Commission could not anticipate the same profit in the current year.

MOTOR TANKER "AURICULA".

The Anglo-Saxon motor tanker "Auricula" has been running her diesels on boiler oil of 2,000-3,000 seconds viscosity since October, 1949, and her engines, opened up early this year, was found to be in excellent condition. Her experimental piston rings of ductile cast iron are said to have proved most promising.

RESTORATION OF RIVER DEE IN COURSE OF INVESTIGATION.

Investigations are in progress as to the possibility of restoring the channels of the River Dee to take ships up to 2,000 tons at a cost of £1,500,000. The primary aim of the investigations is to relieve the pressure on the River Mersey.

JAPANESE FISHING BOAT WRECKED.

One member of the crew was killed and 20 others, including the captain, were found to be missing from the wreck of a 64-

ton Japanese fishing boat which was lost off Shiogama Harbour, near Sendai, north-eastern Japan, in the early morning of October 19.

LUXURY LINER AGROUND.

The Canadian National Steamships' newest luxury cruise ship, "Prince George," 5,700 tons, ran aground in dense fog 130 miles north of Vancouver on October 18. She was returning to Vancouver from a cruise in northern British Columbia and Alaska. The vessel damaged her starboard propeller and punched a small hole in her bow below the waterline. She was able to finish her voyage under her own power, escorted by tugs. All of the 274 passengers and crew escaped injury.

WHALING SHIP STEERED LIKE MOTOR CAR.

An Australian Whaling company is reported to be charting the new Danish whaling ship "Kista Dan", which can be steered and controlled by one man, sitting at a wheel as in a motor car. The "Kista Dan" recently completed a whaling season off Greenland where it is said to have been successful.

FIRST WINTER GALE HITS BRITAIN.

The first of the Northern season's winter gales hit the coast of Britain and western Europe on October 13. A 60-miles-an-hour gale in the English Channel on the night of that day delayed the "Queen Mary" four hours outside Cherbourg. The U.S. liner "America" bound for New York from Bremenhaven, sheltered off the Isle of Wight for two hours.

NEW TYPE U.S. FREIGHTER

The first of America's new "Mariner" class cargo ships, claimed to be the fastest and largest in the world, was delivered to the United States Maritime Administration on October 8. The Administration, which has ordered 35 of the new type, turned



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the ship over to the American President Lines. The 20-knot "Mariner" class ships will carry 13,000 deadweight tons of cargo and have enough speed to outrun present-day submarines. Eleven of the ships have already been launched and the 12th was due for launching in October.

SHIPMASTER FINED FOR OIL POLLUTION.

Captain Harry Geoffrey Pope, master of the oil tanker "Coltex Columba", was fined in Sydney (N.S.W.) Central Court on September 11 for having allowed oil to be distributed in Sydney Harbour at White Bay on September 8. The Stipendiary Magistrate said fines should be ten times as much for allowing any such waste to pollute the harbour.

"AORANGI" BUFFETED.

The Australia-bound "Aorangi" with 450 passengers and 315 crewmen aboard, ran into a howling south-wester off the Washington (West Coast of America) coast on October 26. Winds at 80 m.p.h. and waves 55 feet high gave the liner a severe buffeting. A good bad-weather boat, she hored through the storm and soon ran out of the worst of it.

TROUBLE WITH CREW MEMBERS LEADS TO HUGE OPIUM HAUL.

The British oil tanker "Silverdale" while on her way from the Middle East to the United States radioed that the captain and his officers were having trouble with members of the tanker's crew, and that some of the seamen appeared to be under the influence of drugs. The U.S. authorities boarded the tanker when she docked in Philadelphia on October 19, arrested a mutinous crew and seized more than a million dollars (£446,000) worth of opium. The officials said it was the largest narcotics shipment ever confiscated at a United States border. Later, two Chinese were charged with possessing and attempting to smuggle narcotics. The "Silverdale", built six months ago, was on her maiden voyage.

JAPAN NOW SECOND LARGEST SHIPBUILDER.

Reports indicate that Japan is now the second largest shipbuilder in the world. Britain, however, still keeps well ahead as world leader, according to Lloyds records. The respective tonnages under construction last quarter

were Britain 2,062,482 and Japan 603,500. Britain was building 100 tankers (1,149,476 tons) and Japan 25 (363,150 tons).

WORLD CRUISE SUFFERS STORMY START.

With her sails mostly in tatters the 50-foot ketch "Peer Gynt" arrived in Newcastle (N.S.W.) on October 18 on the first stage of a projected round-the-world cruise. The craft, manned by two adventurous Sydney-siders—Mr. Norman Edward Rome, of Hunter Street, Balgowlah, and his fiancée, Miss Sylvia Jean Roach, of Homebush Road, Strathfield—left Sydney on October 16 for Lord Howe Island. Mr. Rome said prior to leaving Sydney that they planned to sail in easy stages to New Caledonia, Fiji, Samoa, Tonga, the Cook Islands, and San Pedro, U.S.A., whence their circumnavigation of the world, expected to take two years, would continue. Interviewed in Newcastle, Mr. Rome said that constant wind changes had kept him busy from the outset of the voyage, and that during the gale the electric light failed in the compass. The yacht is fitted with high power radio with a range of 12,000 miles, a radio compass, and other modern navigational aids. The couple planned to stay five days in Newcastle for rest and refitting. Mr. Rome's yacht is not the "Peer Gynt" which is owned and sailed by the Halvorsen brothers of Sydney.

LOST PROPERTY?

Ex Royal Marine Commando Purser of the "Moreton Bay," Bill Pook, says that it is not only in trams and buses that people leave things behind! When all passengers had disembarked from the "Moreton Bay" in Sydney recently about 50 items of personal property, ranging from sun glasses to valuable wristlet watches, were unclaimed. Other items included swimming costumes, books, compacts, purses, money, propelling pencils, umbrellas, etcetera.

NEWS OF THE WORLD'S NAVIES

"SUPERMEN" FOR U.S. ATOMIC SUBMARINE.

A Press message from Washington on September 22 said that the United States Navy had disclosed that it was recruiting "supermen" from its naval forces to man the atomic-powered submarine, the "Nautilus". Members of the crew, it said, were already recruited and in course of being secretly prepared, with the most thorough training in U.S. naval history, including special atomic instruction. The "Nautilus" is expected to be ready for service in 1954. The U.S. Navy spokesman is reported to have said that those selected to man her "must be 'supermen', be willing to stay at sea and under water indefinitely".

U.S. NAVY'S GUIDED GUIDED MISSILES.

The United States' Mediterranean Fleet could be equipped with guided missiles within two months, should war start in January, the Secretary for the U.S. Navy (Mr. Dan A. Kimball) is reported to have said on September 30. He added that the U.S. Navy was pushing ahead with its guided missile programme at full speed.

R.N.V.R. CREW OF DESTROYER.

Except for a limited number of key personnel of the Royal Navy, the entire ship's company of H.M.S. "Trafalgar", Battle-Class destroyer of the British Reserve Fleet Flagship group at Portsmouth, was made up of officers and ratings of the Royal Naval Volunteer Reserve, when she sailed for a fortnight's training cruise recently. On board were 20 R.N.V.R. officers and 150 ratings drawn from every R.N.V.R. Division, except the

Clyde and Ulster. Naval C.T.C. cadets were also embarked. The "Trafalgar" visited northern waters making a call at a Scandinavian port, while the remainder of the cruise was spent carrying out day and night exercises in the North Sea, Orkney and Shetland areas.

COMMUNIST SHELLS HIT U.S. WARSHIPS.

The United States Navy Department announced on October 16 that Communist shore batteries shelled two United States warships off the East coast of North Korea on October 13, killing one man and wounding 21. The ships hit were the radar picket destroyer "Perkins" and the minesweeper "Osprey". The Perkins was straddled by gunfire while bombarding the coast north of Kojo. The ships suffered only minor structural damage.

PARLIAMENTARY SECRETARY VISITS BRITAIN'S RESERVE FLEET.

The Parliamentary Secretary of the British Admiralty, Commander Allen Noble, D.S.O., D.S.C., M.P., visited units of Britain's Reserve Fleet at Portsmouth recently, and lunched with the Flag Officer Commanding Reserve Fleet, Vice-Admiral Sir Henry McCall, K.B.E., C.B., D.S.O., in his flagship, H.M.S. "Jamaica". After visiting H.M.S. "Jamaica", Commander Noble went to other Reserve Fleet units with the Staff Officer, Reserve Fleet, Portsmouth, Captain J. M. Sladen, D.S.O. and Bar, D.S.C., R.N. Among the ships he saw were H.M.S. "Stork", recently returned from a refit by contract at Newport (Mon.) and H.M.S. "Cawsand Bay", who has been completely sealed and dehumidified to preserve her interior and

machinery from deterioration through corrosion. When ships are being dehumidified the vapour content of the sealed space is extracted by mechanical and chemical means.

U.S. CARRIER EQUIPPED WITH ATOM BOMBS.

A message from London on October 1 said that, according to the U.S. Secretary for the Navy (Mr. Dan A. Kimball) all American aircraft-carriers are, or soon will be, equipped with atomic bombs. Mr. Kimball told a Press Conference in London that there are no atomic bombs aboard U.S. carriers at present, but in case of war, task forces would be able to go quickly into action as mobile atomic bases anywhere in the world.

FLAG OF NAVAL BOARD HOISTED OVER NAVY OFFICE, MELBOURNE.

The flag of the Australian Naval Board was hoisted over the Navy Office, Melbourne, for the first time on Tuesday morning, 21st October—Trafalgar Day. In making the announcement, the Minister for the Navy (the Hon. William McMahon) said on October 20 that the flag would fly continuously over the building. This is the practice with the flag of the Lords Commissioners at the British Admiralty Building, London. The Australian Commonwealth Naval Board flag is horizontally halved in red and blue, and has a gold anchor superimposed on it. The only flag that takes precedence over it in the Royal Australian Navy is the flag of the Governor-General.

ITALIAN CRUISER VISITS BRITAIN.

The first Italian warship to visit Britain since pre-war days

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came to Greenwich, London, in August. She was the 6,941-ton cruiser "Raimondo Montecuccoli" which saw active service against the Allies. She brought 134 cadets from the Italian naval college at Leghorn for a five-day visit to London.

RUSSIA RETURNS LOANED WARSHIP TO BRITAIN.

H.M.S. "Lincoln" has returned to the United Kingdom from the Soviet Union, to whom she was loaned in 1944. She left Murmansk in August under tow by the tug H.M.S. "Warden". The tow was subsequently transferred to H.M.S. "Mediator", another tug, who brought her to Rosyth. H.M.S. "Warden" has returned to Murmansk for H.M.S. "Georgetown," who is also being returned to Britain.

SEVEN MEN KILLED ON U.S.S. "LEWIS".

A report from Washington (D.C.) on October 22 stated that seven men were killed when Com-

munist shells hit the United States destroyer "Lewis" off the coast of Korea. The report did not indicate what structural damage, if any, was done to the ship.

U.S. NAVY TANKER AGROUND AMID ARCTIC ICE.

The United States Navy tanker "Wicissa" ran aground on Polaris Reef, only 200 miles south of the Arctic Circle, early in October. The master, Captain Alexander McLarnon, an American who was decorated for his part in Canadian Navy operations on D-Day in World War II., and four of his officers remained aboard the tanker when a cargo ship took off the crew of 40 on October 10. The spiky reef had ripped gaping holes in the "Wicissa's" hull. The five "stay put" officers remained aboard to assist in possible towing operations and prevent the 1,850-ton ship from being seized for salvage. Meantime she was in danger of being frozen in by the winter freeze off

Baffin Land. The latest information was that U.S. Navy air and surface craft were racing against time to rescue the five officers who remained aboard.

CHINESE NAVAL BATTLE.

A small naval battle was waged between Chinese Communist gunboats and Chinese Nationalist light naval craft off Lingting Island, about 20 miles south-east of Macao, on October 27-28, according to Hongkong Chinese Press reports on October 29. It is not known how the battle ended.

HUGE, FAST BOMBER FOR U.S. NAVY.

Press reports from Washington on October 29 said that the largest bomber ever built for aircraft carrier operation—a jet plane capable of a speed of 700 miles an hour—was tested on October 28. After a 30 minutes' flight at Muroc, California, the U.S. Navy Department announced that the jet's performance was "up to all expectations." The new plane is expected to be the spearhead of the U.S. Navy air attacks in the future.

NAVAL MEMORIAL UNVEILED BY DUKE OF EDINBURGH.

The Australian High Commissioner in London, Sir Thomas White, on October 15 attended the unveiling by the Duke of Edinburgh of the Chatham Naval war memorial. Sir Thomas was accompanied by Captain J. B. Foley, R.A.N., and two Australia House officials, Messrs. F. T. Strange and W. H. Bunning.

TEN M.N. APPRENTICES FOR NATIONAL SERVICE TRAINING IN R.A.N.

The Minister for the Navy (the Hon. William McMahon) announced on September 5 that ten apprentices of the Merchant Navy would carry out their Naval National Service Training this year in the ships of the Royal Australian Navy. Other appren-

tices would receive similar training in subsequent call-ups. He said that five apprentices had joined the aircraft carrier H.M.A.S. "Sydney" on August 29 and that the other five would embark in the cruiser H.M.A.S. "Australia" on September 5. They would serve in these and other ships of the Fleet for the next 5½ months, with the rank of Probationary Midshipmen, R.A.N.R. (S). All of the apprentices had already undergone a two weeks' course at Flinders Naval Depot (Victoria). The apprentices who have had more than twelve months sea-going training in the Merchant Navy, would acquire a knowledge of duties with which they might be faced in war, whether serving in a warship or Merchant ship. Emphasis would be placed on practical work, especially the handling of boats and communications. The Minister said that the naval training these apprentices would receive in Australian warships would be in keeping with the traditional association between the Royal Navy, the Royal Australian Navy and the Merchant Navy.

H.M.S. "DALRYMPLE" DISCOVERS CORAL SHOAL.

H.M. Surveying Ship "Dalrymple" discovered a coral shoal a mile square in the Northern approaches to Zanzibar, on the east coast of Africa, and the Union Castle Liner "Warwick Castle" was warned of it just in time.

HUGE CROWD INSPECTS R.A.N. SHIPS AT PORT MELBOURNE.

Police aid had to be called in on November 1 to help sailors control the crowd which rushed to inspect R.A.N. ships berthed at Port Melbourne during Melbourne Cup week. More than 75,000 people tried to board the warships. The official opening was at 2 p.m., but huge queues had formed long before that time. In the subsequent struggles to reach the gangways, women fainting and children became lost.



The Acting-President of the New South Wales Division of the Navy League of Australia, Mr. G. Richards, presenting the Colours of the N.S.W. Division of the Australian Sea Cadet Corps to Sub-Lieutenant W. Jackson. The Colours were made by the Ladies' Auxiliary of the League. The presentation ceremony was to have been held in the Domain, but because of rain was held at H.M.A.S. "Rushcutter."

At one stage two unconscious women in the middle of a thick crush of visitors were passed to waiting ambulances over the heads of the crowd. The aircraft carrier H.M.S. "Sydney" proved to be the centre of attraction.

ZULU DECKHANDS AND GREASERS.

The M.V. "Afric" arrived in Sydney recently from South and East Africa, via Torres Strait and Brisbane. Amongst the crew is a Zulu seaman, James Ndhlovu, which in his own language means "Great Elephant". He is one of nine Zulu deckhands and three Zulu engineroom greasers in the "Afric", and passengers say that the Zulus proved excellent seamen. Ndhlovu, aged 51, says his forefathers were great warriors. At home he has a wife and five children, of whom one is in the police force in Pretoria and another is a deckhand like Dad!

NELSON STATUE TO BE CLEANED.

Nelson's statue in Trafalgar Square, London, is to be cleaned and burnished in time for Queen Elizabeth's Coronation next year. The 16-stone statue, 170 feet above the ground, wasn't due for a clean-up until 1966. Normally it is scrubbed every 20 years. Only the figure, the capital and the bronze panels at the base of the column will be cleaned. The column itself has not been cleaned since its erection because the removal of the dirt from its sur-

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PERSONAL PARAGRAPHS

NEW C-IN-C, FAR EAST STATION.

The British Admiralty has announced the appointment of Vice-Admiral C. E. Lambe, C.B., C.V.O., to be Commander-in-Chief, Far East Station, in succession to Admiral the Honourable Sir Guy H. E. Russell, K.C.B., C.B.E., D.S.O. The appointment will take effect in March, 1953.

NEW FLAG OFFICER AIR (HOME).

The appointment of Vice-Admiral J. A. S. Eccles, C.B., C.B.E., as Flag Officer Air (Home), in succession to Vice-Admiral G. E. Lambe, C.B., C.V.O., has been announced by the British Admiralty. The appointment will take effect in January, 1953.

FLAG-OFFICER BRITISH TRAINING SQUADRON.

Rear-Admiral J. F. Stevens, C.B., C.B.E., has succeeded Commodore B. I. Robertshaw, C.B.E., as Flag Officer British Training Squadron. He has hoisted his flag in H.M.S. "Implicable".

PROMOTIONS TO REAR-ADMIRAL.

In addition to Captain Leslie Newton Brownfield, C.B.E., A.D.C., R.N., the notice of whose promotion was published in the October issue of this journal, the following R.N. Officers have been promoted to the rank of Rear-Admiral in Her Majesty's Fleet: Captain Robert Francis Elkins, C.V.O., O.B.E., A.D.C.; Captain (Commodore First Class) George Barney Hamley Fawkes, C.B.E.; Captain Richard George Onslow, D.S.O., A.D.C.; Captain (Acting Rear-Admiral) Walter Thomas Couchman, D.S.O., O.B.E., A.D.C.; Captain William Leslie Graham Adams, O.B.E.; Captain (Commodore Second Class) Malcolm Walter St. Leger Scarle, C.B.E.

FLEET ENGINEER OFFICER IN HOME FLEET.

Captain J. E. Best (E), R.N., has been appointed to the battleship H.M.S. "Vanguard" as Fleet Engineer Officer to the Commander-in-Chief, British Home Fleet.

COMMAND OF H.M.S. "SHEFFIELD".

Captain J. G. T. Inglis, O.B.E., R.N., has been appointed in command of H.M.S. "Sheffield" and as Commodore, Second-in-Command, America and West Indies Station, and will hold the rank of Commodore Second Class in this appointment.

FLEET M.O. FAR EAST STATION.

Surgeon Captain T. G. B. Crawford, M.B., B.Ch., R.N., has been appointed for duty as Fleet Medical Officer on the staff of the Commander-in-Chief Far East Station and as Port Medical Officer, Singapore.

SECRETARIAL APPOINTMENT TO ADMIRALTY.

Mr. Rupert Speir, M.P. for the British constituency of Hexham, has been appointed Parliamentary Private Secretary to Commander A. H. P. Noble, D.S.O., D.S.C., M.P., Parliamentary and Financial Secretary, British Admiralty, and to Mr. Simon Wingfield Digby, M.P., Civil Lord of the British Admiralty.

DEPUTY DIRECTOR AIR WARFARE, BRITISH ADMIRALTY.

Captain A. J. T. Roe, D.S.O., O.B.E., R.N., has been appointed for duty in British Admiralty as Deputy Director Air Warfare.

DEATH OF LIEUTENANT-COMMANDER F. BOLT.

We regret to have to announce the death, on October 22, of Lieutenant-Commander Frederick

Bolt, formerly of the Royal Navy and the Royal Australian Navy. Lieutenant-Commander Bolt died at his home at Mt. Folly, Wentworthville, N.S.W., aged 78, and was buried in St. Bartholomews' Cemetery, Prospect, not far from Wentworthville. Born in Devon, England, Lieutenant-Commander Bolt served many years in the Royal Navy before he came to Australia in 1911 and joined the Royal Australian Navy. He leaves four sons and two daughters, all of whom live in Victoria.

ROYAL MARINE ORDERLY TO DUKE OF EDINBURGH.

Corporal (Acting Sergeant) Gersham Maindonald has been selected orderly to the Duke of Edinburgh. He began duties at Buckingham Palace in July. Sergeant Maindonald, a Channel Islander, aged 26, won the Military Medal while serving with the Royal Marine 41 Independent Commando in Korea. He joined the Royal Marines in 1945.

LAST VOYAGE BY P. & O. COMMODORE.

After 44 years at sea, Captain H. S. Allen, the commodore of the P. & O. fleet, left Sydney on his last voyage in October in command of the P. & O. liner "Strathaird". Captain Allen will retire when the "Strathaird" reaches the United Kingdom on November 16.

HOLLAND REWARDS GALLANT SERVICE.

The Netherlands Consul-General in Australia, H.E. van Ravenstein, presented Captain J. W. Zuyderhoudt, Commander of the Dutch liner "Nieuw Holland", with the Order of Knight of Orange Nassau on board the ship in Sydney on October 13. The order was bestowed for gallant service during World War II. and during Captain Zuyderhoudt's 34 years at sea in the Netherlands' merchant marine.

H.M.S. "EAGLE" PLAYS FULL OPERATIONAL ROLE WITH BRITISH HOME FLEET.

H.M.S. "Eagle," Britain's newest and biggest aircraft carrier, with jet aircraft embarked, took part in the British Home Fleet's autumn exercises and cruise programme.

The aircraft carrier recently completed her period of working up and this was the first opportunity for her to play a full operational role with the Home Fleet. During the cruise she wore the flag of the Flag Officer, Heavy Squadron (Rear-Admiral J. Hughes-Hallett, C.B., D.S.O.).

The Commander-in-Chief, British Home Fleet (Admiral Sir George Creasy, K.C.B., C.B.E., D.S.O., M.V.O.) in the battleship "Vanguard", with the light fleet carrier "Theseus", the cruiser "Swiftsure", the fast minelayer "Apollo", and destroyers and frigates of several squadrons, proceeded to Invergordon towards the end of August for weapon training, on completion of which H.M.S. "Eagle" joined them after embarking her aircraft in the English Channel and Irish Sea.

The British Home Fleet took part in Exercise "Mainbrace", the large scale eight nation N.A.T.O. Exercise conducted recently in North European waters, and subsequently ships paid short visits to North European ports. They returned to the United Kingdom early in October and it was expected that the First Lord of the British Admiralty (the Right Hon. J. P. L. Thomas, M.P.) and the Secretary of the Admiralty (Sir John Lang, K.C.B.) would visit the Fleet at Rosyth.

It was planned that subsequently ships of the Home Fleet would carry out further sea training during November and would be joined for this part of the programme by H.M.S. "Diamond", one of the newest destroyers in the Royal Navy, and the second of the Daring Class destroyers to come into commission.

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SEA-ODDITIES

A desperate battle with a giant octopus put an Indian engineer in hospital for a week or two last year. He was lucky to be there and not dead. The man was swimming at Juhu Beach, Bombay, when he felt something soft brush against him. He tried to kick it away, but powerful tentacles wrapped themselves around his waist, thighs, chest and arms, and he seemed to be partially numbed by the discharge the octopus gave off. So began what appeared to be a losing battle for survival. As fast as he threw off one tentacle, another would grab him. Finally, he kicked himself free, severely shocked and with his limbs bruised and blistered by the octopus' suction cups. On the face of it, one can only think that the octopus took alarm at something or other and released him.

Camouflage occurs greatly among life-forms in the realm of the sea. In the brightly-lit world of the sea shore and on the floor of the shallow sea many marine life forms show much general resemblance in form and colour (fade into their environment, so to speak) in their natural home, and some animals show a detailed likeness to special objects.

The chameleon prawn, for instance, exactly resembles the colour of the weed to which it clings motionless during the daylight hours, whether it be green, red, or brown, and changing its colour as required. Somewhat similarly, in a sandy pool shrimps, pressed flat against the sand or buried up to the eyes, remain almost invisible unless disturbed. In fact, many shore fish show a wonderful blending of tone and pattern with the environment in which they are found. The flat fish found offshore are particularly notable in this respect. All these creatures see their background and unconsciously or automatically respond by adjusting their tone and colour,

and sometimes their pattern, to it. Here we have protective camouflage in its highest forms.

The male fighting-fish of Siam, which is aptly called the gamecock of the sea, makes a tempestuous wooer. When his fancy turns to thoughts of love he presses his suit with such fervour that the female fish has sometimes to leap out of the water to evade his dangerous, fiery love-making. After mating, however, the roles are changed. It takes the male all his time to prevent his spouse from devouring their progeny. It is not surprising that the offspring born of such a ferocious parentage, take readily to a life of self-seeking and almost perpetual battle and strife. Though these fish seldom exceed 3 inches in length, they would put a shark to shame for sheer ferocity. They fight each other on sight. These contests are so fierce and unrelenting that even the victor is generally so battered and torn, especially about the fins, that it is unable to fight again.



Never was the search for sunken gold a greater lure than it is today. The latest attraction of the would-be salvagers is the treasure-trove of the "De Braak", a British sloop-of-war which went down in 1798. The sloop, which sank off the town of Lewes on the Delaware coast of U.S.A., is reputed to contain ten million dollars (£4,464,000) in Spanish gold and other treasures.

The treasure hunters are a group of marine experts from Lewes.

Although various attempts have been made to salvage the treasure, the site of the wreck

has never positively been located. But now, presumably, it has.

Captain Charles Johnston, one of America's best-known veteran marine salvagers, who is aiding the present venture, said on October 5 that work already had begun.

"We are sweeping the area and have run across some sort of an obstruction. Whatever it may be is deeply embedded in the sandy bottom of the ocean. The water at that point is 82 feet deep. It is going to be a big job getting up anything from that tremendous load of sand in the terrific current around the cape. But I'll say this much—if we find a piece of teakwood, we'll never stop."

The "De Braak" is known to have been constructed of teakwood. When she was capsized by a sudden squall, Captain James Drew, his 38 officers, and the entire crew went down with her.

Mutton-birds, noddies, terns and gannets make up the large majority of the bird inhabitants of the Great Barrier Reef. But there are others, and very interesting others, too; for instance, the frigate-bird. One may see him on occasions circling on motionless wings high up in the sky, keeping his eager eye upon the gannets and terns seeking food below. The frigate-bird lives by piracy almost exclusively, and the gannet and terns are his most favoured victims. Let but one or the other of them catch a fish and start to fly with it towards its nest on some near island, and the frigate-bird is in relentless pursuit of it. To avoid the attack of the robber the gannet or the tern, whichever it may be, will drop its fish and, as the glittering prize falls seaward the frigate-bird, with a sudden flashing swoop, has captured it ere it can reach the water.

FLIGHT TO MOON BY 1977 PREDICTED.

Dr. Wernher von Braun, Technical Director of the United States Army Ordnance Guided Missiles Development Group and a leading expert on rockets, predicts that a 50-man expedition of scientists and technicians will actually land on the moon by 1977.

Dr. von Braun makes the statement in an article he contributed to a recent number of "Collier's" magazine.

Points in Dr. von Braun's statement include:

Three rocket ships which will carry the expedition will land on a lunar area known as Sinus Roris, on the northern branch of the plain called Oceanus Porcellarum, because the plain is ideal for landing and exploration.

The three rocket ships will be clumsy-looking but highly efficient.

Streamlining is unnecessary because, in space, there is no air to impede motion.

Each ship will be 160 feet long, about 110 feet wide, and powered by 30 rocket motors. On the outward voyage the rocket ships will reach a top speed of 19,500 miles an hour about 33 minutes after departure. Then the motors will be stopped, and the ships will fall the rest of the way to the moon.

Only two of the ships will carry enough propellants for the return trip back to our earth. The third ship will carry cargo—fuel and equipment—and will be left on the moon.

Dr. von Braun also predicts that a space station, revolving around the earth every two hours, will be built within the next 10 to 15 years.

"It can be to those that own it a strategic weapon... one of the most powerful forces for peace ever developed. Or, in the wrong hands, a terrible weapon of war", says Dr. von Braun.

He estimates the project's entire cost at about 4,500 million dollars (£2,000 million).

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SERVICE CENTRES THROUGHOUT AUSTRALIA.

SPEAKING OF SHIPS

The efforts of the South African Marine Corporation to build new tonnage or buy second-hand vessels have been thwarted by prices and delayed delivery.

The P. & O. and Orient Lines, each putting two big ships on to Mediterranean cruising during the recent European summer, immediately received far more applications for passage than they could satisfy.

Shipowners in Britain are still receiving heavy claims for loose esparto grass estimated to equal a number of whole bales and are advised only to allow whole bales actually received on board to be broken up for broken stowage.

Mr. J. A. Billmeir, without committing himself to definite figures, said that he anticipated that the holders of each 5s. unit of ordinary stock in the old Stanhope Company would receive about 29s. in cash, in addition to a fully-paid £1 share in the new company.

The Chinese Communist authorities are trying to heat the British and American embargoes on strategic materials by sending their exports to satellite countries in Europe.

Seafarers visiting Odessa found that a Russian docker had to spend the whole of his pay for five weeks to get a new suit.

Americans surveying ships have discovered a mountain rising 12,000 feet above the bed of the Atlantic and hitherto unrecorded.

An American tanker master who overloaded his ship was charged with "inattention to duty" and had his certificate suspended.

Brazil and Spain both have 56 per cent. of their tonnage, counting vessels of 100 tons and over only, more than 25 years old.

The Cunard Liner "Britannic" earned about 1,500,000 dollars on her two months' Mediterranean cruise from New York.

The decision of the Liverpool magistrate that refreshment bars on shipboard had to observe the same hours of opening as on shore is to be the subject of an appeal.

The salvage of the abandoned Dutch motor coaster "Swakust" by the Hull trawler "Swanella" in December was amicably settled at £17,000 without going to court.

The Icelandic reservation of fishing rights under the recent decision of the International Court cover some of the best grounds and will hit the Hull, Fleetwood and Grimsby trawlers particularly hard.

Another attempt is to be made to save the French brig "Tele-mache", which foundered off the mouth of the Seine in 1890 with the French royal jewels on board.

A "wash" claim by the steamer "Tilington Court" against the G.S.N. Co.'s excursion motorship "Queen of the Channel" was dismissed on the ground that the steamer was badly moored with unequal strain on the ropes.

The British shipping industry's gross earnings in the second half of 1951 increased by £7,000,000 over the first half, but its expenses increased by £47,000,000.

Swedish shipowners are contributing largely to the cost of the conversion of the barque "Viking" into a stationary training ship at Gothenburg: a German offer for her has been refused.

The Turkish State shipping concern has changed its name from "Devlet Denizyollari ve Limanlari Isletme Genel Mudurlugu" to Denizcilik Bankasi Turk Anonim Ortakligi."

The new Indian mercantile design is to be a red flag with the national flag in the upper canton next to the staff, and ships manned by a proportion of naval reservists will wear a similar flag but blue.

Owners of fast cargo ships are suffering very severely from the congestion of dry-dock facilities of a type which suit their dimensions and shape and are often having to despatch them with foul bottoms with greatly increased fuel consumption.

The Canadian National (West Indies) Company is discarding the passenger ships "Lady Nelson" and "Lady Rodney" at the end of the Canadian summer as so many tourists to the West Indies are now travelling by air.

A practically perfect dug-out canoe has been discovered at Short Ferry, near Lincoln, England, similar to the famous Brigg dug-out which was destroyed at Hull museum during an air raid.

British, Dutch and Belgian wireless experts have been taking all possible steps to trap the "humorist" who has been sending out bogus S.O.S. messages pretending to be from ships in the North Sea and English Channel.

H.M.S. "BELFAST" HIT BY SHELL.

While carrying out a patrol off the West Coast of Korea the British cruiser "Belfast" (Captain A. C. A. C. Duckworth, D.S.O., D.S.C., R.N.) was attacked by a shore battery.

The cruiser was straddled and, in subsequent salvos, hit by one 76mm. shell which exploded in one of the mess decks. Four Chinese ratings were injured, one of whom died later. Damage to the ship was unimportant, and after silencing the battery with her six-inch guns, the "Belfast" resumed her patrol.

The "Belfast" also came under enemy fire when she assisted Republic of South Korea forces to retake an island which had been invaded by the enemy. The ship was not hit.

In keeping their round the clock vigil off the West Coast of Korea, ships of the Commonwealth and Allied Navies contin-

ually run the hazard of the shore batteries.

Nearly every ship has been under fire and several have been hit.

The "Belfast" is the eleventh Commonwealth ship to have been hit in the last nine months. Damage inflicted has been small and casualties infrequent. The frigate H.M.S. "Mounts Bay" recently suffered five casualties. One rating was killed and four ratings were seriously wounded.

FRENCH FREIGHTER BATTERED.

The French freighter, "Tomaha", which arrived in Sydney Harbour on October 8, encountered heavy seas and was considerably battered on the voyage down from Townsville, Northern Queensland. The ship's boats were badly damaged and would need a lot of repair to restore them to seaworthiness.

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Gallions Reach. By H. M. Tomlinson.—Penguin Books Ltd., Harmondsworth, Middlesex, England.

This new Penguin reprint, now obtainable, of H. M. Tomlinson's novel "Gallions Reach," first published in 1927, is a notable addition to this famous library.

The truth of this will be accepted by everybody who reads this enthralling romance of adventure on land and sea. For "Gallions Reach" not only presents a perfect microcosm of life on a British tramp steamer but also envelops its reader in the life which its characters at other times live, both in the atmosphere of mercantile London and the maritime Orient.

The author has a rare sense of dramatic values, true to life characterisation and (for all seafarers) a most intimate and accurate knowledge of the sea and all those who go down to it in ships.

Mr. Tomlinson has done what few novelists of the sea other than Conrad have succeeded in doing—makes one understand life at sea as seafarers know it in a form which creates reality and a taste for more. How salty is the idiom and conversation! Familiar recollections of things experienced personally come to mind; old haunts and situations of some earlier voyage are re-visited or re-lived; half-forgotten memories are re-kindled and warmed into life.

The story opens at night on the Thames: "—on a steamer moving up-river at half-speed, with yellow glims 'low in the shadows that were Kent and Essex.'" And Jim Colet, the central figure of the story, is aboard the steamer.

But seeming inexorable fatality, fate, destiny — call it by what name you will — lies in wait up there in Gallions Reach.

And so, ultimately, from a Thames-side mercantile house, the scene of unintentional homicide, the random sea-ways begin again and lead down over the Bay of Biscay, to Port Said, to Penang, and Rangoon and the East. Days of Malayan jungle adventure, dank, mysterious, gripping the reader. But a certain matter must be attended to, and all too soon it is! And that's the pity of it! It is all so inescapable, so unmerited, so utterly futile.

But read the book. You will be interested. And you will be interested not only in the story but in the author of the story.

Tomlinson is a Londoner, and his early years were spent among the ships and folk of the Thames round about what he here calls Gallions Reach. Impressions and tales of those youthful and moulding days when the clippers came to Blackwall have been preserved for us by him in that admirable work "London River." And there are his other books, too, among them those fascinating productions "Gifts of Fortune," "Old Junk," "Tidemarks," "Waiting For Daylight," "Under the Red Ensign," and "The Wind Is Rising." North Africa, the Americas, the East Indies have all been reached on his many argosies and landfalls.

But undoubtedly Tomlinson's greatest work is that classic of sea and river travel, "The Sea and the Jungle." This is "the narrative of the Voyage of the Tramp Steamer 'Capella' from Swansea to Para in the Brazils, and thence 2000 miles along the forests of the Amazon and Madeira Rivers to the San Antonio Falls, afterwards returning to Barbadoes for Orders and Going by way of Jamaica to Tampa in Florida, where she loaded for Home. Done in the years 1909 and 1910." This is no tire-

some collection of dull facts and data, but a rich eye-witness account of seascapes and river-sides, of scenes of transcendent beauty, of unusual characters and uncommon places. And all given to us by a master of English prose.

Indeed, "The Sea and the Jungle" ranks among the great travel books of all lands and all times.

—A.R.

A BOOK ABOUT ONE OF NELSON'S "BAND OF BROTHERS"

Captain W. H. Coombes, C.B.E., President of The Officers' (M.N.) Federation of Great Britain, recently received from the author, Dr. H. B. Louis, the Principal of St. Edward's College, Malta, a most interesting book about one of his (Dr. Louis's) forebears, Admiral Sir Thomas Louis, who was one of Nelson's "band of brothers."

The book throws still more light

upon life at sea in those stirring days of the Napoleonic period. Among many interesting episodes described in the book is that when Nelson was seriously wounded in the head at Aboukir Bay when in the "Vanguard," and the "Minotaur" engaged the French ship "L'Aquilon" with such vigour as to draw all her fire—thus shielding Nelson's ship. Nelson was under the mistaken impression that he had been mortally wounded, and he sent an urgent summons to Captain Louis, commanding the "Minotaur," as he said that he could not die in peace until he had thanked him for his gallant conduct.

Incidentally, it was in this battle—the Battle of the Nile—that the French admiral, Brueys, was killed; his flagship, the "L'Orient," of 120 guns, took fire and blew up, and day dawned on a success which, as Nelson said, with a just pride, was "not victory, but conquest." Nine of the French vessels were taken, two were burnt, and two

only, with two frigates, escaped. The grand achievement, which shut up the French army in Egypt, did much towards the eventual overthrow of Napoleon.

In commenting on the book, "A Biographical Sketch of Admiral Sir Thomas Louis, Bt.," published by Blackwell, Broad Street, Oxford, Captain Coombs said: "This little book contains much authoritative information which at any rate I have not found elsewhere, and I found it impossible to put it down until I had read the last page."

He then concludes: "It may well be that the avidity with which I read any sound book about Nelson and his time is due in no small measure to the lasting sense of gratitude which I shall always feel towards one of his descendants, the late Admiral Philip Nelson-Ward, who worked with such courage and devotion for the Merchant Navy of to-day when he served as the first President of the Officers' (M.N.) Federation."

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"White Ensign—Southern Cross" is not only a valuable historical record but is a colourful story including many interesting anecdotes drawn from Admiral Feake's own experiences and informative character sketches of notable naval and political figures.

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EX-NAVAL MEN'S Association of Australia



(Federal Council)

The Federal Executive of the Ex-Naval Men's Association of Australia has received advice from the Paris office of the World Veterans' Federation that it intends holding its next Annual Conference in London. Another invitation has been extended to all Commonwealth ex-Servicemen's Associations to become affiliated with the W.V.F., whose principal aim is to give support to the principles of the United Nations. At the last meeting of the Federal Council it was decided to await further information from local governing bodies of ex-Service organisations before making a final decision with regard to affiliation with the Federation. Prior to the five British ex-Service organisations joining the World Veterans' Federation, it was the custom of these associations to send its observers to the Federation's international congresses.

The five British ex-Servicemen's associations, representing about 700,000 members, announced their decision to join the World Veterans' Federation that was formed in 1950 to campaign for "peace with freedom" and to promote an international rehabilitation programme for disabled ex-Servicemen. They are The Royal Naval Association, The Royal Artillery Association, The Grenadier Guards Comrades Association, The Royal Signals Association and The Royal Air Force Association.

Many other veterans' associations in the United Kingdom, the Commonwealth of Nations and the colonial empire are expected shortly to follow the lead given by these five associations.

Britain is the sixteenth member-

nation of the World Veterans' Federation whose strength now stands at 94 ex-Servicemen's organisations with a membership totalling 15,500,000. The other member nations are: France, United States, Canada, Norway, Denmark, Holland, Belgium, Luxembourg, Italy, Yugoslavia, Greece, Turkey, Israel, Philippines and Pakistan.

The World Veterans' Federation, which is one of the largest non-governmental organisations in the world, enjoys consultative status with the United Nations. Its main aims are:

1.—To maintain peace and international security by the application in letter and in spirit of the San Francisco Charter; by respecting the rights of man and the fundamental freedoms set forth in the Universal Declaration of the Rights of Man adopted by the General Assembly of the United Nations on the 10th December, 1948.

2.—To defend the material and spiritual interests of ex-Servicemen and war victims by all legal and constitutional means through the mutual exchange of information on legislation concerning them.

3.—To establish permanent relations between the national associations or federations and international organisations of war veterans and war victims in all countries.

Its constitution particularly pledges support to the principles embodied in the Charter of the United Nations and the declaration of Human Rights.

The work of the W.V.F. falls into two parts: The major part is devoted to an international rehabilitation programme for disabled veterans. The other part is

to study ways and means of reducing tensions likely to cause international discord.

Its international rehabilitation programme has been described by Dr. Harold Balme, British consultant to the U.N., W.H.O. and U.N.I.C.E.F., and chairman of the U.N. Working Party on Rehabilitation, as the most remarkable effort that has ever been attempted in this field.

The main projects in this rehabilitation programme are:

(a) The planning of courses in England on limb-fitting and the rehabilitation of amputees for countries where no adequate facilities exist.

(b) The convening of a conference of medical experts to investigate the needs of brain-injured war veterans who have been described by Professor Makki of Finland as "the forgotten soldiers."

(c) The setting-up of a free "talking book" service for veterans in Europe.

(d) The setting-up of an International Information Service to serve as a clearing-house between governments and veterans' organisations throughout the world.

(e) The establishment of a model Centre for the Blind in Europe.

(f) The establishment of a Travelling Exhibit demonstrating the latest prosthetic devices and surgical developments for people who have lost limbs, been blinded or paralysed, or suffered other disabilities.

(g) The building-up of a Social Department to study the needs of disabled ex-Servicemen in different countries of the world.

(h) And, finally, the organisation of an international conference

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on limb-manufacture and limb-fitting to discuss modern methods in this field.

The World Veterans' Federation has also launched a plan for direct aid to disabled ex-Servicemen in eleven European countries. This plan is sponsored jointly with the Co-operative for American Remittances to Europe (C.A.R.E.).

C.A.R.E. is a non-governmental, non-profit co-operative organisation founded in 1946 by a group of charitable institutions in the United States to send parcels to individuals in European countries which had suffered in World War II.

**The Navy
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It is with regret that we have to report the death of Engineer Commander W. K. Kirkaldy in Brisbane on October the 11th., after an illness of only a little over three months. He was cremated at the Mount Thompson Crematorium after a Service in St. Andrew's Presbyterian Church, at which many Officers and Ratings were present, for "Kirk", as he was known, was widely respected and liked.

He served in both World Wars and his apprenticeship was with the N.S.W. Railways. After the 1st. War, he served in the Mercantile Marine, as it was then known, then joined the Shell Company in 1923. He supervised the building of installations at Suva, Fiji, and was Supervising Engineer at the building of the Shell Building in Ann Street, Brisbane.

At the commencement of the 1st. War, he was among the boarding party which captured a German ship which had slipped out of Sydney, and afterwards served in the engine room of that ship when she was taken over. He also served in H.M.A.S. "Moresby", "The Old White Lady" during surveys of the Barrier Reef.

Prior to his death, he served on the House Committee of the Brisbane United Service Club, and it is believed that he was responsible for having the navigation lights of the former H.M.A.S. "Sydney" at the entrance of that Club.

So, at the comparatively early age of 58, passed away a man who had served his country in two World Wars and of whom it could be truly said that he had not an enemy in world and who was well respected by all with whom he came in contact.

(W.M., Qld.)

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FOR THE NEXT ISSUE OF

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OPTIMISM IN MALAYA.

Of five fighting fronts opened up by Communism within 4,000 miles of Australia's northern coasts—Burma, Indo-China, Korea, the Philippines and Malaya—the last named is beginning to hold out most hopes of the eventual suppression of terrorism.

Methods of combating the terrorists adopted under the leadership of General Templer are drastic, even harsh, but they are proving effective. In short, they aim at depriving the terrorists of arms, ammunition, information, and supplies, thus rendering them helpless.

The terrorists owed much of their earlier successes to the aid they extorted from underprivileged Chinese squatters living on the edge of the jungle. Under threats, these squatters not only provided food and supplies, but also information about the movements of whites and Governmental forces.

The first task was to provide these Chinese with new homes in resettlement villages, where they could be assured of economic security. That process has been in operation for several years, and many thousands of settlers have been moved.

Now the inhabitants of the resettled village are being urged to give information to the authorities. It is recognised that the villagers fear reprisals by the terrorists if they expose them, but the authorities insist that willing or unwilling co-operation between the villagers and the terrorists must be ended.

If the villagers help the authorities, they will be protected, even to the extent of being moved to safer areas. If they continue to conceal the terrorists, action will have to be taken against them. Secret questionnaires from the villagers are now being examined to see whether this new method of collecting information is effective.

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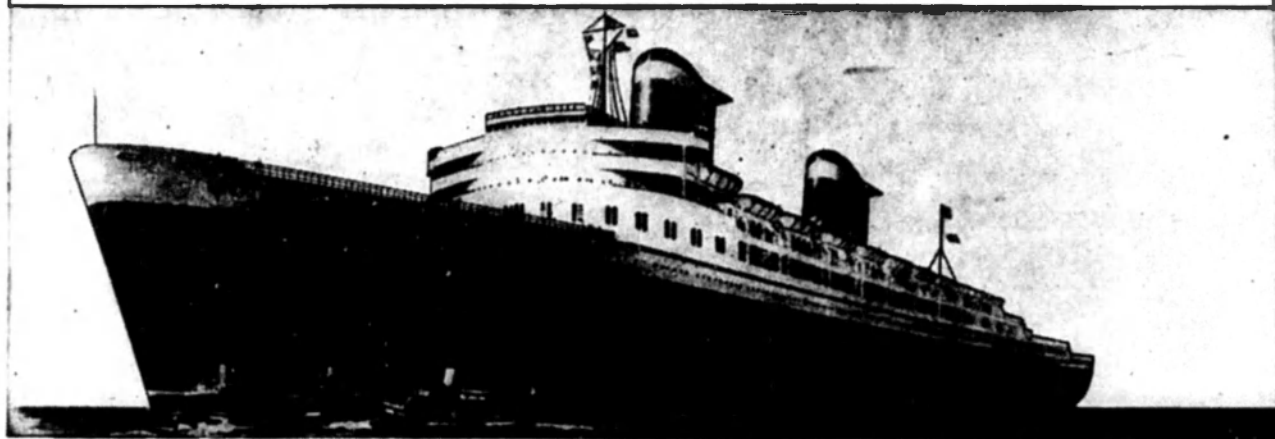


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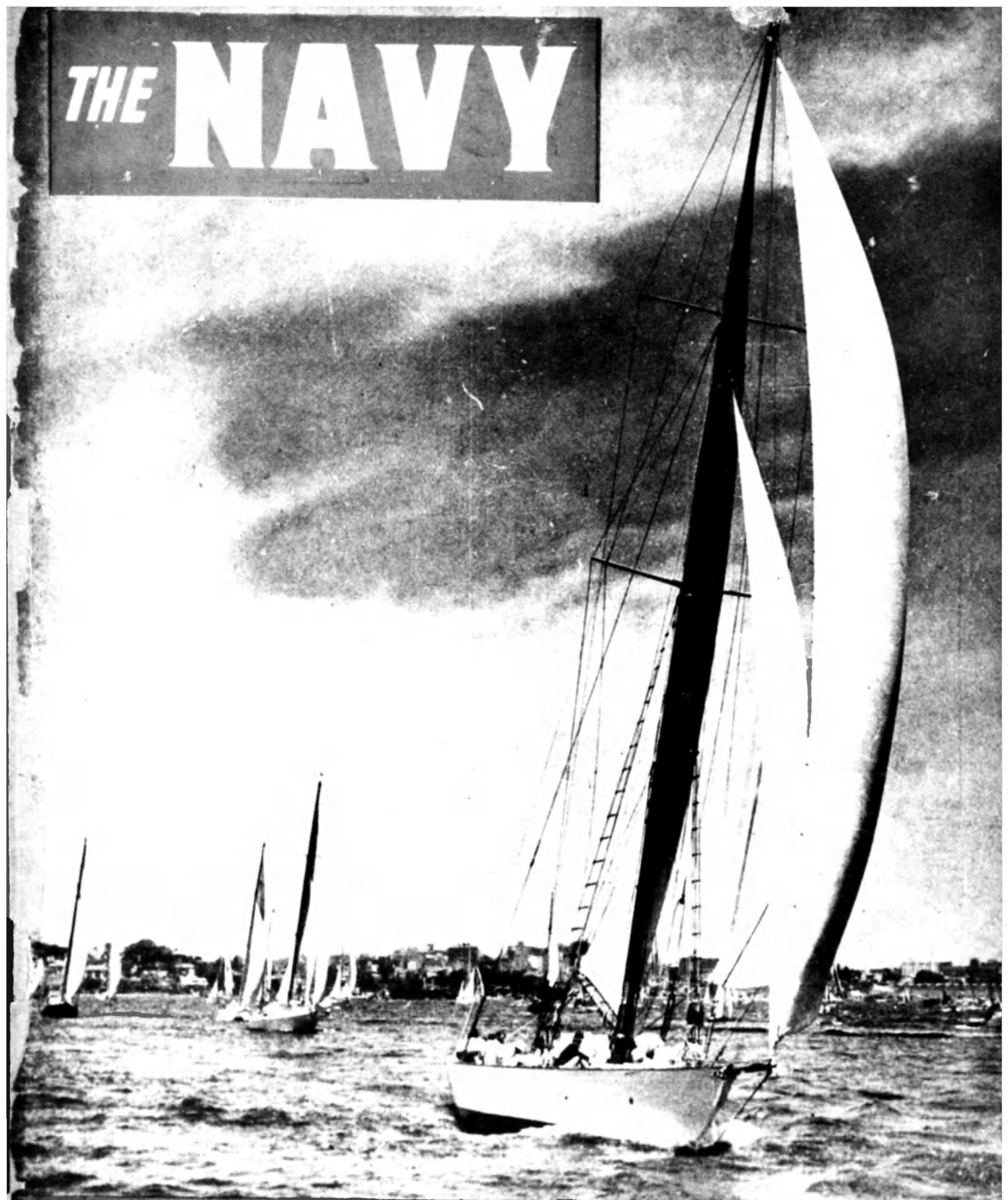
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THE NAVY



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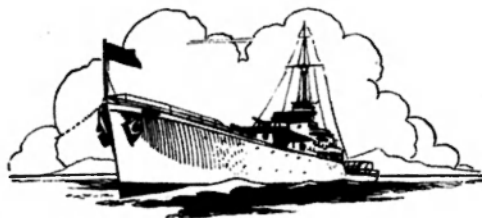
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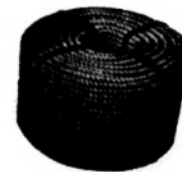
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ANCHOR BRAND

THE NAVY

Australia's Maritime Journal



Vol. 16. December, 1952. No. 12.

NAVAL DEVELOPMENTAL DEMONSTRATION BY BRITISH ADMIRALTY.

Acting patently on the desire that nothing should be left undone to attain an even higher efficiency in the Naval service, the British Admiralty during September inaugurated a private demonstration-week at the Admiralty Engineering Laboratory, West Drayton, Middlesex.

The exhibits and demonstrations were of the widest nature and splendidly presented. Scientists, engineers, and technicians both in industry and Admiralty service, together with some 300 industrialists and their representatives, attended. The stimulus it gave to the exchange of ideas and towards creativeness, must unquestionably reflect itself in the whole structure of Naval administration and technique. This journal has repeatedly stressed the importance of science in Naval efficiency and preparedness; and this further example of the British Admiralty's awareness of that importance cannot be too studiously followed and commended. It is a policy to which we, as an island nation also dependent on sea communications for our economic and national safety, must fully subscribe.

The Admiralty Engineering Laboratory, which exists for research and to test machinery and equipment for Her Majesty's Fleet, is divided into three departments - mechanical, electrical, and ordnance. In the mechanical department, the Deltic, the new triangular engine developed by Messrs. Napier's for the British Admiralty, could be seen through a glass panel in its soundproof test chamber. Other diesel engines and test rigs for gas turbines were also exhibited.

In the electrical section, a scientist was seen attempting to find out why ordinary torch batteries fail even when not used. The "death" of a battery is not generally due to its being used too much but to the irregular corrosion and resultant puncture of the outer zinc container. If a cure can be found, the torch battery will have a much longer life ashore as well as at sea. Also in this section there was a machine for simulating the effect of near explosions on electrical fittings, and another for the effect of roll on delicate electrical instruments.

In the ordnance section, some of the elementary comments of gun laying machinery were on view. Of special interest was the reduction in size of these components. While World War II types can be measured in feet, the prototypes for the future are measured in inches.

The demonstration was subsequently "at home" to the British Press and the London "Daily Tele-

graph" correspondent, describing the work being done at it wrote:

"New electrical gear and instrument mountings have been designed for the Navy that will withstand any shock which a ship itself can stand without sinking. To ensure that radar and radio sets, light and fire control apparatus will be unaffected by severe battle conditions, specimens are mounted on a metal plate which is beaten with a 400 lb. hammer.

"Work going on at present covers everything from gun mountings to marine engines. An engine which is attracting particular attention is a gas turbine similar to that used in the Rover Company's first gas turbine car. If tests are successful, an improved form of this engine may provide the Navy with the fastest and most manoeuvrable motor launches in the world.

"Tests are also being carried out on batteries as small as a waistcoat button, and on others as big as a suitcase which are used in submarines in batches of 100. The neatest is a breast pocket device which can light a torch bulb for 30 hours when dipped in sea water. It is for use by survivors of sunken submarines."

Thus the good work goes on! The results, as no doubt the reader has gathered, were most satisfying. There could have been demonstrated, over and above the exhibits themselves, no better object lesson in the significance and usefulness of Service and civil co-operation. Instead of aloofness, there is triumphant giving and a most cordial mutual confidence.

ROYAL NAVAL MINEWATCHING SERVICE REDUCES ITS AGE LIMIT.

Entry into the Royal Naval Minewatching Service will in future be open to younger men.

Formed in January, 1952, for the enrolment of men and women for either whole-time or part-time duties in an emergency, the Service has previously been restricted to men of 45 years and over. It has now been decided to lower the minimum age to 26 years, which is also the youngest age at which women may volunteer their service. It will still be impossible, however, for members of regular, volunteer, National Service or Class 2 (or its equivalent) reserves, whose services may be required in the Armed Forces in the event of war, to be accepted for enrolment.

There have been more than 3,100 applications for enrolment into the Royal Naval Minewatching Service during the 8-months period from January to August. In wartime, the organisation will be responsible for manning posts ashore and afloat to report the dropping of mines by aircraft in shipping channels, which caused the loss of more than 330 ships during World War II, in coastal

waters of the United Kingdom. One of the purposes of lowering the age of entry for men into the R.N.M.W.S. is to secure the services of younger and fitter men, primarily for duty afloat.

Upwards of 750 members of the Royal Naval minewatching Service, men and women, in the Nore Command, who will man posts along the coast of England from Brighton to Filey in Yorkshire in an emergency, recently started their basic training.

They will learn a standardised minewatching technique in Naval establishments, Royal Naval Volunteer Reserve and Sea Cadet headquarters, Town Halls, schools and Civil Defence centres at Hove, Newhaven, Eastbourne, Hastings, Rye, Folkestone, Dover, Deal, Broadstairs, Margate, Herne Bay, Sheerness, Chatham, London, Southend, Harwich, Felixstowe, Ipswich, Colchester, Clacton, Lowestoft, Yarmouth, Grimsby, Hull, and Bridlington.

Their instructors will be officers of the service, formed in January of this year, who have attended the course in H.M.S. "Vernon," the Royal Navy's torpedo and anti-submarine establishment at Portsmouth.

In event of emergency, the R.N.M.W.S. will be of immense value in the overall defence of Britain.

THE "FLYING ENTERPRISE" INQUIRY.

In the formal report, published in Washington, U.S.A., in March, of the United States Coast Guard Inquiry into the loss of the "Flying Enterprise" during the preceding January, several interesting points were made. Apparently if more men had stayed with Captain Kurt Carlsen aboard his ship, the "Flying Enterprise," a towline might have been secured 24 hours earlier than it was in the efforts to save the ship.

Emphasising that it was in no way criticising Captain Carlsen's decision to stay aboard the "Flying Enterprise" himself, the report says that "his refusal to accept the services of volunteers to remain on board with him is not entirely concurred with by the board, especially since the only salvage operation possible would be towing into port, in which case heavy manual labour in connection with towing equipment is entailed."

It was not until 24 hours after the salvage tug "Turmoil" arrived alongside the crippled vessel that a towline was secured. Captain Carlsen was helped by Mr. Kenneth Dancy, mate of the "Turmoil," who boarded the "Flying Enterprise."

The report describes Captain Carlsen's decision to stay aboard alone as "an act beyond the call of duty and an outstanding example of the best tradition of the sea."

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THE ROYAL AUSTRALIAN NAVY NEEDS MORE PILOTS AND OBSERVERS

EXCELLENT OPPORTUNITIES FOR YOUNG MEN.

By a Special Correspondent.

Did you know that if you are aged between 17½ and 22½ years and are a British subject of substantially European descent you might be able to obtain a short-service commission as an aviation pilot or observer officer in the Royal Australian Navy? The R.A.N. is looking for young men in your age group who can qualify to take part in one of the most important activities in our modern Navy.

If you are selected and can fulfil the requirements of commissioned rank you will be appointed for a minimum period of seven years and may, at the end of that term, apply for an extension of four years. Service on the active list is followed by five years on the reserve list.

During your term of service, after you have been a sub-lieutenant for about two years, you may be granted a permanent commission in the executive branch of the R.A.N. and thus find the way open to the highest ranks.

You can see, therefore, that, if you think you are suitable, you would do well to consider the question of taking the opportunity which the Royal Australian Navy presents to you of engaging in an extremely interesting professional career, filled with great variety, including travel and good companionship, and giving you the chance to prepare yourself to defend your country in case of emergency.

The need for a continuous supply of pilots and observers arose when the Royal Australian Navy decided to introduce aviation after the Second World War. That decision was based on experience gained during the war which showed that the aircraft carrier and its high-speed aircraft

formed the most mobile and hardest-striking weapon for use against an enemy that had until then been devised. It is still regarded in that light, and all present-day large-scale naval strategy and tactics are based primarily upon the employment of the modern carrier task force.

Now that the date of the arrival in Australia of the aircraft carrier "Vengeance," which the Commonwealth Government, approaches, the need for pilots and observers has increased, because, when "Vengeance" reaches this country from the United Kingdom early in 1953, the R.A.N. will have two carriers—the other one being H.M.A.S. "Sydney"—and it will be necessary to provide pilots and observers for both of them.

At present some of the pilots and observers in H.M.A.S. "Sydney", and some undergoing shore-based training at the R.A.N. air station at Nowra (N.S.W.) are officers of the R.A.N. and others are officers of the Royal Navy whose services have been lent to the R.A.N. Eventually all pilots and observers in the R.A.N., except those on exchange duty from the Royal Navy, will be R.A.N. officers.

Ever since aviation was established in the Royal Australian Navy a certain proportion of pilots and observers has been drawn from among younger permanent officers of the executive branch, but the number provided from that source has not so far been large enough. That is why the proposal to give short-service commissions was adopted.

Candidates for entry as pilots or observers under the short-service system must, of course, be of high physical standard and must

have reached what might be generally called the intermediate standard in education, with passes in at least four subjects, including English and mathematics.

They must have gained certificates in one of the undermentioned public examinations:—

Queensland: Junior.
New South Wales: Intermediate.
Victoria: Intermediate or Intermediate technical.
South Australia: Intermediate trades school or area school.
Tasmania: School Board, junior technical or higher area school.
Western Australia: Junior.

If candidates with the necessary educational qualifications pass the medical board they have then to undergo tests to prove personal qualities and flying aptitude; and if they succeed in the tests they are entered as recruit naval airmen (pilot or observer). Although candidates' wishes are carefully considered the Naval Board decides whether he shall be allocated to pilot or observer duties.

Recruit naval airmen are first given three months' general naval training at Flinders Naval Depot, Crib Point, Victoria. On completion of the course they are rated probationary naval airmen. Those selected as pilots do 14 months' flying training with the Royal Australian Air Force at Brisbane, Uranquinty (N.S.W.) and Melbourne.

At the end of that training they are awarded their wings, promoted to the rank of acting sub-lieutenant and given short-service commissions of seven years. They then leave Australia to do special naval flying with the Royal Navy in England, Scotland and Ireland. On returning



Sea Venom jet fighters of this type have been ordered for the Royal Australian Navy and will be manned by her pilots and observers. This photograph was taken at the Royal Naval service trials unit at Ford (England). Lieutenant-Commander F. T. Sherborne, R.A.N., at present on flying duty in the United Kingdom, is standing next to the access ladder with an observer officer of the Royal Navy.

to Australia they are appointed to their squadrons.

Probationary naval airmen selected for observer training go direct to the United Kingdom immediately after they have completed their course at Flinders Naval Depot. They are awarded their wings and promoted acting sub-lieutenants with seven-year short-service commissions after about nine months' further training.

Both pilots and observers are confirmed in the rank of sub-lieutenant after they have served in

the acting rank for 12 months. Then, depending upon the results obtained in examinations, they become lieutenants within periods ranging from one year and 10 months to two years. It is at any time after that, that they may be offered permanent commissions.

The pay for qualified aviators in the Royal Australian Navy is excellent. A single sub-lieutenant at present receives £852 a year and a married lieutenant of three years' seniority gets £1,253 a year. These rates of pay are subject to cost of living adjustments

If an officer resigns at the end of his seven-year short-service commission he is paid a gratuity of £350, but if he remains in the Navy for 11 years his gratuity will amount to £550. To become eligible for the gratuity in either instance he must transfer to the reserve list.

The Naval Recruiting Officer in your capital city will be pleased to give you any further information you may seek, either personally or by letter. You are strongly advised to get in touch with him.

ROYAL NAVAL RESERVE FLEET

To achieve economy in money and manpower, and to increase efficiency of the Royal Naval Reserve Fleet, the British Admiralty has decided that a considerable number of Her Majesty's Ships in the Reserve Fleet shall be berthed in commercial ports under arrangements agreed with the Docks and Inland Waterways Executive and with certain commercial firms. Announcing this on Aug. 30 the Admiralty states: "The ships involved are at present moored in the Upper

Reaches of Naval Harbours and there is no space for berthing them alongside in the Royal Dockyards. The maintenance of ships of this type while moored in the stream involves considerable overhead expense which it is desirable to avoid.

Either before or immediately after their removal to commercial ports these ships will be "dehumidified", a method of preserving from deterioration the structure and equipment of ships' compartments by sealing them

and reducing the dampness in the air by an electrical process.

"It will thus be possible for these ships to be maintained largely by civilian labour with the consequent release of Officers and men of the Royal Navy for service elsewhere.

"The ports which will first be used for this purpose are Cardiff, Penarth, and West Hartlepool, and it is hoped that the towing of ships from their present moorings to these ports will begin in the near future."

THE ATLANTIC CROSSING

THE RECORD-BREAKING "UNITED STATES"

Up to one hundred years ago the United States of America operated the fastest steamers on the Atlantic crossing. These were the "Pacific," owned by the Collins Line, making the East-bound passage from New York to Liverpool in 131 at an average speed of 13 knots, and the "Baltic," of the same owners, doing the West-bound passage from Liverpool to New York at an average speed of 13½ knots.

The records made by these vessels stood for some years, but there have been many changes since then. For instance, the British-owned giant Cunard liner, "Queen Mary," set up a record for the Ambrose Light to Bishop Rock in 1938 at an average speed of 31.69 knots, and in the same year did the West-bound passage in 3 days, 21 hours, 48 minutes, at an average speed of 30.99 knots.

Now the record has gone back to the U.S.A. Magnificent, sleek, gleaming, equipped with every modern safety and labour-saving gadget industrial America could give her, the mighty 53,000-ton liner "United States" sliced her way to an all-time record Atlantic crossing on July 7th. She did the East-bound crossing in 3 days, 10 hours, 40 minutes, at an average speed of 35.59 knots, reducing the time on passage by 10 hours, 2 minutes, and the West-bound passage in 3 days, 12 hours, 12 minutes, at an average speed of 34.51 knots, reducing the time by 9 hours, 36 minutes.

This is indeed a fine achievement and gives natural justification for national pride in the States. Commodore Harry Manning, Master of the "United States," spoke highly of the ship's qualities. He declined to estimate the possible maximum speed of the new record-breaker, but is reported as saying that he "still had something up his sleeve." The distance travelled by the "United States"

was 2942 miles East-bound and 2902 miles West-bound.

It has since been publicly declared on behalf of the Cunard Company that, in its view, speed and records as such are not of primary consideration, and it is possible that the records now established will remain unbroken for a long time, unless the day of atomic power in marine propulsion is nearer than many of us expect. However, that remains to be seen.

Dual-Purpose Vessel.

World-wide interest has been aroused by the performance of the "United States." She is a dual-purpose vessel, built as an Atlantic liner to carry 2000 passengers, but capable of transformation at very short notice into a transport carrying up to 14,000 troops. Mainly steel and aluminium, the record-breaking "United States" is capable of more than 35 knots and won the Blue Riband of the Atlantic at her first start. She is the largest welded ship in the world. Welded plates and streamlined construction add to her speed.

Officially, no horse-power for the "United States" has been released, but according to reports coming from the ship during her speed dash across the Atlantic it must be in the neighbourhood of 160,000 shaft horse-power. That compares with 200,000 going to the "Queen Mary's" screws (she is 81,000 tons gross) and more than that figure for the "Queen Elizabeth" (83,000 tons gross).

Where, then, does the "United States," with some 40,000 fewer "horses" get her great speed? From her streamlined superstructure, smaller tonnage, possibly more efficient engines and boilers, sleeker hull. Her giant engines are rotary in action, and because of their high speed, reduction gears are used to carry the power to the shafts.

Compact Power Plant.

The power plant on the Ameri-

can liner is so compact that the engine-room occupies about the total space required for boilers on a luxury liner of 25 years ago—yet it develops several times the power of the next most powerful American liner.

Engine care is handled, for the most part, by mechanical devices. The traditional picture of a grease-stained engineer staggering off watch from a foul engine-room does not hold on the "United States." Standard dress for engineers is immaculate white overalls.

Speed has brought the "United States" to world prominence, but speed is an expensive business, whether on land, sea, or air. Shipping men await the announcement of the "United States" operating speed with great interest.

The great Cunard "Queens" generally cross the Atlantic at 28½ knots, at which pace they consume about 850 to 900 tons of fuel oil each 24 hours. The figure is a little higher for the "Queen Elizabeth."

Increase that speed to the 32-knot mark in the "Queen Mary" and fuel consumption literally takes wings and flies to over 1000 tons a day.

Immense Fuel-Consumption.

Assuming that the "United States" would consume about the same amount with her smaller engines but much higher speed of 35.6 knots, her fuel bill for the record-making trip would run out at somewhere about £8000 every twenty-four hours.

The great weight and length of the two British "Queens" enables them to beat out their 28½ knots day-in and day-out in the heaviest weather. The "United States," on the other hand, being shorter and less bulky, may lack the ability to pace it out in all weathers. Atlantic weather is notorious, sometimes atrocious. During the last war a window on

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the "Queen Mary's" bridge, 150 feet above the waterline, was smashed by flying spray.

Because the American liner is intended for war-time transport, the United States Navy virtually called the tune for most of her design features. The aim was to develop a merchant ship which would lead all others on the North Atlantic and be the most valuable Naval auxiliary on the oceans.

Many Standard Practices Abandoned.

From the very first, many standard shipbuilding practices were abandoned. The "United States" was built in a dry dock and the "launching" achieved by flooding the dock. Prefabrication was used extensively. More than 2200 prefabricated units were installed. Some of these units weighed up to 100 tons. The 55ft. high, 60ft. long prefabricated funnels are made of aluminium and were hoisted into position by crane.

In the great hull, there are 1500 miles of welding. At the high speed the American liner attains, the welded joints mean an immense cut in water resistance as compared with overlapping riveted plates. On the subject of safety, the "United States" "possesses an ability to withstand collision damage more than twice that required by international standards."

On this score, too, the "United States" has two separate engine-rooms, parallel piping systems, and extra reserves of equipment, power and supplies.

Air-conditioning has been allowed a full run in this latest ocean greyhound. She is, in fact, the only liner in the world whose port-holes are for vision only — they need never be opened for ventilation. All cabins are provided with world-wide telephone service. There are 19 lifts to shuttle passengers to the 12 decks.

And — shades of heart-breaking "holy stones" — the weather decks are of aluminium instead of the traditional wood and pitch. A seamen's ship as well as a luxury passenger liner.

For navigation, two radar sets scan the sea in a 360 degree arc about the ship, echo-sounders record the depth, and a robot helmsman keeps the course without fuss or bother.

The total cost of the "United States" was £25,000,000, divided into £10,000,000 borne by the builders, the United States Lines, and £15,000,000 by the United States Government to meet the cost of the special defence and war-service features. The liner is insured for just over £11,000,000, the largest cover ever effected on a merchant ship.

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H.M.A.S. "ARUNTA" RECOMMISSIONED AS MODERN ANTI-SUBMARINE DESTROYER.

The Tribal class destroyer "Arunta" which has been undergoing refit and modernisation at Cockatoo Island Dockyard, Sydney, was re-commissioned on Wednesday, November 12 and began her trials on Monday, November 17. "Arunta" had been modernised as part of the programme which the Royal Australian Navy has undertaken to prepare against the grave menace that would be presented by the fast, long-distance, long-submersible submarine in any future war. In announcing this the Minister for the Navy (Hon. William McMahon) said now that the work on "Arunta" had been completed the modernisation of the Tribal class destroyer "Warramunga" would be begun. "Warramunga" returned to Sydney on August 16 after a second tour of duty in Korean waters. The commanding officer of "Arunta" would be Commander J. M. Ramsay, R.A.N., who was in command of "Warramunga" in Korea on her second tour of duty.

NEW TYPE JET HELICOPTER.

The United States Armed Services is reported to have ordered a new type ram-jet helicopter, the "Hornet," which has only two hand controls and no foot pedals. The helicopter, which will seat two, is powered by a 12 lb., 35 h.p. ram-jet engine mounted on the tip of each of two 23 ft. rotor blades. The U.S. Army has ordered two of these helicopters, the U.S. Navy two, and the U.S. Marine Corps one for evaluation purposes. The "Hornet" weighs 360 lb. empty, can carry a load of 600 lb., and has a maximum forward speed of 80 miles an hour. The engines burn almost any type of low-cost fuel, including lower grades of petrol, kerosene, or diesel fuel oil.

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The invitation to join the Royal Australian Naval College which the Australian Commonwealth Naval Board extends to boys in two different age-groups every year has many attractive features. One of the most important of them is that boys who are fortunate enough to be selected are provided with an opportunity to train for an unusually interesting and highly-respected professional career entirely free of cost to themselves or their parents.

From the day they enter the College until they pass out to go to England for further training everything they receive—education, books, food, quarters, clothing, and so on—is given to them without charge. Apart from that they receive either pocket money or a daily rate of pay, according to the age group to which they belong and the period they have spent at the College. As they are promoted after they have left the College, so their pay increases.

The first group of boys to whom the Naval Board offers invitations for the ordinary entry consists of those who are 13 years of age. The second group, known as the intermediate entry, comprises boys aged 15 years.

Boys in the first group spend four years at the College before they go to the United Kingdom as cadet-midshipmen to serve with the Royal Navy, do special courses, and return to Australia later. Those in the second group remain at the College for only two years before they are sent overseas. All of them are trained either as executive, engineering, electrical or supply and secretariat officers.

To succeed in their applications for the ordinary entry to the College 13-year-old boys must first pass a qualifying educational examination, then an official medi-

cal examination and finally be selected by an interviewing committee. The qualifying examination usually takes place in September and the medical examination in November. Boys who are chosen join the College in the following January.

The procedure for 15-year-old boys will, from 1953 onwards, be somewhat different from what it has been in the past. Instead of, as formerly, having to pass examinations set by the various State authorities, 15-year-old applicants will be required to pass an examination that will ensure a uniform standard of educational efficiency for all of them.

Those who pass this examination will then have to undergo an official medical examination and will be selected for entry to the College in the same way that 13-year-old boys are.

On entering the College in January, 13-year-old boys become first-year cadet-midshipmen. Fifteen-year-old boys, however, will, after January, 1954, train and study with cadet-midshipmen in the third year.

The Royal Australian Naval College has been described as the most democratic educational establishment in the Commonwealth. Boys who become cadet-midshipmen and later permanent officers of the R.A.N. come from both Government and Private schools. They are merely asked to prove that they have good character and intelligence, are ambitious and have the personality and other attributes that will fit them for the duties and responsibilities of the career they wish to adopt.

No boy can be entered at the College by his parents by the pay-

ment of fees. He has to win his place in competition against other applicants by intelligence, initiative, physique and outstanding ability. As a result future officers of the Royal Australian Navy are selected from among the best examples of youth in the Commonwealth.

The College stands in the grounds of Flinders Naval Depot at Crib Point, Victoria, but it is a self-contained entity.

Its main building is the accommodation block, which, in addition to providing sleeping quarters, has messing facilities and other amenities.

The Commander's office and other administrative quarters, the sports equipment stores, a large and well-fitted seamanship instructional room, containing models of ships and special appliances, the seamstress's work-room, the sick bay and the canteen lie between the accommodation block and the study block.

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

The class-rooms, physics and chemistry laboratories in the study block are well-lighted and airy. A reference library supplies a wide variety of topical and other information.

The studies at the College are both practical and theoretical and some of them are undertaken in boats on Hann's Inlet, on which Flinders Naval Depot stands. In addition cadet-midshipmen undergo theoretical and practical instruction in engineering.

Other studies are devoted to academic subjects, such as mathematics, physics, chemistry, English, French, history and geography, which, although they sa-



Naval cadets examining an old-type compass before sitting for an examination at H.M.A.S. "Rushcutt." The examination was for selection to the Navy College, Flinders. With them are Captain A. McNicoll (left), in charge of the selection board, and Mr. O. Robin, headmaster of the College.

voir more of the schoolroom than does seamanship, nevertheless provide knowledge essential to the efficiency of a naval officer. Religious instruction also forms part of the curriculum and cadets attend church on Sunday.

The College has good playing fields. They cover a large area and provide one main cricket oval and one junior oval in the summer and two Rugby football grounds and one soccer and one hockey ground in the winter.

Four en-tout-cas tennis courts

are also laid down.

One of the very few cinders running tracks in Australia is maintained at the College. Officers and cadets also use a big, well-equipped, heated, tiled indoor swimming pool during prescribed hours. In summer all cadets swim every day.

MAIDEN VOYAGE.

The motor vessel "Flowergate" (5,000 tons gross) arrived in Sydney recently on her maiden voyage from the United King-

dom with a cargo of steel, cigarettes, excavators, aluminium, etc. The master of the "Flowergate" is Captain William Stubbs, O.B.E., who has quite an interesting background. During the war, Captain Stubbs entered Cannes in Southern France in one of the "Gate" ships and picked up 2,000 refugees from that port which, at the time, was under German occupation. One of the passengers was the well-known writer, Somerset Maugham, who has recorded the incident in his book "Strictly Personal."

WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL



BRITISH TANKER FLEET WORLD'S LARGEST.

Excluding Naval ships but including whale refineries which can be used for oil transport, the British tanker fleet now comprises 22.9 per cent. of the world's total deadweight tonnage, against the American 22.63 per cent., which ranks as the world's second largest.

BRITAIN'S LEAD IN MARINE PROPULSION.

British technical knowledge of jet aircraft engines may soon give the United Kingdom an unbeatable lead in marine propulsion. It is predicted that within ten years the gas turbine (jet) engine will be not only adapted for marine purposes but actually prominently in use in the British shipping industry. An unconfirmed report from London says that the Cunard Company, owners of the mighty "Queen" liners, plans to build a gas turbine powered liner that will recapture the Blue Riband of the trans-Atlantic service. Incidentally, several small gunboats of the Royal Navy have gas turbines experimentally installed while a tanker, the "Auris," has a gas turbine power plant fitted alongside her orthodox diesel engines. Advantage of the gas (jet) turbine is that it will give all the high power and smooth running of the turbine without the huge space occupied at present by boilers.

HARBOUR MASTER APPOINTMENTS.

Captain J. Simpson, until recently Assistant Harbour Master at Sydney and for some time Acting Harbour Master, has been appointed by the Maritime Services Board as Newcastle (N.S.W.) Harbour Master. Captain E. Livingston has been appointed Assistant Harbour Master in Sydney.

CANADIAN PACIFIC SHIPS RENAMED.

The Canadian Pacific Company has decided to give new names to the ships on the revived trans-Pacific cargo service to Japan and the Far East. The "Beavercove" and the "Beaverdell" are to be re-named "Maplecove" and "Mapledell" respectively, owing to the Japanese being unable to pronounce the letter "V".

JET TANKER PLANNED: BRITAIN'S PIONEERING LEAD.

The Shell Petroleum Company is reported to have prepared plans for the world's first gas turbine merchant ship, taking Britain's pioneering lead in jet propulsion another step forward. The ship will be an 18,000-ton oil tanker with twin gas turbines. It will be "revolutionary in many respects," the company said on October 24. The company will introduce gas turbines in other ships of its vast six-million-ton tanker fleet if tests now in hand

succeed on the first. Conversion would lead to big economies in running costs and overhaul charges.

NEW INTER-STATE CARGO MOTORSHIP ORDERED.

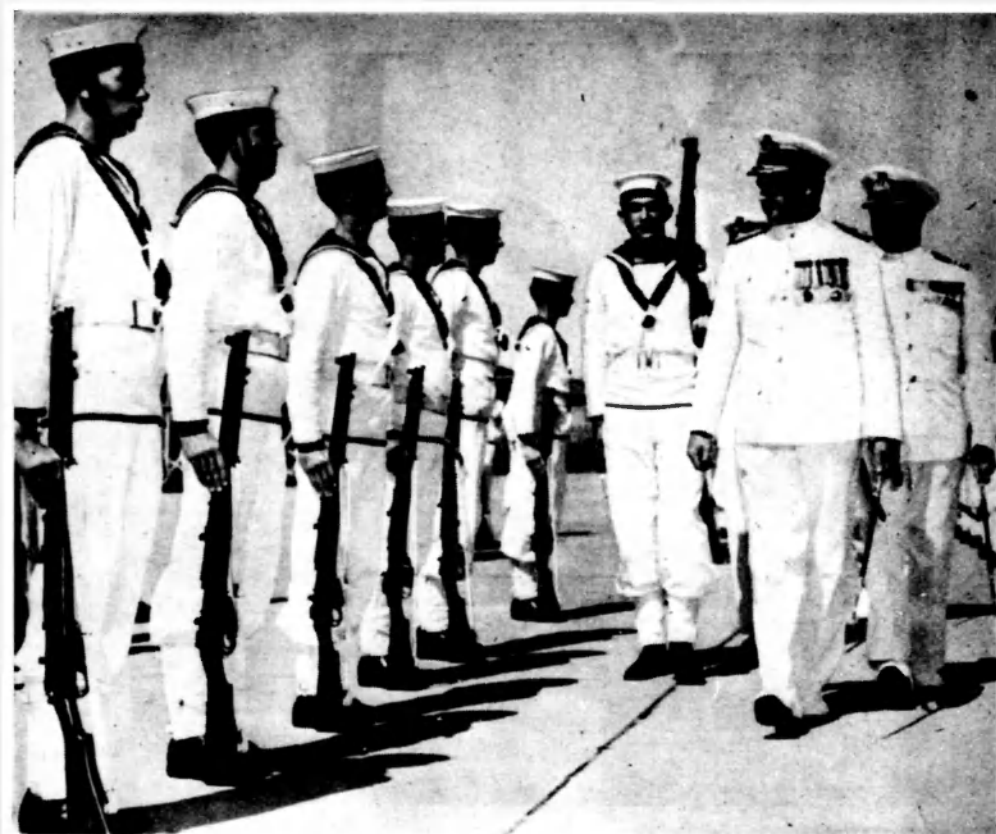
McIlwraith, McEachern, Melbourne shipping company, have placed with the Burntisland Shipbuilding Company, of Aberdeen, Scotland, an order for an Inter-State cargo motorship of 5,500 tons, with a speed of 12 knots.

SMALL BOAT'S LONG VOYAGE.

United Press message from New York on October 30 reported that the 48-foot ketch "Miru," skippered by Dr. R. A. Davis, docked at Norfolk, Virginia, on October 29 on the last leg of a 10,000-mile, 112-day voyage from Lyttelton, New Zealand. Dr. Davis, who plans to study at Harvard University, U.S.A., is accompanied by his wife and two young sons. The "Miru's" departure from Lyttelton was reported in our issue for June, 1952.

£1,000,000 CARGO FOR COMMUNIST CHINA.

The British freighter "Autolycus", 4,800 tons, arrived in Hong Kong on November 4 en route to Tientsin with a cargo of textiles for China. Worth more than £1,000,000, the shipment was the first under agreements signed in Moscow last April.



The Flag Officer in Command Eastern Area, Rear-Admiral H. A. Showers, inspecting some of the 157 National Service Trainees who took part in a passing-out parade at Balmoral Naval Depot recently.

SAFETY AT SEA.

The 1948 International Convention for the Safety of Life at Sea became effective on November 18.

The United States Coast Guard announced in Washington, U.S.A., that Belgium, Britain, Canada, Denmark, France, Holland, Iceland, Israel, Italy, Japan, New Zealand, Norway, Pakistan, Portugal, Sweden, South Africa, the United States, and Yugoslavia had approved the articles of the Convention.

The Convention provides for improved standards in ship construction, fire protection, life-saving appliances, radio equipment, dangerous cargoes, and navigation generally.

The new rules include:

Vessels having less than 20 lifeboats must carry portable radio apparatus on international voyages.

Lifeboat equipment must include such items as a bilge pump, first-aid kit, two buckets, two buoyant heaving lines, one jack-knife, and two buoyant smoke signals.

Vessels in salt water service must undergo dry dock inspection each year.

SHIP'S INTERESTING BACKGROUND.

The "Maria de Mar," in port in Sydney's Walsh Bay during mid-October, created a good deal of curiosity. She is the former New Zealand sailer "Margaret W" turned motorship, and her owner-master is Captain E. Savvoive, a Frenchman. Her trade routes are between New Caledonia, New Hebrides, and Sydney, and she had just completed her fourth voyage on that route. She carries a deck crew of native islanders, retains the clipper bow of her sailing days, has two masts and an aft steering position.

VETERAN P. & O. LINER MAKES LAST SYDNEY LANDFALL.

The old 17,000-ton P. & O. "Ranchi", which was an armed merchant cruiser in World War II, arrived in Sydney on November 13 on her last voyage to Australia. The "Ranchi", launched 27 years ago, is to be taken off the England-Australia run and will probably be broken up. While on patrol as an armed merchant cruiser, she steamed 182,000 miles. Then, converted to a troopship, she carried about 55,000 Servicemen. She was hit by a bomb while carrying troops in the Mediterranean in November, 1943, but was only slightly damaged. The "Ranchi" was a sister ship of the armed merchant cruiser "Rawalpindi," which was sunk in the historic and gallant fight with two German cruisers, the "Scharnhorst" and the "Gneisenau", on November 23, 1939. This last voyage of the "Ranchi" was the 15th she had made to Australia with migrants. She brought 15,000 migrants here, including 958 on her last voyage.

GREEK SHIPOWNERS FLYING OTHER FLAGS.

The efforts that are being made to persuade Greek shipowners to bring their ships back from the Panamanian, Costa Rican and other flags to the Greek are being hampered by the increasing taxation imposed by their Government on shipping.

FREIGHTER AGROUND BUT NO DAMAGE.

The P. & O. freighter "Devanha" ran aground in a squall in Cairns Harbour (Queensland) on the night of November 12. The diver who examined the freighter reported, however, that no damage had been caused to the ship. The vessel is loaded with 8,400 tons of sugar for Britain and has since sailed. The secretary of the Cairns Harbour Board said on November 17 that the position where the "Devanha"

grounded—and from which she was later refloated—is not less than 100 feet outside the western extremity of Beacon Channel.

COURT FINDING ON "ANGELINA" STRANDING.

A Marine Court of Inquiry at Hong Kong found that the stranding of the British motor vessel "Angelina" was caused by the default of the Master, who also committed a wrongful act in prematurely abandoning his ship. The Court suspended his certificate of competency for six months and recommended for the consideration of the appropriate authority that he be granted a certificate of competency as first mate of foreign-going steamships during the period of suspension. In the course of the finding, read by the President (Mr. T. B. Low), was the following: "Undue reliance was placed on the unqualified and inexperienced Junior Officer by leaving him alone on the bridge whilst making a landfall during the hours of darkness." The "Angelina" went aground on Chi Li Pai Reef, off Haipong, whilst on a journey from Hong Kong. Subsequently she was refloated and towed by the British steamer "Kola" to Haipong.

SHIP GROUNDS, FLOATS FREE.

A message from British Columbia on November 19 reported that the 6,000-ton Canadian Pacific steamship "Princess", of Nanaimo, which ran ashore in Nanaimo harbour on the night of November 18, after smashing a refuelling station and seven small boats, floated free on the morning tide.

N.Z. WOMAN STOWAWAY.

An Auckland message on November 20 said that a 30-year-old dress designer, Mavis June Bennett McLarnon, pleaded guilty in an Auckland police court on that day to stowing away in the liner "Wanganella" on Oc-

tober 23. She had apparently been helped to escape from the ship in Sydney by a crew member while being held aboard pending police inquiries. The woman, who flew back from Sydney to New Zealand on November 18, was remanded for sentence.

THE DAMAGE TO THE "AORANGI".

The extent to which the "Aorangi" was damaged in her latest Pacific crossing was disclosed when the liner reached Auckland, N.Z., on November 13. A huge wave (possibly of a tidal nature) smashed windows and tore away woodwork on the ship at the height of a storm some 800 miles from Vancouver. The wave hit the liner at 4 a.m., flooding the cabin of the master, who was in bed. Crockery also was broken in the storm, which lasted 24 hours. The "Aorangi" was two days late reaching Auckland, partly because of engine trouble at Honolulu. Most of the damage done to the ship had been repaired by the time she reached Sydney.

WATT'S NEW TRAMP DESIGN.

Having produced a revolutionary design of cargo liner with the "Wanstead" and her sister ships, Messrs. Watts, Watts and Company are doing the same for tramp design in their new "W" class, with a maximum speed of 14 knots.

NEW SHAW SAVILL LINERS FOR AUSTRALIA.

Lady White, wife of the Australian High Commissioner to Great Britain (Sir Thomas White) on November 5 launched the second of two twin-screw motor refrigerated cargo liners for the Shaw, Savill Line, at Belfast. The vessels will be placed on the United Kingdom-South Africa-Australia-New Zealand run.

TRY, TRY, TRY AGAIN!

The Sydney couple on the ketch "Peer Gynt," Mr. Norman Rome and his fiancée, Miss Sylvia Roach, left Port Macquarie on November 18 for the fourth time, to try to sail to Lord Howe Island. The voyagers left Sydney on October 16 to sail around the world, but were forced by heavy weather and sickness to put successively into Newcastle, Port Stephens, and Port Macquarie. Mr. Tony Carpenter, a Port Macquarie boatbuilder, accompanied the couple on their fourth attempt: he will go as far as Lord Howe Island and then fly back to New South Wales. Rome said that he and Miss Roach will sail up and about the Australian coast until about March next year, and will then resume their round-the-world voyage.

NEW WEST AUSTRALIAN SHIPPING SERVICE.

A regular shipping service between the eastern Australian States and Albany and Esperance (W.A.) was inaugurated in November. In announcing the new service, Senator McLeay, the Minister for Shipping and Transport, said the service to Albany would operate every two months and the Esperance service every three months. The S.S. "Koomilya" will be used on the service and another ship will, later, be put on the run.

ITALIAN LINER'S MAIDEN VOYAGE.

The Italian liner "Castel Felice," which arrived in Sydney on November 10 from Genoa on her maiden voyage, begins a new one-class service between Italian ports and Australia. The "Castel Felice" was formerly a hospital ship, which operated in the Mediterranean during World War II. She has been converted into a seven-deck liner, with accommodation for 1,536 passengers. The ship is owned by the Italian Sitar Line, Genoa.

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BRITISH MEDITERRANEAN FLEET COMMAND and MOVEMENTS

Following a visit to H.M. Submarine "Sanguine" (Lieutenant-Commander C. B. Mills, D.S.C., R.N.), the British Prime Minister (the Right Honourable Winston S. Churchill, P.C., O.M., C.H.), when on holidays in the South of France, dined with the Commander-in-Chief, Mediterranean, Admiral The Earl Mountbatten of Burma, K.G., etc., and Officers of the First Submarine Squadron in H.M.S. "Surprise" (Commander R. A. M. Hennessy, R.N.) at Toulon.

Subsequently, Admiral Mount-

batten paid his first official visit to Naples for the dual purpose of calling on Admiral Girosi, Italian Navy, and other leading Italian Officers, and of calling on the Commander-in-Chief, Southern Europe, Admiral Carney, United States Navy. Admiral Mountbatten then flew his flag in H.M.S. "Glasgow" (Captain J. Holmes, R.N.) and was accompanied by Vice-Admiral F. R. Parham, C.B., C.B.E., D.S.O., the Flag Officer Flotillas, Mediterranean, with his flag in H.M.S. "Forth" (Captain G. F. Pizey, D.S.O., R.N.).

The Commander-in-Chief had with him some 26 ships of the Mediterranean Fleet, including two of the fastest ships of their types in any Navy, H.M.S. "Manxman" (Captain J. T. Lean, D.S.O., R.N.), the minelayer, and H.M.S. "Daring" (Captain P. D. Gick, O.B.E., D.S.C., R.N.), the Royal Navy's heaviest and biggest destroyer.

Other units of the Fleet have been visiting Spain, the South of France, and North Africa; others, again, are in the Suez Canal area, and the remainder are at their dockyard bases of Malta and Gibraltar.

Throughout the last 160 years the British Mediterranean Command has existed in a well-established and unbroken line. The traditional friendship between the Italian people and the Mediterranean Fleet dates from the late 18th century at Naples when Vice-Admiral the Viscount Nelson was the Commander-in-Chief.

This friendship was demonstrated during the visit by the ceremony of "beating retreat" carried out by the massed Royal Marine bands of the ships present. The ceremony took place in the Piazza del Plebiscito by permission of the Italian authorities and was performed in honour of the Italian Navy.

The light Fleet carrier, H.M.S. "Glory" (Captain T. A. K. Maunsell, R.N.), flying the flag of Vice-Admiral F. R. Parham, and the destroyers "Chequers," "Chieftain" and "Chevron," together with the supply ship "Eddybeach," arrived at Barcelona on September 15th on a five-day visit. This is the first time that a British Naval force has visited a Spanish port since the Spanish Civil War, the last visit to Barcelona being in 1933.

A salute of 21 guns was fired as the squadron entered the harbour. The Spanish authorities had arranged a programme of entertainment for the ship's companies, and on three days the ships were open to visitors.

NEWS OF THE WORLD'S NAVIES

FIRST SEAWARD DEFENCE BOAT LAUNCHED FOR R.N.

The first of the Royal Navy's seaward defence boats was launched at the shipyard of Messrs. Yarrow and Co. Ltd., of Glasgow, in August. Reference to his entirely new design of vessel was made by the First Lord of the Admiralty, the Right Honourable J. P. L. Thomas, M.P., when he presented his statement on Britain's 1952-53 Navy Estimates. Mention of it was also made in this journal's editorial for May, 1952, in which the First Lord's anticipation that the vessel would be completed this year, was cited. Powered with diesel engines, this and other craft of its type will be 117' 3" in extreme length and will have a beam of 20 feet. Its purpose is to detect, locate and destroy submarines, including mid-gut submarines, in the approaches to defended ports. Armament will include guns, flares, and depth charges and electronic equipment.

WAR-TIME MINE WASHED ON TO ENGLISH BEACH.

A war-time mine was washed ashore at Brighton, the watering-place in the south of England, on November 2, after it had drifted for years, probably after a storm had broken it from its moorings. Members of the Portsmouth Naval mine disposal unit, helped by the Brighton police, hauled the mine above high-water mark and suitably disposed of it.

R.N.V.R. ENGINEERING AND ELECTRICAL COMMISSIONS.

National Service Royal Naval Volunteer Reserve Engineering and Electrical Officers serving in the Royal Navy can now apply for permanent commissions in the R.N. under the "University Can-

didate" scheme of entry. A Fleet Order announcing this explains that applications can be made after one year's service. Conditions of entry will be identical with those applying to University candidates who are not doing their National Service, except that certain time served as temporary officers will be counted for seniority purposes.

R.A.N.'s VISIT TO MELBOURNE.

The Royal Australian Navy fleet arrived at Port Melbourne on the morning of October 30 and remained until after the Melbourne Cup. As the 12 warships made their ceremonial entry into port, Vice-Admiral Sir John Collins (First Naval Member) aboard the H.M.A.S. "Culgoa," took a 15-gun salute from H.M.A.S. "Sydney". Naval spokesmen said that the fleet was the biggest assembly of Navy ships in Port Phillip since the war. More than 3,000 officers and men were aboard the ships.

U.S. NAVY TRANSPORT AND OIL TANKER COLLIDE.

A message from Washington on November 15 reported that a United States Navy transport collided with a heavily laden oil tanker 60 miles off the Virginian coast on November 14. Five soldiers were reported dead and seven injured. The soldiers were asleep on the transport when their quarters were smashed in by the tanker's bow.

THAI NAVAL MISSION VISITS AUSTRALIA.

A mission of three high-ranking officers of the Royal Thai Navy arrived in Sydney by air from Honolulu on Wednesday, October 15, and stayed in Australia until October 24. The

members of the mission were Rear Admiral Sanoh Rakkham, Captain (E) Sri Daorai and Commander Chaleram Sathirathvara. The objects of their visit were to promote goodwill between Thailand and Australia and to study the organisation of naval bases, supplies, logistics, coastal defence and other subjects. A similar mission from Thailand visited Australia in January, 1951. In New South Wales the mission called on the Flag Officer Commanding the Eastern Area (Rear-Admiral H. A. Showers, C.B.E.) in Sydney and then inspected the Garden Island Dockyard, the R.A.N. Air Station at Nowra and other shore establishments. It left Sydney by air for Melbourne on October 20. In Victoria it called on the First Naval Member of the Naval Board (Vice-Admiral Sir John Collins, K.B.E., C.B.) and visited the Williamstown Dockyard, Flinders Naval Depot and the Royal Australian Naval College. It returned to Sydney by air on October 23 and left later on its return trip to Thailand.

CHART EXERCISE.

Exercise "East Indianman," a control of Merchant Shipping Chart-Plotting Exercise was held at Royal Navy Headquarters, Trincomalee, in September. The exercise, under the direction of the Commander-in-Chief, East Indies (Vice-Admiral Sir William Slayter, K.C.B., D.S.O., D.S.C.) was attended by Naval, Military and Shipping authorities. It was carried out during five working days and represented a period covering the first three weeks of an imaginary war.

R.N. FRIGATES VISIT AMERICAN PORTS.

H.M.S. "Burghead Bay" (Captain J. A. Ievers, R.N.) visited North American ports during



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September, including Albany, Portland and Gloucester. She was due back at Bermuda on October 8. At or about the same time, H.M.S. "Snipe" (Commander D. G. D. Hall, R.N.) visited ports in South America and was to proceed in October to Santos, Montevideo, and Port Stanley. Her visits were of an informal nature.

RETURN OF H.M.S. "GEORGETOWN" FROM RUSSIA.

The destroyer "Georgetown," towed from Murmansk by the tug H.M.S. "Warden," arrived at Rosyth early in September. The "Georgetown" is the second of two destroyers to be returned to the United Kingdom by the Soviet Union, H.M.S. "Lincoln" having reached Rosyth from Russia at the end of August. These ships were transferred to the Royal Navy from the United States in 1940 and loaned to the Soviet Navy four years later.

LAUNCH OF TWO M.T.B.'s FOR R.N.

The first two of a new design of Motor Torpedo Boat, Her Majesty's M.T.B.'s "Gay Archer" and "Gay Bombardier," have been launched at the Portsmouth yard of Messrs. Vospers Ltd. Al-

most entirely of wooden construction, the hulls incorporate structural members of water-resistant plywood. Of 75 feet 2 inches in length and with a beam of 19 feet 8 inches, they mount two 21-inch above-water torpedo tubes and one small gun. Their main machinery consists of conventional petrol engines by Messrs. Packard.

LOSS OF FRENCH SUBMARINE "SIBYLLE".

The First Lord of the British Admiralty sent the following message to the French Minister of Marine expressing condolence in the loss of the French Submarine "Sibylle", formerly H.M.S. "Sportsman": "Please accept on behalf of the Board of Admiralty and the Royal Navy their deepest sympathy in the loss of the F.S. 'Sibylle' and her gallant crew." The Flag Officer Submarines (Rear-Admiral G. W. G. Simpson, C.B., C.B.E.) sent this message to the French Minister of Marine: "Please convey to your Submarine Command the heartfelt sympathy of the Submarine Branch of the Royal Navy in the loss of the 'Sibylle'. Many friendships recently made with members of her ship's company are severed by this tragic loss."

FIRST SEA LORD VISITS KOREAN WAR ZONE.

The First Sea Lord and Chief of British Naval Staff, Admiral Sir Rhoderick R. McGrigor, G.C.B., D.S.O., left London by Comet jet airliner for a four weeks tour of British Naval Establishments in the East and Far East during which he was to spend some time at sea with the Commonwealth Naval Forces operating in the Korean war zone.

R.N. SUBMARINES "SUMMER WAR".

After extensive operations in Exercise Mainbrace, H.M. Submarines returned to home waters towards the end of September to begin another important exercise period—the Annual Summer War. For a week they exercised under the operational control of the Flag Officer, Submarines (Rear-Admiral G. W. G. Simpson, C.B., C.B.E.) who was afloat, flying his flag in the Submarine Depot Ship, H.M.S. "Maidstone" (Captain V. J. H. Van Der Byl, D.S.C., R.N.). British submarines, including several of the "A" and "T" classes, were joined for the exercise by two Netherlands boats, H.M. N.S.'s "Zwaardvis" and "Zeehond".

H.M.A.S. "ANZAC" IN ACTION.

The Australian destroyer "Anzac" silenced an enemy battery in the Chodo area of Korea, a British Admiralty communique issued in London said on November 18. The enemy made a surprise attack while the "Anzac" lay at anchor. The "Anzac" did not receive a direct hit, and had no casualties. An enemy battery of four 3-inch guns fired from caves at a range of 12,000 yards, the communique said. The "Anzac" slipped her cable quickly, got under way, and replied with rapid accurate fire. A running fight followed, with the range shortening because of restricted navigation. The enemy fired

about 50 rounds. The "Anzac" fired 174 rounds. The British destroyer "Comus" and the Canadian destroyer "Crusader" supported "Anzac" at long range.

NEW R.N. AIR STATION.

H.M.S. "Goldcrest," a Royal Naval Air Station at Brawdy, near Haverfordwest, Pembrokeshire, was commissioned on September 4 with Captain R. E. N. Kearney, O.B.E., R.N., in command. The airfield at Brawdy was built for the Royal Air Force during World War II, and subsequently was handed over to the Royal Navy for care and maintenance. It is to be the Armament Training Station for front line jet fighter and night fighter squadrons.

LAUNCH OF INSHORE MINESWEEPER.

Her Majesty's Inshore Minesweeper Number M.2001, was launched at the shipyard of Messrs. J. S. White & Co. Ltd., of Cowes, Isle of Wight, on September 3. The ceremony was performed by Mrs. Martin, wife of Mr. C. E. Martin, Principal Ship Overseer, Minesweepers. The main machinery of M.2001 is by Messrs. Foden Ltd., of Sandbach, Cheshire. She is 106 feet 5 inches in length with a beam of 20 feet 6 inches, and is designed to operate in shallow waters, such as rivers and estuaries. She is a new type of vessel embodying novel features resulting from lessons learned during the war and in the course of subsequent developments. In addition to minesweeping equipment, she will mount one small gun. 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.

INSPECTION OF R.N. RESERVE FLEET.

Flying his flag in H.M.S. "Trafalgar", the Flag Officer Commanding the British Reserve Fleet (Vice-Admiral Sir Henry W. U. McCall, K.B.E., C.B., D.S.O.)

carried out his annual inspection of Headquarters of the Sheerness Division of the Reserve Fleet on September 23, and the Headquarters of the Chatham Division of the Reserve Fleet on September 24. H.M.S. "Trafalgar", commanded by Lieutenant-Commander D. R. Wheeler, R.N., arrived at Sheerness from Portsmouth and proceeded thence to Chatham. On leaving Chatham a routine visit was paid to Harwich Division of the Reserve Fleet. H.M.S. "Trafalgar" returned to Portsmouth on September 26.

THE FAMOUS "AMETHYST" GOES HOME FOR "FACE-LIFT".

An Associated Press report from Singapore on November 12 said that the British frigate "Amethyst" sailed from Singapore for the United Kingdom on November 10 to undergo "extensive modernisation". H.M.S. "Amethyst", famed for her daring run down the Yangtze River under the muzzles of Communist guns, sailed up Malaya's Trengganu River recently to "show the flag" and was visited by more than 500 people. The frigate's last mission was a vain search for six fishermen lost in the recent typhoon off the east coast of Malaya. Commander A. R. L. Butler said that the "Amethyst" had taken a big part in the fighting in Korea and Malaya and had recently been shelling guerrilla hideouts. All her guns and equipment will have to be changed to bring her up-to-date, the Navy spokesman said.

NO INQUIRY INTO "AWAHOU'S" DISAPPEARANCE.

The Commonwealth Department of Navigation and Light-houses has decided that an inquiry will not be held into the disappearance of the 437-ton motorship "Awahou" which was mysteriously lost between Sydney and Lord Howe Island last September.

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PERSONAL PARAGRAPHS

NEW C-IN-C, PORTSMOUTH.

Admiral Sir John Edleston, K.C.B., C.B.E., formerly Commander-in-Chief, Mediterranean, succeeded Admiral of the Fleet Sir Arthur Power, G.C.B., C.B.E., C.V.O., as Commander-in-Chief Portsmouth and Commander-in-Chief Channel and Southern North Sea under N.A.T.O., on September 23, 1952.

ADMIRAL COMMANDING (R.N.) RESERVES.

The appointment of Rear-Admiral A. K. Scott-Moncrieff, C.B., D.S.O., as Admiral Commanding Reserves (R.N.), in succession to Vice-Admiral J. A. S. Eccles, C.B., C.B.E., who, as previously stated in this journal, has been appointed Flag Officer Air (Home), has been announced by the British Admiralty. Rear-Admiral Scott-Moncrieff's appointment dates from January, 1953.

PRESIDENT, BRITISH ADMIRALTY INTERVIEW BOARD.

The British Admiralty has announced that Rear-Admiral L. N. Brownfield, C.B.E., has been appointed President of the Admiralty Interview Board in succession to Rear-Admiral D. H. Everett, C.B., C.B.E., D.S.O. The appointment took effect in October, 1952.

M.N. COMMODORE HONOURED.

In the first Honours List published on June 5 in celebration of Her Majesty the Queen's official birthday, Commodore G. E. Cove, Commodore Captain, R.M.S. "Queen Elizabeth" (Cunard Company) was appointed a Commander of the Order of the British Empire (C.B.E.).

NEW FLAG OFFICER, SECOND-IN-COMMAND, FAR EAST.

Rear-Admiral E. G. A. Clifford,

C.B., hoisted his flag in H.M.S. "Newcastle" and assumed the duties of Flag Officer Commanding Fifth Cruiser Squadron and Flag Officer Second-in-Command Far East on September 23, 1952.

DEATH OF REAR-ADMIRAL R. K. DICKSON.

Rear-Admiral Robert Kirk Dickson, C.B., D.S.O., formerly head of the British Naval Mission, Greece, and wartime Chief of Naval Information at the British Admiralty, died on September 17 in hospital as a result of an accident with a circular saw at his home at Ringwood, Hants. Admiral Dickson was 54 years of age and served as a midshipman in World War I, at the battles of the Falkland Islands and at Jutland. Early in World War II he commanded the fast minelayer "Manxman," the first ship to reach Malta for twelve weeks when the siege was raised in November, 1942.

NEW FLAG OFFICER, MALTA.

Rear-Admiral I. S. C. Salter, D.S.O. and bar, O.B.E., Flag Officer, Malta, and Admiral Superintendent H.M. Dockyard, Malta (designate), arrived at Malta from the United Kingdom on September 22 accompanied by Mrs. Salter. Admiral Salter hoisted his flag in H.M.S. "Angelo" and Vice-Admiral G. A. B. Hawkins, C.B., M.V.O., D.S.C., the retiring Flag Officer, left for the United Kingdom in the fleet auxiliary "Fort Dunvegan," accompanied by Lady Margaret Hawkins and their daughters and Commander (S) P. J. Glason, secretary to the Flag Officer.

CITATION TO C.B.E. AWARD.

The Minister for the Navy (The Hon. William McMahon) announced on October 28 that the Citation to the Award of C.B.E. to Captain (now Commo-

dore 2nd Class) David Hugh Harries, commanding officer of H.M.A.S. "Sydney," which had been recommended by the Commander-in-Chief, Far East Station (Admiral the Hon. Sir Guy Russell) read:—"For devotion to duty whilst in command of H.M.A.S. 'Sydney' operating off the West coast of Korea for four months, during which time this most efficient carrier created a sortie record and consistently kept up a very high rate of sorties, which could only have been achieved by high efficiency of all hands from hard training under the supervision of Captain Harries. He displayed excellent qualities of Command and leadership under conditions of great strain and bad weather: all tasks asked for were accurately carried out."

CITATION TO D.S.C. AWARD.

The citation to the D.S.C. award to Lieutenant-Commander Dollard, commanding officer of H.M.A.S. "Murchison," which had been recommended by Admiral Sir Guy Russell, Commander-in-Chief Far East Station, read:—"On 28th and 30th September in the Han River, Korea, Lieutenant-Commander Dollard showed the highest example of steadiness under fire and imperturbability when his ship was taken under fire by enemy shore guns and mortars at point blank range of under two miles. Lieutenant-Commander Dollard manoeuvred with great skill in a very narrow unmarked river and extricated his ship with great success after many hits had been received by the ship. For his great devotion to duty under dangerous conditions on this occasion and many others I recommend him for a decoration."

BROTHERS AS MASTERS.

With the appointment of John L. Carroll as Commander of the

S.S. "Mahana" early this month the Shaw Savill Line have two brothers commanding vessels of their fleet. Captain John Carroll is a brother of Captain C. L. Carroll, D.S.C., who is at present in command of the M.V. "Delphic." Captain John Carroll was appointed to the "Mahana" at Durban on the vessel's homeward voyage and is due in U.K. mid-November. He relieved Capt. F. Charnley who proceeded by air to U.K. to stand-by and await the sailing of Shaw Savill's newest vessel the motorship "Cedric".

IN HER MAJESTY'S HONOURS LIST.


In the first Honours List published on June 5 in celebration of Her Majesty the Queen's official birthday, the following were among those connected with the Merchant Navy who received the Award of an Officer of the British Empire (O.B.E.): Mr. E. R. Brown, Chief Engineer Officer, S.S. "Swainby" (Sir R. Roper & Co.); Mr. R. E. Hadley, Chief Engineer Officer, M.T. "Velutina" (Anglo-Saxon Petroleum Co.); Captain R. C. Proctor, Master, S.S. "British Prince" (Prince Line).

Mr. A. T. GIBSON, C.B.E., RETIRE.

Ex-Chief Engineer of the Shaw Savill Line Flagship, q.s.m.v. "Dominion Monarch," Mr. Gibson, joined Shaw Savill in December, 1911, as Third Engineer of the "Mamari." He served as Third Engineer and Chief Refrigeration Engineer on many of the Company's vessels until his appointment as Chief Engineer of the "Kumara" in 1922. He subsequently held this position on the "Mahana," "Mataroa," "Coptic" and "Karama" until proceeding ashore to stand-by the building of the "Waipawa," "Wairangi" and "Waimarama" in 1933. He then sailed in the "Wairangi" as Chief Engineer from 1935 to 1937, when he again came ashore to stand-by the "Dominion Monarch," which was

then under construction at Wallsend. It was at this stage that one of the most famous legends about "Gibby" originated—that of his famous bowler hat. At a farewell dinner given to Mr. Gibson on board the "Dominion Monarch" he spoke of this legend as follows: "I stood by this Liner which was being built and I bought the bowler hat to wear as a mark of authority in the yard. Since then I have only been once without it—when the submarine menace was at its height. The hat was then

taken ashore at Auckland until it was safe to be taken to sea again." Thus for nearly 14 years Mr. Gibson and his bowler hat have supervised the running of the engines of the "Dominion Monarch." Mr. Gibson was awarded the C.B.E. in New Year's Honours List, 1945, for his services as Chief Engineer of the "Dominion Monarch." The vessel was in dry-dock at Singapore with the engines dismantled whilst air-raids on the town and dock area were incessant.



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SEA-ODDITIES

Recently there have been various accounts of new volcanoes and islands rising out of the sea in the Pacific Ocean. The most recent report of an occurrence of this nature came from Honiara, Solomon Islands, in mid-November. It reported that a new volcano had risen out of the sea 17 miles south of Vangunu Island, Western Solomons. Captain J. R. Adams, master of the "Malolo," observed and photographed the volcano on November 13. It was then 100 feet long, 20 feet wide, and 15 feet high. It is not known whether the eruption occurred at the same time as the earthquakes reported in the Gizo area of the Solomons some few days previously.

Bit by bit we are learning something about the weird life that exists in the vast undersea "deeps." A message from Los Angeles on November 5 said that when Mr. Otis Barton, the undersea explorer, submerged to a depth of 3600 feet off the Southern Californian coast in his bathyscope he found a world of flying snails and a layer of twisting and turning life. Barton was under water for three and a quarter hours in an attempt to exceed the distance of his former dive of 4500 feet in 1949. He failed in that because the depth was not there. "Instead, I discovered," he said, "a fantastic living ocean bottom hitherto unknown to man. I saw flying snails, strange jellyfish and hatchetfish 1100 to 1400 feet down among a swarming, teeming layer of weird life that perpetually moved through blackness."

Science is disclosing more and more that the wealth in the sea is practically unlimited. As human populations increase, mankind may yet find the means of survival in the sea—in the vast riches of foodstuffs and chemicals still awaiting a lap-tation and production. For

in the vast seas there exists practically every element known to man. In solution there are undreamt quantities of gold, silver, copper, magnesium, radium, and the rest. Substances used in the manufacture of plastic and other things are obtained from seaweeds. Seaweed is also rich in foodstuffs for livestock. The minute form of life known as the plankton is illimitable in the sea, and this is already being converted into food for human consumption in Japan; in this regard one writer has suggested that we may one day be eating planktonburgers as we now eat hamburgers. In every cubic mile of sea water there are 175 million tons of chemicals, according to the Dow Chemical Company of the United States. And the dimensional content of the oceans is something like 323,000,000 cubic miles.

Has it ever occurred to you that the "deeps" of the oceans have their noises just as on the surfaces of the globe? Sonic devices have shown that the depths of the seas are anything but silent. On the contrary, even amid the deepest of the depths there is a continual uproar of creaks, groans, clicks, squeals and whistles created by known and unknown sea creatures as they move in shoals over the plains of the sea like herds of cattle. Nor are the depths in any way places of placid calm. Far below in the depths, there are almost endless disturbances as great waves rise and fall and roll away, some of them as high as 300 feet and continuing on unbrokenly for hundreds of miles. These waves are quite distinct from the surface waves, which—even in the fiercest storms—are rarely more than 50 feet high. Miss Rachel L. Carson, in her recent book, "The Sea Around Us," says that some of these waves have been recorded as travelling 6000 miles before breaking on a shore.

We don't often expect to see fishes climbing trees. Yet this spectacular example of a creature which can progress in elements that are foreign to its class as a whole is habitually provided by the mud-skipper fish of the tropics. Indeed, the mud-skipper has become so acclimated to a life on the land that it will drown if kept too long in deep water. While the mud-skipper "is out of the water," writes Frank W. Lane, in his fascinating book, "Nature Parade," "its large gill chambers are filled with air. As the fish skips about the mud-flats its tail is often left hanging down in the water, and it is a remarkable fact that it literally breathes through the skin of its tail more efficiently than by means of gills. It can survive for thirty-six hours with its tail submerged, but barely half that length of time if only its gills are allowed to function."

The mud-skipper has movable, bulbous eyes which are adjustable to vision in the air as well as in the water. The fish has a special muscle which enables it to shift the lens close to the retina and thus produce a sharp image of objects at some distance.

When on land the mud-skipper's chief means of progression are its breast-fins and tail. The fins can be turned backwards and forwards in the same way as the forelegs of a horse. The pelvic fins act as the back legs. By a sudden thrust with the tail a jump of a yard can be made. Mud-skipper are extremely lively and it is not unusual to see them pursue a fly in the water and, when it decamps to the land, hop after it and finally catch it in mid-air. The fish frequently climbs the roots of mangrove-trees by hitching itself up by means of its forward fins. Allied to this fish is the little mud-hopper of Queensland, where the present writer has seen it springing in advance of the rising tide and leaping and skipping over the wet mud.

THE BRITISH SHIP ADOPTION SOCIETY.

That both seafarers generally and unions which represent them, particularly the Mercantile Marine Service Association and the Navigators and Engineer Officers' Union, have now become deeply interested in the aims and activities of the (British) Ship Adoption Society is a fact greatly to be commended. The Ship Adoption Society is undoubtedly performing extremely useful work in making school-children more conversant with the great service provided by the Merchant Navy to the peoples of the United Kingdom and the British Commonwealth.

Not only has the Society, in forging links between seafarers and schools, performed extremely useful work in this direction, but also its educational value in other circles is now generally recognised and appreciated.

The correspondence which has been exchanged between school-children and ships' personnel has not only established lasting personal friendships, but in a practical way has given school-children, and undoubtedly also many adults, an interesting insight into economic geography.

It is not necessary here to dwell on the many pleasing features of the close relationship which exists between many schools in Britain and many ships on the seas. Great numbers of masters and officers of the British Merchant Navy have taken part in this well-worthwhile endeavour.

In the administration of the Society, not a few problems arise in maintaining this intimate association, and not least among these problems are the frequent changes among the sea-going personnel who co-operate. Most members of the Society will, of course, realise that the basis of the scheme is of a school adopting a particular ship, but it will also be appreciated that many of those who have taken part in this valuable work have come to regard it in a personal and intimate way.

of the Society, when changes take place in adopted ships, if those concerned would advise the Society that they have left the ship in question, and at the same time advise the Secretary of the next ship to which they are appointed.

It would also greatly facilitate continuity if, when leaving the ship, the master or officer would be good enough to acquaint his successor with the ship's file of Ship Adoption Society work so that the good work can be carried on. This journal would like to emphasise that where personal links exist, even if a master or officer leaves the adopted ship, it would be appreciated if he continued his personal correspondence from whatever ship he may be appointed to.

BRITISH CIVIL LORD VISITS EAST.

Mr. Simon Wingfield Digby, M.P., Civil Lord of the British Admiralty, left the United Kingdom by Comet jet airliner on September 8 on an extensive tour of Naval bases in Ceylon, Singapore and Hong Kong.

The visit was primarily concerned with the Civil Lord's responsibility for British Admiralty Civil Engineering works and conditions of employment of Admiralty industrial employees.

While in Ceylon, the Civil Lord stayed at Admiralty House, Trincomalee, with Vice-Admiral Sir William Slayter, K.C.B., D.S.O., D.S.C., who recently took up appointment as Commander-in-Chief, East Indies Station. Mr. Digby also stayed with His Excellency the Governor General, and he called on the Prime Minister of Ceylon, The Right Honourable Dudley Senanayake and Sir Kanthiah Vaithianathan, Secretary of the Ministry of Defence and External Affairs.

On September 18, the Civil Lord left for Singapore, where he visited Royal Naval Shore Establishments and the dockyard. During his visit to Singapore he stay-

ed with the Commander-in-Chief, Far East Station, Admiral The Hon. Sir Guy Russell, K.C.B., C.B.E., D.S.O.

At the end of September, Mr. Digby left Singapore for Hong Kong to carry out an inspection of the Naval Dockyard, Royal Naval Shore Establishments and married quarters. He was due to leave Hong Kong on October 4 to return to the United Kingdom via Ceylon.

SPEAKING OF SHIPS

A number of retired Naval Officers, from Admirals downwards, are making voyages in merchant ships in order to learn the merchant seamen's difficulties in convoy and commerce protection work.

North Atlantic liner freights on grain parcels were some time ago drastically cut in keeping with the

of inshore minesweeper mentioned in the British Naval Estimates. The craft is 106 feet 5 inches long by 20 feet 6 inches beam.

Norwegian salvors have already salvaged 15,000 tons of scrap from the wreck of the German battle ship "Tirpitz" out of the 40,000 tons which it is hoped to secure.

The first of the three big slidgates for the Eastern Oil Dock on the Manchester Ship Canal has been delivered, and it is expected to have the dock in action by the (English) autumn of 1953.

Irish Shipping Ltd. has placed orders in Britain for seven 9,500-ton (d.w.) cargo motorships, a 3,000-ton (d.w.) motor tanker, and two colliers.

The figures for shipyard accidents in 1951 show a considerable decrease compared with 1950, with considerably more men employed.

The 128-feet, motor oceanographical and fishery research vessel ordered by the Plymouth Biological Station from Philip's yard at Dartmouth is to have an additional motor of 15 h.p. for the low speed necessary for certain scientific work.

Messrs. Hyland Ltd., the makers of the hydraulic winches, steering gear, etc., which have become so popular recently, have been taken over by Messrs. Vickers.

Careful investigation is being made into the conflicting opinions as to the direct influence of the use of aluminium on the actual cost of new ships.

The Ellerman Group has ordered nine 15-knot ships of 10,500 tons gross, in addition to three of 4,000 tons of the "Mal-

tasian" class, and one of 2,200 tons.

British merchants are being undersold in a number of commodities on the South American market by both Germany and Japan.

Oil has been struck on the North-west Newfoundland coast where boring was abandoned 50 years ago on account of transport difficulties.

The Soviet Government is understood to be completing the conversion of several seized or salvaged liners into luxury vessels to be run on international routes.

The Hamburg American and North German Lloyd Companies have decided to install accommodation for 12 passengers in their new cargo boats.

Dockers demanded "embarrassment money" when they were called upon to handle a cargo of sanitary equipment in a Clan liner.

An immense value in lead and copper has been recovered from the First World War wreck of the Federal liner "Cumberland" by the salvage steamer "Foremost 17," originally a Port of London Authority's hopper. The "Cumberland" was wrecked near Two-fold Bay on the New South Wales coast.

Russia has suggested to Japan a barter of coal for fishing vessels and ship repairs.

Immediately after the close of the Antarctic whaling season a number of Norwegian factory ships were fixed on voyage charters as tankers.

H.M.S. "VENGEANCE" TURNED OVER TO R.A.N. ON NOVEMBER 13.

The aircraft carrier "Vengeance", which is being lent to the Royal Australian Navy by the British Admiralty, was turned over to a R.A.N. steaming party on November 13. The steaming party of 550 officers and men arrived in England from Australia recently in the S.S. "Asturias" and will take "Vengeance" to Australia early in the coming year. "Vengeance" will be commanded by Captain H. M. Burrell, R.A.N., who assumed command on December 2. Prior to that she was commanded temporarily by Commander C. M. Hudson, R.A.N., who, on Captain Burrell's assumption of command, became the ship's executive officer. "Vengeance" will be Australia's second aircraft carrier—the other one is H.M.A.S. "Sydney"—and will be used by the R.A.N. until another carrier has been completed.

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AUSTRALIAN SEA CADET CORPS

(N.S.W. DIVISION)

PRESENTATION OF SEA CADET CORPS "COLOURS"

A very impressive Ceremonial Parade took place at H.M.A.S. "Rushcutter" on Saturday, 25th October. It was the occasion of the Presentation of the new Sea Cadet Corps "Colour" to the N.S.W. Division of the Australian Sea Cadet Corps. Owing to heavy rain the Ceremony could not be held in the Inner Domain as planned. This was a disappointment to the Cadets, who had been trained by Chief Petty Officer Ferris, R.A.N. However, the Ceremony took place in the Drill Hall at H.M.A.S. "Rushcutter" and was no less impressive.

The "Colour" was donated by the Navy League Ladies' Auxiliary Committee. This was a befitting climax to the good work done by the ladies for the Sea Cadet Corps. The President of this tireless group of ladies, Mrs. Showers, has proved a great help to the Cadets by raising money through her organising powers.

The interest shown by the Ladies' Committee has given the Officers and Cadets of the Division heart to carry on. Had it been fine, Sydney would have, for the first time, witnessed the Sea Cadets at their best. The weather prevented them showing off the result of hard and efficient training under a Naval Gunnery Instructor.

The R.A.N.R. Band assisted with the Ceremony and they, too, had the opportunity to show themselves in full "ceremonial."

The Parade was formed up in the Drill Hall to await the arrival of Mr. G. A. Rickards, the Acting President of the N.S.W. Division of the Navy League of Australia.

Whilst waiting Rear-Admiral H. A. Showers, the Flag Officer in Charge, Eastern Australian Area, Captain Brooks, Chief Staff Officer, Captain Tancred, Captain

Buchanan, Lieutenant Commander Dixon, Mrs. H. A. Showers, Lady Walder and several other important persons arrived. Mr. Rickards arrived and was met by S.C. Lieut. Commander D. J. Mori.

Deputy Senior Officer, N.S.W. Division, who conducted him to the Parade Commander, S.C. Lieutenant G. Humphrey. The Escort Company under S.C. Lieut. A. McPherson was then inspected



[From left to right]: Petty Officer Instructor J. Coleman, S.C. Sub-Lieutenant W. Jackson, Petty Officer Instructor D. Connolly. [In background]: C.P.O. K. Baxter.

in ceremonial style. On completion of the inspection, the Port Chaplain, the Rev. Williams, blessed the Colour, after which Mr. Rickards, assisted by Mrs. Showers, on behalf of the Ladies' Committee, presented the "Colour" to S.C. Sub-Lieutenant W. Jackson. On completion of the presentation Mr. Rickards gave a short address: he impressed on the Cadets the loyalty and pride they owed to the "Colour" and that they were to respect the "Colour" at all times.

Mrs. Showers then addressed the Parade. She asked that the Sea Cadet Corps always strive hard to remain loyal and proud of the "Corps" and to look on the "Colour" as a symbol of that loyalty.

The ceremony was completed by the Escort Company marching away to the stirring tune of "Hearts of Oak."

To make up for the disappointment caused by not being able to "Parade" as it had been prepared for, it is intended on some future date to "Show The Colour," when it is hoped that the Escort Company will show the same precision and efficiency that they, in a small way, showed at the Presentation Ceremony.

RESUME OF NAVY WEEK IN BURNIE.

October 17—Friday.

In conjunction with the Ex-Navalmen's Association, Navy League and Sea Cadets assisted with the sale of buttons. Approximately £20 was raised for the unit.

October 19—Sunday.

The Cadets of T.S. "Tobruk," together with Cadets from Ulverstone, turned out in force and marched to the War Memorial, led by the ex-Naval men and the Burnie Municipal Band. An address was given there by Lieut. Commander the Rev. Chas K. Warren, D.S.O., R.N.V.R., and wreaths were laid by the Warden of Burnie, Ex-Navalmen's Association and Navy League and Sea Cadets.

EX-NAVAL MEN'S ASSOCIATION

Association members will be pleased to learn that one of its officers, Mr. J. P. C. Watson, has been appointed to the Chairmanship of the newly-created Repatriation Assessment Appeal Tribunal. Mr. Watson's name was submitted in a panel of three nominees chosen by Federal Council for submission to the Hon. The Minister for Repatriation.

Federal Council has nominated Mr. H. S. Peebles (Federal Vice-President) to be its delegate to attend the forthcoming Australian Citizenship Convention, to be held at Canberra.

Mr. Angus McKee was elected State President of South Australia at the recent State Annual Conference. Mr. McKee has been Operating Trustee of the King George Fund for Sailors for a number of years.

Sub-Sections in Victoria have been receiving applications from quite a few W.R.A.N.S. desiring to join the Association; these applicants are post-war entries in the Service.

The following transfers of members have been effected over the last month or two:—Messrs.

B. W. Thurlow, from Melbourne to Sydney S.S.; J. A. E. Nesbitt and F. N. Walker, from Sydney to the Parramatta S.S.; R. S. Lines, from Sydney to Canterbury-Bankstown S.S.; and B. Portaway, from Chatswood to South Australia Headquarters, S.S.

It is with deep regret that Council advises the passing away of the following members:—Messrs. J. B. Bailey, G. Hutchings, T. H. Tomkinson, T. J. McGovern, W. Haid, G. E. Lighton and E. F. Wingrove of N.S.W.; W. H. Brown, J. S. Young, F. Veilgaard and Ben Talbot of South Australia; W. R. Hughes, W. T. Bassett, J. McCullough and Ernest Satterley of Victoria, and B. T. Cochrane of Western Australia.

Papua-New Guinea Section made a handsome profit from the Naval Ball which was held at Port Moresby. It has been decided to share the proceeds of the Pirate Ball between the Association and Legacy Club in the Territory.

The Federal President and Councillors take this opportunity of extending the Season's Greetings to readers of "The Navy."

—G.W.S.

October 21—Tuesday

Trifalgar Day.

A dance was held in the Burnie Town Hall by Navy League.

October 22—Wednesday.

H.M.A.S. "Latrobe" (Lieut. Commander W. Evans, R.A.N.) arrived in Burnie on an official visit. During the six days spent in Burnie, the ship's company was entertained by Navy League and other organisations.

October 25—Saturday.

Burnie Cadets were invited to H.M.A.S. "Latrobe" for instruction, and the Cadets had a very good time. The main item of interest was several "drops" over the side in the ship's whaler, together with interesting gunnery instruc-

tion. To round-off the morning, the Cadets assisted the ship's company to clean up the ship ready for visitors.

The unit is looking forward to the arrival shortly of H.M.A.S. "Huon." This diesel-engined craft is 65ft. long and will be a wonderful asset to the unit. The craft will be on permanent loan and will become the unit's home. With "Huon's" arrival, practical seamanship will no longer be confined to short sailing trips in the whaler, as voyages to neighbouring units along the Tasmanian coast are being planned.

J. B. MORRISON,
Hon. Secretary,
Burnie Branch.



[Above]: On 26th November children of the Officers and men of H.M.A.S. "Australia" had the run of the ship when the ship's Christmas Party was held. Here, some of the children are shown being kept busy defending the "Australia's" eight-inch guns against the attacks of "pirates."

[Above right]: It's hard to tell who had the most fun—children or crew? In another part of the ship the "pirates" deal with a "mutinous crew member."



"CONWAY" TURNING OUT GOOD "STUFF"

Sir John Nicholson, a member of the Committee of Management of H.M. (school-ship) "Conway," when addressing the 95th annual meeting of the Mercantile Marine Service Association recently, said:

"It was a great pleasure to be allowed to speak on behalf of the 'Conway,' and he wished to state on behalf of everyone associated with her how they appreciated the fact that the Lord Mayor [of Liverpool] found time to visit the 'Conway'."

Sir John said that it was a most complicated business to fit in the combined requirements of the technical and general education, but boys were turned out from the "Conway" with a considerably wide education as well as the essence of their craft. The point

had to be reached where they were satisfied that what was originally an experiment of transferring the ship to Plas Newydd (concerning which a detailed description was given in the May, 1951, issue of this journal) had proved to be a complete and absolute success. That was the right home for the ship, and having reached that point, it was fairly evident that before so very long they would have to expand further as more room was required for playing-fields and recreation.

More than that, they would certainly be faced with completing the rest of the ship herself which, as most would remember, was under way in 1939 but was cut short by the war. They were satisfied that if she could be put into dry

dock once more at some future date she would be fitted for a further considerable spell of years, and he was quite sure everyone who had any association with the "Conway" would wish that to be done. That necessarily cost money, and no doubt they would find that some of their friends in the industry would not be unwilling to assist them.

In the meantime, Sir John said, he quite confidently reported that the "Conway" was doing her job. It was evident from the number of applications that parents at any rate were satisfied as to that, and he would holdly say they were right, and that the sort of "stuff" they were turning out was what was wanted by the Merchant Service of the Country.

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R.N. TUGS GET SALVAGE AWARDS.

Salvage awards for the company of Her Majesty's tug "Assiduous" (Lieutenant-Commander C. W. Stanford, D.S.C., R.N.), for their part in saving the Russian steamer "Kharkov," have been announced in the "London Gazette." The awards range from £103/3/3 for a first share to £7/14/11 for a twelfth share.

The saving of the S.S. "Kharkov" makes interesting reading.

During foul weather in May, 1948, the "Assiduous" laboured for four days to tow the "Kharkov," owned by the Far Eastern Steamship Lines Of Vladivostock, a distance of 348 miles in the Indian Ocean. Loaded with 6414 tons of ammonium sulphate, the steamer was in distress owing to a fuel shortage developing after heavy weather had been encountered. No commercial tug being available, the agents requested the assistance of a tug from Naval Headquarters, Trincomalee.

The "Assiduous" was ordered to sea from Trincomalee, Ceylon, and a Sunderland aircraft of R.A.F. Coastal Command was also despatched to search for the "Kharkov." The weather remained unfavourable, with heavy seas and a wind of gale force. After two days the "Assiduous" made contact with the Russian ship on the evening of the 19th May. The Sunderland, the crew of which also share in the award, which had located her a short while before, returned to base. In view of the weather, both the "Assiduous" and the "Kharkov" remained hove-to throughout the night. Next morning the weather had not improved, but as both vessels had drifted 26 miles in an adverse direction "Assiduous" passed a line to the "Kharkov" and towing started. The "Kharkov" assisted with her engines at first, but these were stopped after a few hours owing to the presence of water in her remaining fuel.

"The services were performed with great skill and high qualities of seamanship," states a report.

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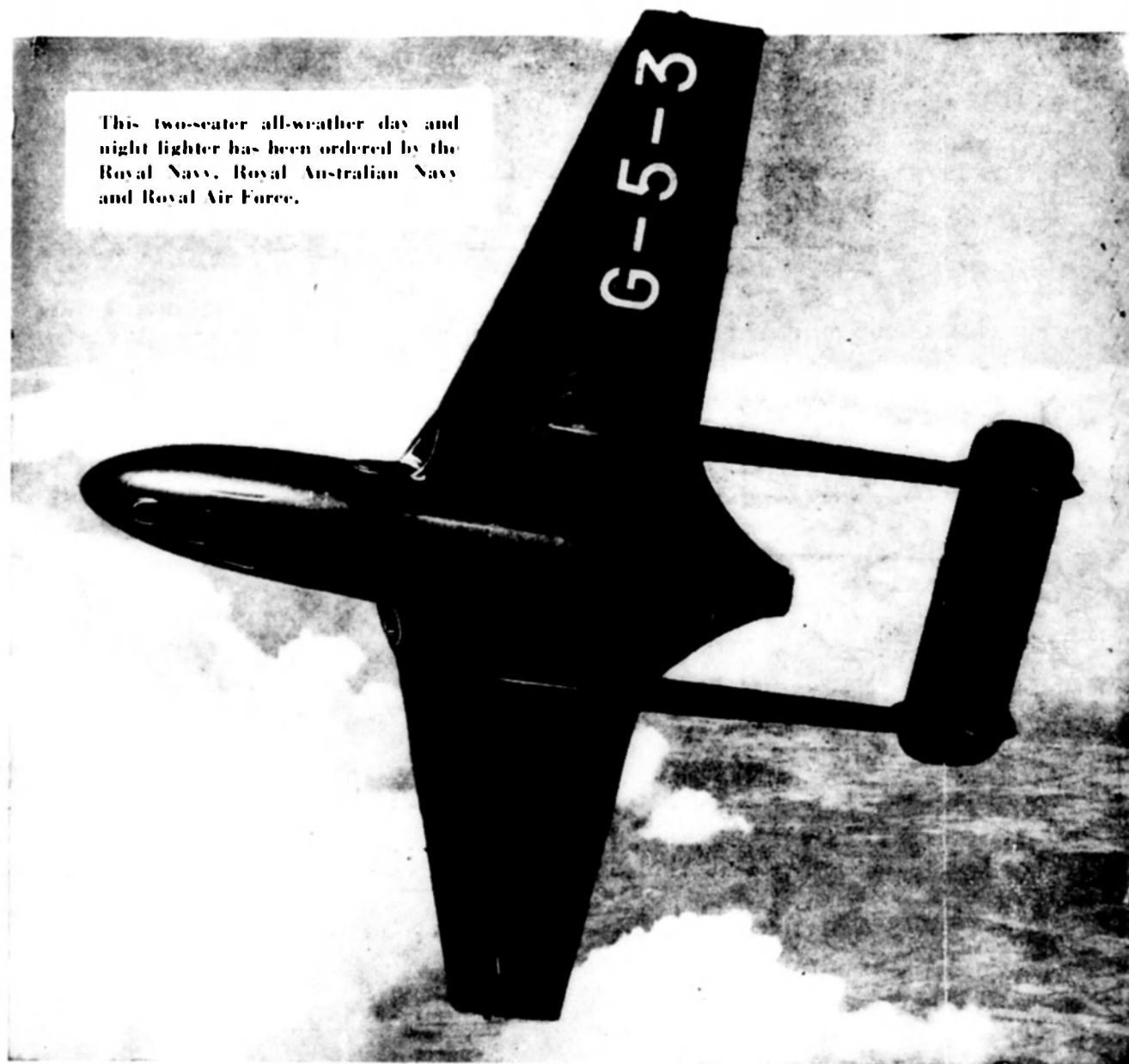
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