

THE NAVY



AUSTRALIA'S MARITIME JOURNAL

JANUARY, 1953

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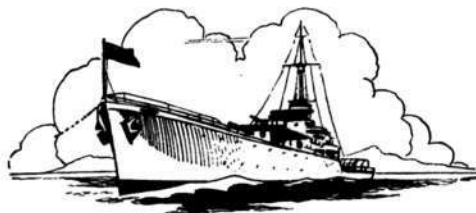
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THE NAVY

Australia's Maritime Journal



Vol. 17. JANUARY, 1953. No. 1.

NEW SCHEME FOR TRAINING ENGINEER OFFICERS FOR THE MERCHANT NAVY.

In the September, 1952, issue of this journal details were given of the new scheme for the training of Engineer Officers for the Merchant Navy. The enrolment of boys by Shipping Companies has now taken place, and the results apparently have been very satisfactory.

The British Ministry of Transport, in conjunction with the Education Authorities, have arranged special classes at Technical Colleges throughout the United Kingdom where the boys will commence the first two years of their training.

This embodies a two-year ordinary National Diploma course in mechanical engineering with additional practical training during vacation followed by a period of 18 months' service as an apprentice Engineer at sea, and finally a period of 12 months' special training in a shipyard or marine engine builders' or other suitable engineering works.

September, 1952, marked the beginning of the new scheme, and in four and a half years' time the boys will have completed their training to take up duties on board ship as Junior Engineer Officers.

It is known that the councils of both the Navigators and Engineer Officers' Union and the Mercantile Marine Service Association have advocated for many years the necessity of introducing an alternative scheme to the normal shore-going apprenticeship, and accordingly will no doubt wish success to this new method of training. It is interesting to note that at the inauguration of the Navigators and Engineer Officers' Union in 1936 provision was made in the Rules of that body to promote and actively participate in the work of training of Engineer Apprentices for the Sea Service. It would seem therefore that the scheme will have the support of all organisations, employer and employee, affected by it.

During their training the Engineer Apprentices will be eligible to take up membership with their representative organisation as Probationary Members, exactly the same way as their brother apprentices on deck, at an annual subscription to the organisation of £1. Accordingly, they will be entitled to all the benefits of the Organisation and the wide range of specialised services which the Organisation places at the disposal of its members.

This journal would like to congratulate both the authors of the scheme and the Organisations it affects on this further step forward in the future well-being of the Seafarer. Nothing succeeds like co-operative effort.

SURVEYING AUSTRALIAN WATERS.

The announcement in Canberra on December 26 by the Minister for the Navy (the Hon. William McMahon) that H.M.A.S. "Warrego" and H.M.A.S. "Barcoo" would leave Sydney on January 2 to survey the Bass Strait and Gabo Island areas was received in Senior Naval circles not unexpectedly. The fact that some Australian marine charts were still based on the charts of Captain Cook and Matthew Flinders—good though they were considering the conditions under which they were made—could hardly be described as a position meriting complacency and satisfaction.

It came, therefore, as no surprise when Captain G. D. Tancred, senior officer of the Royal Australian Navy's hydrographic service, which has the job of surveying Australian waters, amplified the Ministerial announcement with a press statement on December 27.

After pointing out that "less than ten per cent. of Australia's seven million square miles of ocean waters had been covered by modern surveys," Captain Tancred went on to reiterate that our maritime approaches have "all been surveyed in a sort of a way, but some of our marine charts are still based on the charts of Cook and Flinders." And "in those days," he emphasised, "soundings were taken by swinging the lead—by dropping a lead weight attached to a line."

As announced by the Minister on December 26, the "Warrego" will operate east and west of the Furneaux Group and in the approach to Lady Barron Harbour. At a request of the Tasmanian Government she will obtain data for a chart of Lady Barron Harbour to assist shipping in removing primary products grown on Lady Barron Island.

The "Warrego" will then survey Hanns Inlet, which leads from Western Port Bay to the wharf of Flinders Naval Depot.

The "Barcoo," in turn, will survey the Gabo Island area taking in about 1,650 square miles of sea. In carrying out her survey the "Barcoo" will use, Captain Tancred said, the marked land features in a triangulation to pinpoint her positions at sea. Several shoal patches have been discovered, disturbingly enough, on the main shipping routes in this area.

Reverting to the Lady Barron Harbour-Flinders Island-Bass Strait survey to be undertaken by the "Warrego," Captain Tancred explained further that the Tasmanian Premier's Department had asked for this survey so that ships could take off the products of soldier settlers on Flinders and other islands in the Furneaux Group. He emphasised that the "Warrego" would be operating

over one of the most treacherous marine beds in the Australian waters.

The ocean bed in Bass Strait, it appears, is almost flat except for "needle rocks" which rise to within a few feet of the surface in 30 or 40 fathoms of water. Such a rock is Wakapipu, which rises to within 6 feet of the surface and is only 6 feet in diameter across the top. Although the area in question had been charted previously, the rock was unknown until the ship "Wakapipu" struck it and was holed in the early part of this century.

A most satisfactory feature of the surveys, is that the operating ships are both of a type well equipped to make them. Captain Tancred said both the "Warrego" and "Barcoo" are equipped with the most modern echo-sounding devices, which would be used to chart the seabed.

Each vessel carries three diesel-driven motor boats fitted with echo-sounding equipment. These motor boats would do most of the actual sounding work.

Captain Tancred estimated that it would take another 20 years to survey the Australian waters thoroughly. Without wishing in any way to be critical, it cannot be too strongly emphasised that the sooner the work is completed the better it will be for Australian maritime welfare and efficiency.

MERCHANT NAVY RADIO MEDICAL ADVICE SERVICE.

From time to time evidence comes to hand of the very useful work which is performed by this particular service which has been available for some years in the United Kingdom. A feature of the service is that it is free of charge.

Shipmasters in general are familiar with the procedure which is given in chapter 24 of the "Ship Captain's Medical Guide," but the latest returns seem to indicate that the facilities offered are not being fully utilised.

In 1951, 77 British and 73 foreign ships made use of the service in the United Kingdom and in all 515 messages to and from ships, most of them containing medical advice, were transmitted.

The facilities are provided by the G.P.O. at each of the eleven Coast Stations and cover the whole twenty-four hours. Day and night medical advice can be freely and readily obtained.

Each Coast Station has a list of doctors and hospitals to which messages should be referred.

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“BRITAIN IS CONCENTRATING ON SMALL SHIPS”

By NOWELL HALL,

Naval Correspondent of “The Daily Telegraph,” London.

A recent statement by Mr. J. P. L. Thomas, Britain's First Lord of the Admiralty, explains why a great change is coming about in the composition of the Royal Navy.

Warnings have been given from time to time in all the allied countries that the main threats co-operating navies would face at sea in any future war would be of three types. These are the mine, the fast submarine, and air attack on shipping. Possibly the three, in so far as they could be separated from one another, would rate in importance in that order.

It is with an eye to such possible developments that the Admiralty planners are now concentrating on providing more small ships.

Mr. Thomas said that the Admiralty, whose first task is of course to keep the sea lanes open, to maintain those communications which are absolutely vital to maritime nation, were concentrating on 1, Providing fast frigates and minesweepers; 2, Bringing carriers up to date; and 3, Big ships. He pointed out that, owing to the financial position and the need to use trained manpower to the best advantage, big ships could not be supplied in increasing numbers without sacrificing the strength of the all-important small ships.

In all the major navies of the world the accent is on building fleets of small ship—ships much more powerful than any previous units of their size.

One would be unwise to generalise about the big fellows of yesterday such as battleships. For the time being the battleships' time-honoured role, the focal point of the fighting fleet, has been taken over by the aircraft-carrier. Until some new place is found for her, possibly a “bombardment platform” for the discharge of heavy

guided missiles, new usefulness under modern conditions of war at sea must be limited. But those who speak disparagingly of the battleship, and are tempted to write her off as a “has been,” should remember that she is a magnificent sea-ship. She is able to operate in all weathers, and in her capacity to give and take punishment she still has no equal.

Nevertheless, such are scientific developments in wartime offence and defence since the Second World War, the battleship is temporarily outmoded. The time has yet to come when she can again fulfil her traditional role as the hub of the modern fleet.

Let us consider the strength of the British Navy, as given in the current Navy Estimates. Britain has five battleships. Four of them are in reserve and one, the “Vanguard,” is in commission as flagship of the Home Fleet. There are, in all, 524 warships of various types listed in the Fleet's total strength, which includes units actively serving, on training and experimental duties, and in reserve. There are fourteen aircraft-carriers.

Smaller ships, such as minesweepers, destroyers and frigates, are in the vast majority. Even so, their numbers fall short of requirements. Incidentally, the same can be said of all the allied fleets. One of the chief lessons learned from this year's big programme of N.A.T.O. naval exercises has been that all the member navies are short of little ships, especially minesweepers—those valuable vessels of which there can never be enough.

Britain has 165 frigates, among them escort destroyers now reclassified. Excluding little ships intended for conversion, she has 146 minesweepers, and there are 110 destroyers. It will be seen

that her chief naval strength, considered numerically, lies in small ships.

Most of the considerable new construction is devoted to small ships. Britain's private yards are now building 65 more minesweepers, fast, shallow-draught vessels, largely of non-magnetic materials, seven aircraft-carriers and fifteen destroyers and frigates.

In addition, the Admiralty is carrying out a big refitting and conversion programme, again mostly of smaller ships such as destroyers and frigates.

Cautiously, the First Lord of the Admiralty referred in his speech to those destroyers which are being brought from reserve and converted to fast submarine “killers.” “We have now had time to evaluate the first few of these, and the general opinion is that they are an unqualified success,” he said. He added that in their conversion space was being provided for still more up-to-date weapons.

So far, six or seven of these new anti-submarine frigates have joined the Royal Navy.

The first of them, H.M.S. “Rocket,” which is equipped with a new anti-submarine weapon of devastating power, has been undergoing trials with United States warships for some weeks past in American waters. Rebuilt largely of aluminium and other light materials, this one-time 34-knot Rotherham-class destroyer has found extra speed with the saving of weight.

The existence of the post-war weapon with which she and other anti-submarine frigates are being fitted was revealed by the then Parliamentary Secretary of the Admiralty early last year. British naval scientists have evolved a weapon which may well remove much of the menace of the fast submarine. It is a type of multi-

barrelled mortar which fires ahead of the ship a pattern of underwater bombs so powerful that they will crack the toughest submarine hull if they explode within a specified distance.

This secret equipment locates its quarry, aims and fires automatically. No matter how the fugitive submarine may twist and turn, she is tracked down inexorably once she is within range of the pursuing frigate. The number of men necessary to operate the new weapon is reduced to a minimum.

It is a far cry from the old form of attack with depth charges released over the stern—a far cry even from the "Squid" used by anti-submarine ships during the Second World War.

"Small ships" can be a misleading phrase. The new small ships of the Royal Navy are as powerful as were the bigger ships they replace. In many cases they are more powerful.

For instance, the Daring class destroyers now joining the Home and Mediterranean fleets are in effect light cruisers. They are units of about 3000 tons and can perform the functions of light cruisers. And they certainly have a heavier "punch." Their radar-controlled 4.5-inch guns are able to inflict more punishment, and inflict it at a greater range, than could some of the bigger guns in earlier ships.

The post-war Royal Navy may not be so large as it was in numbers and size of ships, except, of course, the new carriers such as the "Eagle" and her nearly-completed sister ship, the "Ark Royal," but it has never been more efficient than it is now.

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—Colombo Plan Report.

ACCOMMODATION IN R.N. SHIPS

Plans have been made to improve messing arrangements in Her Majesty's ships. Meals are to be provided in centralised messes as far as possible, but it remains the intention of the British Admiralty to retain as far as possible the original form of mess-life on board Her Majesty's ships—one in which the ship's company is divided into small units.

Within the space available, the maximum privacy will be provided for each mess, and in some instances bunks will take the place of hammocks. Officers, as far as possible, are to be provided with single cabins, as was the practice before World War II.

A British Admiralty Fleet Order containing details of the Admiralty's intentions has been issued.

It states that in new construction and modernised carriers, dining spaces separate from the mess-decks and with adjoining serveries and sculleries are being provided so that centralised general messing may be operated.

In H.M. Ships "Ark Royal," "Centaur," "Albion," "Bulwark" and "Hermes," aircraft-carriers under construction, and in H.M.S. "Eagle" there is one dining space for Chief Petty Officers and Petty Officers and another for junior ratings. In H.M.S. "Victorious," now being modernised, Chief Petty Officers and Petty Officers will have their meals in their own messes. Other ratings will be divided between two dining spaces, one forward and one aft, each with its own galley, servery, etc.

A trial of centralised general messing in H.M.S. "Glasgow" has not proved successful largely owing to the difficulty in providing adequate dining halls in addition to other living spaces. Cruisers will, therefore, continue to be fitted with normal general messing arrangements, at any rate for the present.

In destroyers and smaller ships

it is even more difficult to find sufficient space to provide dining halls. Nevertheless, in view of the advantages accruing from centralised messing, in particular the removal of all food stowage and washing-up from mess-decks, a new system of messing has been installed for trial in H.M.S. "Venus." Junior ratings, while continuing to have meals in their own messes, draw their meals individually from a servery adjacent to the galley. Subsequently their mess gear is returned to a scullery adjacent to the galley for centralised washing up. Chief Petty Officers' and Petty Officers' messmen draw the food for their messes from the servery, the subsequent washing-up being done either in their pantries or the scullery.

At the same time a variation of this is being tried in H.M.S. "Virago." Here the serving of food by messmen and cooks of messes is carried out in the normal way, but washing-up is centralised in a scullery adjacent to the galley, except for Chief Petty Officers' and Petty Officers' messes, where it can be done in their pantries.

The practice of providing modern steam heated and electric cooking equipment in place of the older types of apparatus in ships where sufficient steam and electric power is available is being continued as opportunities for carrying out the work occur.

Cool storage for vegetables and fruit is, where practicable, being fitted in ships undergoing long refit to supplement the limited upper deck stowage already available. This will give ships detached from their base for appreciable periods considerably more fresh food than they have hitherto been able to carry.

H.M.S. "Victorious," now being modernised, and the "Hermes" Class of aircraft-carriers, are being fitted with bunks for all ratings adjacent to their kit lockers. The bunks will be portable and folding. The bunk spaces are provided with

SYDNEY PRESENTS ITS FLAG TO R.A.N. CARRIER



The Lord Mayor of Sydney, Alderman P. D. Hills, this month presented a City of Sydney Flag to the aircraft-carrier H.M.A.S. "Sydney" during a ceremony aboard the ship at Garden Island. The picture shows (left to right) Admiral J. W. M. Eaton, Alderman Hills and Captain H. J. Buchanan, of the "Sydney," holding the flag after it had been presented before the "Sydney's" company.

nesting tables and chairs so that the spaces may also be used for recreational purposes. It is expected that this policy will be extended to other new construction and modernised aircraft-carriers. It is, however, dependent on the installation of centralised general messing.

Consideration is also being given to providing a small number of bunks in other types of ship for

allocation to selected Senior Chief Petty Officers. A trial has already been authorised in one ship in which a special compartment will be fitted as a Chief Petty Officers' bunk space, containing, in addition to bunks, an appropriate number of kit lockers.

Barbers' shops are to be provided in all larger ships — battleships, aircraft-carriers and depot ships — where space is available.

RECORD FLIGHT BY CANADIAN JET.

A message from Ottawa on December 17 said that a C.F. 100 jet fighter established a Canadian-built jet record by flying non-stop from Ottawa to Winnipeg, 1,100 miles, in 2 hours 11 minutes. The plane was on its way to the sub-Arctic for cold weather tests.

PYROTECHNIC SIGNALS

In 1950 an unfortunate accident befell a shipmaster as a result of the premature explosion of an out-of-date pyrotechnical signal, and it was then suggested in certain quarters that the instructions appearing in the Annual Book of Merchant Shipping Notices should be strictly adhered to.

Mr. Alfred Wilson, C.B.E., General Secretary, The Mercantile Marine Service Association, in the columns of the "Merchant Navy Journal" has more to say on this subject and we append his remarks herein, as we think they are not only important to Merchant Navy men but, in the prevailing circumstances, most pertinent. He writes:

"A further accident with fatal results has now occurred through the use of an out-of-date line-throwing rocket. The vessel concerned in the present case is a small coaster, and it appears that, following the survey of its life-saving appliances, the line-throwing rockets were renewed, but the out-of-date rockets manufactured in September, 1949, were not disposed of in accordance with instructions. The mate and the chief engineer decided to fire two out-of-date distress rockets and a line-throwing rocket for practice purposes. Although this in itself was contrary to the instructions, they ignored the maker's instructions that line-throwing rockets must not be fired without their lines being attached. This warning is stencilled on every rocket and reads as follows: 'Caution: Rockets must not be fired without line attached.'

At the subsequent inquiry it was disclosed that the line-throwing appliance carried by the ship was a pistol rocket apparatus and that the mate and the chief engineer were aware of the above warning. Unfortunately, they decided that as they had no spare line, they would fire the rocket without one. The pistol was fired

at an elevation of about 40 degrees. The rocket rose to a height of about 30 feet but then curved inwards, striking the sea about 30 feet from the ship's side. The striking of the water's surface at an angle by the nose of the rocket deflected it, with the result that it completed almost a circle and travelled directly back towards the ship. On seeing the rocket returning, both the mate and the chief engineers lay flat on the deck in an attempt to get out of its way, but it struck the chief engineer on the head, killing him instantly."

In view of this tragic accident, the British Ministry of transport ask that attention be again drawn to the vital importance of all out-of-date pyrotechnic signals being disposed of in accordance with the instructions contained in the Annual Book of Merchant Shipping Notices, and to the grave danger of line-throwing rockets, irrespective of their date of manufacture, being fired without their lines attached.

Furthermore, it is an offence under the Merchant Shipping Acts for distress rockets to be fired at sea for any purpose other than their legitimate purpose of summoning aid.

BRITAIN TO BUILD NEW WIND TUNNEL.

Plans for a new high-speed wind tunnel for Britain's aircraft industry are nearly complete after 11 months work. It will cost £1,500,000. The tunnel, one of the biggest in Britain, will be able to test models with a 6 ft. wingspan at speeds up to 1,000 miles an hour. It will be adaptable for tests at greater speeds if and when necessary. Fourteen aircraft construction firms are co-operating in the venture. Work will probably begin on the site early this year and will take about two and a half years to complete.

NEW TONNAGE FOR THE SHAW SAVILL LINE.

The launching of the "Cymric," the second of the two twin-screw motor refrigerated cargo liners being built by Harland & Wolff Ltd. for the Shaw Savill Line, took place at Belfast on November 5. The vessel was named and launched by Lady White, O.B.E., wife of His Excellency The High Commissioner for Australia.

The "Cymric," a sister-ship of the "Cedric," which started her maiden voyage from London in December, has a gross tonnage of 10,800 and is 512 feet in length, 69 feet in breadth, and 41 feet 6 inches in depth. She will have a very large refrigerated capacity and the most modern cargo-handling equipment, the latest design of Harland & Wolff. B. & W. opposed piston Diesel engines burning boiler oil — will give her a speed of 17 knots in service.

When the "Cedric" was launched in May last, Sir Frederick Rebbeck, Chairman and Managing Director of Harland & Wolff Ltd., said that the slipway vacated by her would be kept in reserve in the hope that the Shaw Savill Line would give them an order to build another ship worthy to occupy that slipway. His hope has now been realised and an order has been placed for a new passenger vessel.

This vessel will have a gross tonnage of about 20,000, a length of 600 feet, and will be capable of a speed of over 20 knots. Apart from the normal spaces which will be available for the carriage of mails, baggage and passengers' motor cars, no cargo whatever will be carried. All the cabins, in which about 1200 one-class passengers will be accommodated, will be air-conditioned.

The new vessel will operate on the Shaw Savill routes to Australia, New Zealand and South Africa and will make four voyages a year. She is expected to make her maiden voyage towards the end of 1954.



The first lesson for 204 National Service Trainees when they began their training at H.M.A.S. "Penguin," Balmoral, recently was how to unroll their hammocks. Petty Officer W. Mathieson shows some of the boys the way it is done in the Navy.

GERMAN S.S. MAN TO SALVAGE ROMMEL'S TREASURE

A report from Italy on December 6 said that a former German S.S. man, Peter Fleig, 34, has concluded a provisional agreement with the Genoese salvage firm, Ricuperi Maritimi Ltd., to search for Field-Marshal Rommel's treasure from the sea floor at a spot said to be known by Fleig.

During the war Fleig was attached to Rommel's Afrika Korps.

According to the report, Fleig has stated that he accompanied three officers of Rommel's staff who ordered him on the evening of September 17, 1943, during Rommel's retreat before the British forces, to dive from a small cutter at a place situated at 43.31 degrees

north, 9.30 degrees east, between Sardinia and Corsica, to locate an underwater grotto.

When he found the grotto, a big safe containing all the valuables of the Afrika Korps — the cash portion of it in American dollars, English pounds, and German marks, worth several million pounds — was lowered to the sea floor and firmly fixed in the grotto by him.

Fleig says he carefully noted the location for himself. He was subsequently captured by the French and accused of war crimes, but escaped.

The salvage company concerned has confirmed that it has a ship

already on the spot or in the neighbourhood. A moot point is whether the spot indicated by Fleig, where the treasure is supposed to lie, is in French or Italian territorial waters.

Fleig will not reveal the exact location.

To protect his interests, Fleig has not given the seconds of latitude and longitude because he will not go through with the agreement if the spot is in French territorial waters.

Fleig's agreement with the salvage company stipulates that the treasure will be legally raised and that the Italian Government will be offered its legal share.

"VENGEANCE" DUE IN SYDNEY ON MARCH 11

The aircraft carrier "Vengeance," on loan from the British Admiralty to the Royal Australian Navy, will leave the United Kingdom for Australia on January 22 and will reach Sydney on March 11.

In announcing this on January 5, the Minister for the Navy (the Hon. William McMahon) said that the "Vengeance" will call en route to Australia at Gibraltar, Malta, Port Said, Suez, Aden, and Colombo. She will arrive at Fremantle on February 26, and will call later at Melbourne and Jervis Bay on the way to Sydney.

The "Vengeance" will carry 10 Sea Fury fighters, 21 Firefly anti-submarine aircraft, and 3 Bristol 171 helicopters. The helicopters will be used for rescue work, and this will be the first time that the R.A.N. has obtained these particular aircraft for Naval work. (Helicopters have been used by the R.A.N. in Korea, but they have hitherto been on loan—see editorial in the March, 1952, issue of this Journal.—Ed.)

Mr. McMahon said that some of the aircraft on board the "Vengeance" will be disembarked at

Jervis Bay and some at Sydney.

The "Vengeance" is commanded by Captain H. M. Burrell, R.A.N., who has been serving in England. The party of 500 officers and men who will bring the "Vengeance" to Australia left Sydney, it will be remembered, at the end of September.

The "Vengeance" will be Australia's second aircraft carrier. The other is H.M.A.S. "Sydney." The "Vengeance" will be used by the R.A.N. until another carrier, H.M.A.S. "Melbourne," now in course of construction in England, is ready.

It was originally intended that Australia in 1952, but her departure the "Melbourne" would arrive in time from the United Kingdom was postponed so that she could undergo certain modifications. The date on which she will leave is indefinite.

Amplifying his statement, Mr. McMahon said: "The Australian Government asked the British Government for the loan of a carrier because it is essential that the Royal Australian Navy should have two carriers in operation, ready for an emergency and able

to carry out the proper and efficient development of its air component.

"The Australian Government and the Royal Australian Navy are deeply grateful to the British Government and to the Admiralty for their generosity and co-operation in helping them to strengthen their defences, and to continue the highly technical training which is necessary in the Royal Australian Navy's new activity."

R.A.N. ORDERS 40 FAIREY GANNETS.

The Royal Australian Navy has ordered 40 Fairey Gannet jet and propeller driven anti-submarine aircraft from Great Britain.

In announcing this in Canberra on December 23, the Minister for the Navy (the Hon. William McMahon) said that thirty-seven of the Fairey Gannets will be used for operational purposes and three for training.

Their total cost will be about £4,000,000, and they will arrive in Australia in 1953.

Mr. McMahon said that the Fairey Gannet is the most up-to-date and efficient aircraft of its kind.

It has a Double Mamba turbine engine, which drives two propellers on one shaft. The wide cruising range of the aircraft can be increased by stopping one propeller and one unit of the double engine.

Mr. McMahon added that the new aircraft will be fitted with all the modern radio and radar equipment and weapons necessary to enable them to hunt and destroy submarines. They carry a pilot, an observer, and a crewman, who acts as a telegraphist and operates some of the equipment.

The Fairey Gannets will fly principally from R.A.N. aircraft carriers.

"The most beautiful thing in the world is freedom of speech."
—Diogenes.

HELICOPTERS FOR MALAYAN JUNGLE WARFARE.

The Royal Navy's first operational helicopter squadron, equipped with 10 American-built Sikorsky S55 aircraft, sailed for Malaya during the third week of December in the aircraft-carrier depot ship, H.M.S. "Perseus."

The British High Commissioner for Malaya, General Sir Gerald Templer, has appealed more than once for helicopters with which to increase the mobility of his operational forces.

The helicopter squadron aboard the "Perseus" will be used to strengthen vital air-supply routes, and will greatly extend the helicopter work already pioneered by the Royal Air Force, using the smaller S51 helicopter, over the jungles of Malaya. Helicopters are now recognised by military strategists as being just as essential to success in jungle warfare as are long-range wheeled troop transports in desert warfare.

Helicopter squadrons are the only means by which troops operating in jungle country can be switched from one sector to another, or transported swiftly to areas behind the enemy lines.

The Royal Navy helicopters will each carry 10 fully-equipped troops or six stretcher cases. Six of the 10 aircraft, which form a squadron, are fitted with winches by which troops can be lowered to, or raised from, the ground when limited space makes it otherwise impossible to land.

The Royal Navy's first operational helicopter squadron took over their helicopters as recently as on November 17, 1952, and since then the pilots and ground crews have been undergoing intensive training.

The S55's have a maximum speed of 110 m.p.h., a cruising speed of 86 m.p.h., and a range of 470 miles. The helicopters forming the squadron in question are 10 of the 17 provided by America to Britain under the Mutual Defence Programme.

REPORTING OF DEATHS AT SEA

The British Ministry of Transport has asked that the attention of shipmasters be drawn to the following:

"Acting on the advice at present given in the official Log Book, it is the practice of Masters to record in the tabular statement of the Official Log not only particulars of deaths which occur on board, but also of those which do not occur on board, and to render returns of all deaths recorded in the tabular statement on form B. and D.1. This practice is not strictly in accordance with Section 254 of the Merchant Shipping Act, 1894, which requires only deaths which happen on board should be recorded in the Official Log Book.

"In future, Masters should record in the tabular statements of Official Logs only those deaths which occur on board. For this

purpose, where the death of a person at sea is assumed to have taken place because the person in question is reported to be missing, or where a person is killed or drowned as the result of falling or jumping overboard, falling from a rope or ladder attached to the ship, or from the ship's gangway, the death should be regarded as having taken place on board. Masters should, however, continue to report full particulars of deaths which occur otherwise than on board in the narrative section of the Official Log. They should also render a return of such deaths on a new form B. & D.2 instead of on Form B. & D.1, as hitherto.

"Copies of the revised B. & D.1 and of the new form B. & D.2 may be obtained from Mercantile Marine Office Superintendents in the United Kingdom, and from Consuls and Shipping Masters abroad."

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THE MONTE BELLO TEST

A NAVAL OFFICER'S IMPRESSIONS.

Some impressions of the Monte Bello Islands and the test of the British atomic weapon have been given by Commander D. P. Willan, D.S.C., R.N., commanding officer of H.M.S. "Narvik," who returned to the United Kingdom by air with Dr. W. G. Penney, but has since rejoined his ship in the Far East.

The impressions, released by the British Ministry of Supply, stated that H.M.S. "Narvik" left Portsmouth in company with H.M.S. "Zeebrugge" on February 19, 1952, routed via Suez. The ships arrived at Colombo on March 29, where some of their personnel witnessed the funeral of the late Prime Minister of Ceylon, Mr. Senanayake. Subsequently they proceeded to Fremantle by April 16 and after spending a few days there to refuel and embark stores the ships continued their journeys to the Monte Bello Islands, where they arrived on April 26. They were joined there by H.M. Ships "Campania," "Tracker" and "Plym" on August 8.

Commander Willan states:

"We found the Monte Bellos to consist of a group of some hundred small islands, the largest of which are Hermite, Trimouille, North West, and Alpha Islands. A coral reef flanks the western coast of the Islands and the waters surrounding them are shallow and rocky in many places and studded with coral 'niggerheads'. The climate throughout was very pleasant, not unduly hot by day and cool by night, with little humidity. Everyone has been remarkably fit.

"Although there was plenty of hard work to be done, recreation was not forgotten. The sandy surface (of the islands) proved too soft for making proper pitches, but by laying some bitumenisedessian over the sand we were able to prepare some excellent seven-a-side football and hockey fields, and these became very popular. A.N.A.A.F.I. Canteen serving

iced beer and soft drinks was put up close by, and a stretch of beach was netted off to allow bathing to take place.

"Fish of all shapes and sizes abounded and could be caught by trolling, line, or Seine Net fishing. The largest types caught were the Travally and Groper (something like a rock cod), but the most tasty were Spanish mackerel. Rock oysters were succulent, and in season turtle soup, turtle steak and scrambled turtle eggs proved a welcome change to the menu. Excluding sharks, the largest fish we caught over the ships' side was a Groper weighing 183 lbs. A few wild cats existed on one of the islands, but these were exclusively nocturnal and we rarely saw them although many tracks were evident. Apart from some rats, other wild life ashore was virtually non-existent.



"It must be many years since such a number of Army personnel were accommodated in H.M. Ships for such a long time (it will be for about 11 months, when they return to the United Kingdom). The Army, consisting of R.E., with some R.E.M.E. and A.C.C. personnel, found their sea legs remarkably quickly, and co-operation was excellent. It was not an unusual sight to find sailors mixing concrete and soldiers tending berthing wires as if they had been doing it for years.

"It was occasionally possible to allow personnel to proceed to some of the adjacent islands for week-end picnics; they much enjoyed the change and relaxation.

"A most welcome event was the arrival of mail, which normally was received twice weekly by sea

from Onslow, having taken anything up to 8-14 days from England. A nightly cinema performance on board was always well-attended.

"After many weeks of hard work, plenty of sweat and a few minor delays owing to bad weather, there was an air of great expectancy when D-Day dawned. Shortly before the explosion was due to take place, ships had withdrawn to a safe distance. All personnel who wished to witness the explosion and who were not on watch, were fallen in on deck facing away from the target to prevent any possible damage to the eyes caused by the flash. A running commentary was given over the ships' loud-speakers as the time of the explosion drew near.

"Although facing away from the explosion, the light flash was so intense as to be visible all round the horizon, and this was the first indication that the long-awaited hour had arrived. A few seconds later the order was given 'You may look now' and all turned about.

"The sight that met our eyes was enthralling, a great greyish-black cloud being hurled thousands of feet into the air and increasing in size with great rapidity. What seemed some little time later, but which in reality cannot have been more than a minute or two, there was a very loud bang, not unlike a gun firing, followed a second or two later by a similar noise. At the same time we experienced a quite noticeable shock wave, reminding us of the sensation experienced in one's ears when in an aircraft losing height. All this time the cloud was getting higher and higher, assuming fantastic shapes as it became dispersed by the strong and varied winds at different altitudes.

"It was a fine sight and to be able to witness it was a fitting reward to many months of hard work."

NEWS OF THE WORLD'S NAVIES

MR. McMAHON PRAISES WORK OF R.A.N. SHIPS IN KOREA.

The Minister for the Navy (the Hon. William McMahon), who returned to Sydney in mid-December from a visit to the Korean area, Singapore, and other parts of South-East Asia, sent the following message to the First Naval Member of the Australian Naval Board and Chief of the Naval Staff (Vice-Admiral Sir John Collins, K.B.E., C.B.): "On my return from Korea may I congratulate you as senior representative of the Royal Australian Navy on the excellence of the performance and morale of 'Anzac' and 'Condamine.' Would you please convey my good wishes to them?" The First Naval Member signalled the message to "Anzac" and "Condamine," whose ship's companies Mr. McMahon addressed on board during his visit.

SQUADRON OF FIREFLIES TO BE CARRIED IN "SYDNEY."

A squadron of eight Firefly anti-submarine aircraft will be carried in H.M.A.S. "Sydney" when she leaves with the Australian Coronation Contingent about March 21. The pilots of the squadron will engage in flying exercises on their way to England.

CORONATION NAVAL REVIEW.

There will be a Coronation Review of the British Fleet by Her Majesty The Queen this year. Announcing that Her Majesty had approved the holding of the review at Spithead, the First Lord of the Admiralty in the British House of Commons said that arrangements were now being made and would be announced later,

as soon as possible. When Lord Teynham suggested in the House of Lords that representative ships, both large and small, of the Merchant Navy should be given an opportunity of joining in the review, Lord Salisbury said that he would pass the suggestion to the appropriate authorities. The Review will take place on June 15.

N.A.T.O. CONFERENCE IN FLORENCE.

A three-day conference of Naval and Air Force officers from six N.A.T.O. countries—Great Britain, the United States, France, Italy, Turkey, and Greece—took place recently in Florence under the chairmanship of Lieutenant-General Schlatter, Commander Allied Air Forces, Southern Europe, whose headquarters are in that city. Problems relating to the air defence of the Mediterranean and of the southern European sector and to past and future combined training exercises were discussed.

MALTA ASSEMBLY FOR EXERCISE "LONG STEP."

Submarines of five nations assembled at Malta in preparation for the big N.A.T.O. Exercise "Long Step." It was the largest concentration of submarines seen in harbour since the war and included the French "Laubie," "Mille," "Bouan," and "L'Africaine"; the Turkish "Gur," "Sakarya," and "Inonu"; the American "Lionfish," "Sea Poacher," and "Torsk"; the Greek "Pipinos," and "Argonafitis"; and the British "Talent," "Trump," "Token," "Sturdy," and "Trenchant." All left harbour early in November to take up positions from which to "attack" shipping. The forces of six nations—France, Greece, Italy, Turkey, United Kingdom, and the United States

—took part in the exercise, which included an amphibious landing operation.

BRITISH DESTROYERS VISIT YUGOSLAVIA.

Two British destroyers, H.M.S. "Chequers" Captain C. E. Keys, R.N.) and H.M.S. "Chivalrous" (Commander M. A. Hemans, D.S.O., R.N.), paid an informal visit to Dubrovnik, Yugoslavia, between November 11 and 13.

ATOM-POWERED CARRIER.

Unofficial reports from the United States indicate that America will launch an atom-powered aircraft-carrier in about three years, quite possibly sooner. Mr. John Fleberg, assistant Secretary to the U.S. Navy has predicted that all major warships would be atom-powered eventually, probably within 10 to 20 years.

NETHERLANDS NAVAL AIR SQUADRON TO TRAIN IN U.K.

No. 3 Squadron of the Royal Netherlands Naval Air Service, consisting of eight Sea Furies, arrived recently in the United Kingdom for training in Royal Naval ships and establishments. This is part of the co-operation between Navies under NATO agreements. The squadron will carry out its initial disembarked training at the Royal Naval Air Station, Anthon, Cumberland. Later the squadron is expected to embark in R.N. aircraft-carriers, and will return to the Netherlands at the end of 1953.

SWISS APPLAUD ROYAL MARINES BAND.

The Band of the Royal Marines won great plaudits from the Swiss people when on a recent visit to Switzerland. Among other things the "Swiss Observer" said: "One of the highlights of the

'Fetes de Geneve,' which took place recently was the concert given by the Band of the Royal Marines, which was specially invited to Geneva for the occasion. This concert met with enormous success and was followed by a ceremonial display. An audience of 15,000 frantically applauded the Band and its leaders, Captain Lang and Captain Maclean."

REPORTED ATTACK ON MYSTERY SUBMARINE.

A message from Manila on November 29 said that, according to a reliable report in Manila, a Philippine Navy patrol craft engaged an unidentified submarine off Polillo Island, east of Luzon, in the Philippines on the morning of November 28. The United States Navy at Sangley Point, in Cavite Province, 35 miles south of Manila, said it received a report of the engagement, but indicated that it remained "sceptical" of its authenticity. The Manila report said that the patrol craft was watching the eastern coast of Luzon Island when it detected an unidentified "submersible" at 3 a.m. on November 28, Manila time, but that, after dropping depth charges, the patrol craft lost contact. So far as can be learned, the report was not taken seriously.

RELEASE OF R.N. RETAINED MEN.

The British Admiralty has stated that it is now possible to give effect to the progressive release of retained men which was announced by the First Lord (the Rt. Hon. J. P. L. Thomas, M.P.) during his presentation of the Naval Estimates to the House of Commons. The intention is to release all retained men, including Special Service, between April, 1953, and April, 1954. The scheme will involve the release of large numbers over a relatively short time, and serious drafting problems will have to be overcome. The carrying out of releases must remain, of course,

contingent on the international situation.

R.A.N. WINESWEEPERS BEING MODERNISED.

The minesweeper H.M.A.S. "Fremantle," modernised and refitted at the Williamstown Naval Dockyard, Victoria, was recommissioned on December 10. In announcing her modernisation, the Navy Office said "Fremantle" would now be able to deal with every known type of mine, as would eventually all of 11 similar vessels included in the Royal Australian Navy's minesweeper modernisation programme announced in 1951. "Cootanundra" and "Wagga" had already been modernised and recommissioned. Work on the "Junee" is nearly complete and work will soon be started on the "Bowen" and "Castlemaine." "Ararat," "Bunbury," "Dubbo," "Kapunda," "Rockhampton," and "Strachan" are all in course of being refitted at Sydney.

MINES IN JAPANESE WATERS.

According to reports from Tokyo, many mines laid during the last war still infest the Japanese coast. A mine-sweeping unit of 38 sweepers has been formed by the Japanese National Safety Board to clear infested areas around Japan's coasts. The sweepers are nearly all 250-ton and 135-ton wooden vessels, once used by the Japanese Navy. An investigation by the J.N.S.B. shows that 15,000 mines were floating loose in Japanese waters at the end of the war. Only 17 per cent. of dangerous waters have been cleared. There are still vast areas to be swept and cleared. The Board estimates it will take another five years to clear all Japanese waters of mines.

"SYDNEY" TO TAKE CONTINGENT TO CORONATION.

The 55 Navy personnel in the Australian Services Coronation Contingent will comprise four

officers and 39 ratings of the permanent naval force, nine members of the R.A.N. Reserve, and three members of the Women's Royal Australian Naval Service. In announcing this on December 15, the Minister for the Navy (the Hon. William McMahon) said that the men will leave Australia in the aircraft-carrier H.M.A.S. "Sydney" about March 21, and will arrive in the United Kingdom on May 5. The WRANS will leave Sydney with the women members of the other Services in the P. & O. liner "Stratheden" on March 27, and will reach England on May 3.

H.M.S. "TACTICIAN" DOES RESCUE WORK.

The R.N. Submarine, H.M.S. "Tactician," rescued three girls and a youth from Sydney Harbour after their 12-foot sailing boat capsized on December 22. The girls and youth had sailed their boat from Vaucluse and were just inside the Heads when a sudden strong gust of wind keeled it over, emptying the occupants into the water. They spent about half an hour in the water before they were picked up. Lieutenant-Commander R. M. Wilmot, R.N., of the "Tactician" said all four were shivering from cold. The "Tactician" took the girls and youth to the Balmoral Naval Base, where their parents met them. A Navy launch towed the sailing boat to the base.

WARSHIPS FOR JAPAN.

An A.A.P.-Reuter message from Tokyo on December 27 said that an agreement for the loan to Japan by America of 18 frigates and 50 large landing ships as a nucleus of a new Japanese Navy became effective on that day. Japan already has some of the ships and is using them for training recruits for the Japanese sea-going force, now known as the Maritime Defence Corps. The United States Congress agreed to the loan of the warships last summer. The Japanese Parlia-

ment late in December passed a bill agreeing to the loan and the agreement was brought into force by an exchange of Notes.

CIVIL LORD OF BRITISH ADMIRALTY VISITS SHIPYARDS.

The Civil Lord of the British Admiralty, Mr. Simon Wingfield Digby, M.P., visited recently shipyards on the North-East coast of Britain. At Sunderland he called on Bartram and Sons Ltd., Sir James Laing and Sons Ltd., and Messrs. Greenwell's Ship Repair Yard. He then travelled to the Middle Docks and Engineering Co. Ltd., at South Shields. The following day, the Civil Lord visited Smith's Dock Co. Ltd., at North Shields, Messrs. Readhead's Shipbuilding Yard, and the North Eastern Marine Engineering Co. Ltd. He was entertained at dinner by the North-East Coast Ship-repairers' Association. Before returning to London, Mr. Digby inspected the Furness Ship-building Yard. He was also present at the launch of a tanker at the yard of Messrs. William Gray and Co. Ltd., at West Hartlepool.

NAVY SERVICE FOR WAR DEAD.

War widows and other relatives of Royal Australian Navy members who died in the two World Wars attended the Annual Commemorative Service in the Dockyard Chapel, Garden Island, Sydney, on November 30. The Port Chaplain, the Rev. J. A. Wilson, R.A.N., who conducted the service, said such a young country as Australia had suffered a serious loss with the death of so many of her young men. Sixty R.A.N. officers and ratings, and the Royal Naval Reserve Band, also attended the service.

"If it is 'imperialism' for a great nation to use its strength for other people, then it is something the world needs."

—Mr. Menzies, Prime Minister.

SUBMARINE TRAINING FOR R.N.V.R. OFFICERS.

National Servicemen in the United Kingdom granted officer rank in the Royal Naval Volunteer Reserve during their full-time national service are to be given the opportunity of serving in submarines as part of the complement.

Preliminary training in the classroom will be reduced to bare essentials in order to make it possible to give practical experience to these young officers, who will form a valuable reserve from which the Submarine Branch of the Royal Navy could be rapidly expanded in event of war.

Volunteers who have still twelve months to serve will join

H.M.S. "Dolphin," the submarine base at Gosport, where they will receive a preliminary course lasting a fortnight.

They will then be appointed to serve in a Submarine Squadron for two months training at sea. This will be followed by an examination. Depending on how successful he is in this examination, the young officer will be appointed as a Fourth Officer in the complement of a submarine, or he will be recommended for further training before appointment as part complement.

Those officers recommended to remain in the Submarine Branch will receive Submarine pay amounting to an additional four shillings (4/-) a day.

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MALTESE CANDIDATES FOR R.N.

The first preliminary entrance examination for Maltese boys wishing to join the Royal Navy as boy seamen was held recently at H.M.S. "Angelo." Eleven candidates for this entry were interviewed by a local board assisted by Lieutenant-Commander R. F. Jackson, R.N., who had been sent to Malta by the recruiting department of the British Admiralty. Twelve boys are to be

selected every six weeks. They will be sent to the United Kingdom for training and will serve on an equal basis with boys entered from the United Kingdom.

U.K. DOCKYARD SCHOOLS BECOME TECHNICAL COLLEGES.

Founded more than a century ago, H.M. Dockyard Schools will in future be known as "Dockyard Technical Colleges" to bring them into line with the system of class-

ification used for other educational establishments, while their headmasters will be known as "Principals." These schools at Portsmouth, Devonport, Chatham, Sheerness, and Rosyth were instituted in 1843 "to enable apprentices to acquire a scientific knowledge of their profession." They are attended by Dockyard and Repair Yard apprentices aged between 15 and 19 years and a full course of four years at these schools is undertaken by about ten per cent. of the entrants. The Dockyard School at Malta will also come under the new designation.

NEW R.N. COASTAL MINESWEEPER.

Her Majesty's new Coastal Minesweepers, of which Minesweeper No. 14 was launched at the yard of Messrs. Cook, Welton, and Gemmell Ltd., Grovehill, Beverley, Yorks, in the English autumn, are an entirely new type of minesweeper, embodying many novel features. Their construction incorporates the use of aluminium for the framing and structural castings; the outer bottom is wood planked making the hull largely non-magnetic. The ships will have the latest minesweeping equipment and will operate sweeps against both contact and influence type mines, i.e., they will be able to deal with mines operated magnetically and acoustically. The term Coastal Minesweeper signifies that they will be capable of operation in shallow coastal waters and distinguishes them from Inshore Minesweepers which are to be operable in shallow estuarial waters. The hulls of these vessels, being of similar design, are capable of rapid fabrication. Their diesel engines are also standardised to simplify the maintenance problem. Minesweeper No. 14 is fitted with machinery built by Messrs. Mirreles, Bickerton and Day Ltd., of Stockport. Her length is 152 feet and her beam 28 feet 9 inches. She will be armed with three small guns.



MARITIME NEWS OF THE WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

INTERSTATE FREIGHTER GROUNDS.

Two tugs on December 26 failed in an attempt to refloat the interstate freighter "Merino" (549 tons), which with its priceless cargo of French paintings was aground near Wineglass Bay, an isolated part on the east coast of Tasmania. The ship ran on to a sand bar during heavy fog early on December 25. The "Merino" was listing 10 degrees to starboard and was being buffeted by waves whipped up by a 45-mile westerly gale. However, on January 2, after having been 9 days aground, the "treasure" freighter was towed free by the tugs in question—the powerful "St. Giles" from Sydney and the "Eagle" from Melbourne—and soon after noon left for Hobart where she docked. It is estimated that to save the ship from becoming a total wreck it cost the owners about £100,000. The "Merino's" cargo of paintings was still in the ship and undamaged.

FACILITIES FOR ENGINE-ROOM RATINGS TO QUALIFY.

The Southampton (U.K.) branch of the National Union of Seamen put forward a resolution calling for facilities for engineer ratings to qualify for engineer-officer certificates. The branch withdrew it, however, when the General Secretary of the Union pointed out that such a scheme had existed since 1945.

"WHITESON" INQUIRY.

The Hong Kong Court of Inquiry into the loss of the wooden steamer "Whiteson" found an error of judgment on the part of the master's part in putting to sea when a typhoon was about, but that it did not warrant suspending his certificate.

NEW P. & O. CARGO BOATS TO HAVE LESS SPEED.

The two P. & O. cargo boats on order from John Brown's Yard at Clydebank, which are to be delivered in the latter part of 1955, are said to have rather less power and speed than the company's existing "S" ships.

LONE SEA DRIFT ON RAFT.

A message from the Canary Islands said that a 27-year-old French professor, Alain Bombard, left Las Palmas recently on a rubber raft in an attempt to drift alone across the Atlantic without fresh food or water. The professor aims to prove that shipwrecked sailors can survive on fish they catch and a mixture of fish juice and sea water.

SMALL BOAT'S LONG VOYAGES.

Mrs. Rosita Davenport, who reached Melbourne in the "Orcares" on November 25, sailed from Sydney with her husband, Mr. Phil Davenport, in the 36 ft. cutter "Waltzing Matilda" in October, 1950. The voyage to Europe took 38 weeks. Descriptive of that voyage, a book, written by Mr. Davenport, and titled

"The Voyage of 'Waltzing Matilda,'" is just on the point of being published in London. On the day she arrived in Melbourne, Mrs. Davenport received a letter from her husband which said that he and his brother, Keith, had left in the "Waltzing Matilda" on their homeward voyage to Australia.

NO LIGHT ON CAPTAIN'S DISAPPEARANCE.

An inquiry in Brisbane on November 25 by the Acting Mercantile Marine Superintendent, Captain N. Buxton, failed to throw new light on the mystery of the disappearance at sea of Captain J. D. Mountain, 42, master of the British freighter "Maplebank." Captain Mountain disappeared on November 14 when the ship was about 700 miles from Suva on the voyage to Brisbane. Captain Buxton found there were no suspicious circumstances attached to Captain Mountain's disappearance. This finding will be entered in the "Maplebank's" log and there will be no further inquiries.

SWEDISH SHIP CRASHES INTO WHARF.

Caught by near-gale force winds, the Swedish motorship "Boogabilla," 5,800 tons, crashed heavily into No. 21 Wharf at Pyrmont, Sydney, on December 11. The mishap occurred when a towline from a tug attending the freighter snapped while the ship

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was coming alongside. The force of the winds rendered the ship practically helpless and swung her against the corner of the wharf. There was no damage to the wharf, but a plate in the side of the "Boggabilla" was dented and a number of rivets were sheered.

HULK BLOWN OFF SANDBAR.

The gale which lashed the Victorian coasts in the second week of December achieved what countless salvage attempts had

failed to do by shifting the hulk of the wrecked 5,000-ton steamer "Nairana," off a sandbar in Port Melbourne. The "Nairana," a former Bass Strait passenger-cargo steamer, was blown ashore about two years ago and all attempts to refloat her failed. Nature's efforts may not prove to be an unmixt blessing: in its new position the hulk lies within a few feet of a concrete retaining wall on the foreshore and fears are held that it may be driven against the wall.

NEW SHIPS FOR AUSTRALIAN GOVERN- MENT.

The Federal Government will place orders with Australian shipyards for four new ships, Sir Arthur Fadden, then acting Prime Minister, said in Canberra on December 2. Two of the ships will be built by the State Dockyard, Newcastle, N.S.W.

KING GEORGE'S FUND FOR SAILORS.

It was announced recently by the King George's Fund for Sailors that Her Majesty the Queen has consented to become patron of the Fund. The title and crest of the Fund will remain unaltered.

FOUR SHIPS IN COLLISION.

The Bass Strait freighter "Lanena" struck three other vessels when she attempted to berth at South Wharf, Port Melbourne, on the night of December 21. None of the ships was badly damaged. The "Lanena's" crew put out fenders when they saw their ship would collide with the three moored vessels.

TRAWLER SKIPPER DROWNED ON N.S.W. COAST.

The skipper of the trawler "Samuel Benbow," William E. Smith, of Victoria Avenue, Mortdale, Sydney, was drowned on November 30 when he got tangled in a fishing net and was swept into the sea. The trawler was op-

erating near Gabo Island. The crew worked frantically to recover Smith from the net, but apparently he was dead when they pulled him aboard. Captain Smith left a wife and five children. The "Samuel Benbow" is owned by Cam and Sons, the trawling company of Sydney, by whom Smith was employed for 20 years.

"GOTHIC" FOR ROYAL TOUR.

An official announcement from London on December 12 said that the Queen and the Duke of Edinburgh will use the 15,000-ton Shaw Savill liner "Gothic" for their tour of Australia and New Zealand next year. The Royal party is scheduled to leave the United Kingdom in December, 1953, and to spend most of January, 1954, in New Zealand before coming on to Australia.

AMERICAN CREW RESCUED

A message from Leghorn, Italy, on December 17 said that Four United States Navy helicopters the day before rescued the last of the 13 members of the crew of the American refrigerator ship "Grommet Reefer." The "Grommet Reefer" broke in halves after hitting a reef 350 yards off the Leghorn on December 15. Only three men had been taken off when the breeches buoy lines snapped in tremendous seas. Small boats on the following day took off 23 men, and the helicopters, as already indicated, completed the rescue by lifting the remaining 13 members of the crew of 39.

SAILED 16,000 MILES ALONE.

A 27-year-old Dutchman, Dick Tober, who has been subject to seasickness all his life, arrived at Auckland, N.Z., on December 3 in his 8-ton steel yacht "Onrush," which he sailed solo from Holland. He touched at Cowes (Isle of Wight), Spain, the West Indies, Panama, Tahiti, the Society Islands, Samoa, and Tonga. His voyage covered 16,000 miles. "It

was not an adventurous voyage," he told a reporter. "There was only one good storm—in the English Channel." After the war Tober spent three years in Indonesia and six months in Australia. On his return to Holland he conceived the voyage he has just completed, and he began looking for a job ashore as soon as he anchored.

U.S. FREIGHTER AGROUND: CREW SAVED.

The U.S. military freighter "Quartette" (7,198 tons), with a crew of 37 ran aground, ripping her hull wide open, on the Pearl and Hermes coral reef, 90 miles east of Midway Island, on December 22. The crew were taken aboard another American ship, the "Frontenac Victory." The "Quartette's" holds are flooded and it is feared that she will become a total wreck.

DECEMBER 23—A DAY OF URGENT CALLS.

December 23 was a fateful day in sea annals. No fewer than four urgent calls were sent out from ships. Besides the French liner "Champollion" (see separate paragraph), at least 4 other large ships were in trouble at widely separated points. The U.S. freighter "Quartette" (referred to elsewhere) was aground on a Pacific coral reef. The crippled Canadian freighter "Maplecove" (10,000 tons) was moving through a North Pacific storm under her own power to meet the sea-going tug "Sovereign," 1,000 miles off the British Columbia coast. The Finnish steamer "Margareta" (as reported also in this issue) lay aground in the Firth of Clyde. From Nicosia, Cyprus, the British corvette "Empire Shelter" was standing by the Costa Rican freighter "Burica" (800 tons), which was drifting in heavy seas.

NEW BLUE FUNNEL LINER.

The Blue Funnel Line's new "Nestor" arrived in Sydney on December 22 on her maiden voy-

age to Australia. The old "Nestor," which left Sydney for the last time in May, 1950, after 37 years' service, was well known to Servicemen of two world wars. The new 7,802-ton "Nestor", built at Dundee in 1952, berthed at Walsh Bay.

CHINESE FIRE ON BRITISH SHIP.

Press reports from Hong Kong on December 4 said that two Chinese gunboats on December 1 pursued and fired on a British coaster off the Chinese port of Foochow, killing the ship's master, Captain Robert Adam. The coaster was the 335-ton "Rosita." The "Rosita's" chief officer, Eric Shakeshaft, 29, of Lancashire, told of the attack when he brought the bullet-scarred vessel with Adam's body aboard into Hong Kong harbour. Boarding parties from one of the gunboats looted watches and other personal possessions from the "Rosita's" crew of 24. Shakeshaft said that the searching parties wore Chinese Nationalist cap badges.

TRAGIC DISASTER TO FRENCH LINER.

All surviving passengers and crew members of the French liner "Champollion," which broke in two after wedging itself deep in a sandbank on the rocky Lebanese coast on December 22, had been taken ashore by Christmas Day. Four passengers and 11 members of the crew lost their lives in the disaster, according to an announcement in Paris by the "Champollion's" owners, the Messageries Maritimes. The vessel is a total loss. The four dead passengers were a Haitian and three French. The British cruiser, H.M.S. "Kenya," made a 230-mile dash to the scene and assisted in the rescue work. Hero of the disaster was a port pilot, Rasvan Baltaji, who rescued passengers in a motorboat through heavy seas. Baltaji took his boat close in to the liner, taking 50 people to safety on each trip. Encouraged by the pilot's success, firemen

launched a smaller motor boat and speeded rescue work until, eventually, all survivors were safely ashore. The captain was the last man to leave the "Champollion."

TWENTY GERMAN FISHER- MEN LOST.

Twenty German fishermen are feared lost with their trawler, the "Ebeling," 487 tons, which is believed to have sunk off the west coast of Iceland. The next of kin were told on December 26 that a four-day search by ships and planes had yielded no trace of the trawler.

TWENTY-TWO KILLED IN JAPANESE PORT EXPLOSIONS.

The second explosion in a week at the Japanese port of Nagoya on December 26 killed six persons and injured eight. The blast occurred in the magnesium store of a photographic supplies dealer. Six days before, an explosion in an ammonium sulphate plant killed sixteen and injured hundreds. No official statement has been made as to the cause of the blasts.

CLYDE LIFEBOAT TO THE RESCUE.

A lifeboat from Campbelltown on December 23 took off the master and 18 members of the crew of the 2,900-ton Finnish ship "Margareta," which ran hard aground on Ailsa Craig, a rocky islet in the mouth of the Firth of Clyde.

Tens of thousands of penguins died recently on Dassen, Jutten, and Lambert's Bay Island off the Cape of Good Hope coast with their feathers clogged with oil. The source of the oil remains a mystery because no ships are known to have discharged waste oil in the area. However, sludge has been known to drift up to 500 miles, and it may be that some such drift caused the tragedy, which is causing concern to the guano and penguin egg industries of the Cape of Good Hope.



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PERSONAL PARAGRAPHS

BRITISH ADMIRALTY ANNOUNCES CHANGES IN FLAG LIST.

The following changes on the Flag List have been announced by the British Admiralty with effect from September 1, 1952, to fill the vacancy caused by the recent promotion to Admiral of the Fleet of Sir Philip Vian: Vice-Admiral Sir Alexander C. G. Madden, K.C.B., C.B.E., to be Admiral in Her Majesty's Fleet; Rear-Admiral E. M. C. Abel Smith, C.B., C.V.O., to be Vice-Admiral in Her Majesty's Fleet.

RETIREMENT.

The British Admiralty recently announced the retirement of Vice-Admiral the Lord Ashbourne C.B., D.S.O., who has been placed on the Retired List.

NEW FLAG OFFICER, FLOTILLAS, MEDITERRANEAN.

The British Admiralty has announced the appointment of Rear-Admiral C. F. W. Norris, C.B., D.S.O., to be Flag Officer (Flotillas) Mediterranean, in succession to Vice-Admiral F. R. Parham, C.B., C.B.E., D.S.O., the appointment to take effect in January, 1953.

INDIAN NAVY APPOINTMENT.

Captain A. D. H. Jay, D.S.O., D.S.C. and bar, R.N., was recently appointed Commodore in Charge, Cochin, and Commodore Superintendent Indian Navy Training Establishments (on loan to Indian Navy). He will hold the rank of Commodore 2nd Class while holding the appointment.

ASSISTANT DIRECTOR OF NAVAL INTELLIGENCE (TECHNICAL), BRITISH ADMIRALTY.

The appointment of Captain E. A. G. Whittle, (E) for duty in the British Admiralty as As-

sistant Director of Naval Intelligence (Technical), has been announced.

BRITISH MINISTRY OF DEFENCE APPOINTMENT.

Captain C. D. Maud, D.S.O., and bar, D.S.C. and bar, has been appointed to the Headquarters Staff British Ministry of Defence at Amphibious Warfare Headquarters.

FLAG CAPTAIN TO FLAG OFFICER MALTA.

Captain M. K. Cavenagh-Mainwaring, D.S.O., has been appointed to H.M.S. "St. Angelo" in command and as Flag Captain to the Flag Officer Malta.

DUKE'S PRIVATE SECRETARY VISITS HOMELAND.

The private secretary to the Duke of Edinburgh, Lieutenant-Commander Michael Parker, his wife, and two children, arrived in Australia on December 22 for a short visit. They travelled by Constellation. Lieutenant-Commander Parker is an Australian, and his parents live at East Kew, Melbourne, Vict. He served with the Duke on several naval stations during the war. When Princess Elizabeth and the Duke of Edinburgh were married he became their equerry. When Princess Elizabeth became Queen he was appointed private secretary to the Duke.

EMILE ROBIN (M.N.) AWARD.

Captain Elias Lloyd, master of the British ship "Ottinge" and his Chief Officer, Mr. O. S. Jenkins, were recently presented with the Emile Robin (M.N.) Award for the outstanding act of bravery at sea during the year 1951. The "Ottinge" in October, 1951, rescued 18 members of the crew of the Panamanian tanker "Transpet" which caught fire after an

engine-room explosion. A lifeboat was launched in a choppy sea by a volunteer crew in charge of Mr. Jenkins. "By skilful manoeuvring," states the official citation, "the 'Ottinge' proceeded to shelter the lifeboat as much as possible on her way across to the still blazing vessel. The 'Transpet's' crew were taken safely aboard the lifeboat which then returned to the 'Ottinge', where the men were treated for burns and made as comfortable as possible." Later, three of the "Transpet's" crew were taken to hospital. In presenting the award to Captain Lloyd and Chief Officer Jenkins, the Lord Mayor of Cardiff, in a well deserved tribute, said: "We are proud of both of you and of your crew. We know the hazards of the sea."

AWARD TO BRITISH MERCHANT NAVY OFFICER

Mr. R. F. McNamara, a member of the Navigators' and Engineer Officers' Union of Great Britain, was recently awarded a silver cigarette case by the British Minister of Transport, for services which he rendered in September, 1949, while serving as Second Officer in the Panamanian vessel "Nowrooz," in the rescue of members of the crew of the "Chak Sang" in Hong Kong. The presentation of the cigarette case to Mr. McNamara was made in Liverpool, England, the ceremony being held in the ship in which the recipient is now serving.

BIRTHDAY HONOURS TO M.N. OFFICERS.

The following names were among those connected with the Merchant Navy upon whom was bestowed the award of Member of the Order of the British Empire (M.B.E.) in the first Honours List published in June last in celebration of Her Majesty the Queen's official birthday: Mr. F. W. B. Clarke, lately Purser, m.v. "Port Jackson" (Port Line); Mr. F. C. Griffiths, Chief Engineer Officer, s.s. "Jersey City"

(Sir William Reardon Smith & Sons); Captain A. Hood, Master s.s. "Culross" (Chr. Salvesen & Company); Captain F. D. Parker, tug "Turmoil" (Overseas Towing and Salvage Company).

NEW P. & O. COMMODORE

The P. & O. Company announced on December 22 that Captain S. W. S. Dickson will be the new Commodore of the P. & O. fleet. He succeeds Captain H. S. Allan, who recently retired. Captain Dickson joined the P. & O. Company's "Moldavia" in 1914 as fourth officer and served during World War I. in the hospital ships "Delta" and "Syria." In November, 1951, Captain Dickson was appointed to the "Himalaya," which arrived in Sydney on Boxing Day.

R.A.N. FORMS NEW AIR SQUADRON.

A Naval aircraft squadron, to be known as the 850 (Fighter) Squadron, was formed at the Royal Australian Navy Air Station at Nowra, N.S.W., on January 12.

In announcing the formation of the squadron, the Minister for the Navy (the Hon. William McMahon) said on January 5 that, like the other two R.A.N. fighter squadrons, it would be equipped with Sea Fury aircraft.

Eventually, all the fighter squadrons, the Minister continued, would fly Sea Venom jet aircraft, which have already been ordered.

The formation of the 850 (Fighter) Squadron would complete a routine stage of the development of aviation in the Royal Australian Navy.

In the four years since the introduction of Naval aviation, R.A.N. pilot and observer officers had become very proficient.

Those who served in H.M.A.S. "Sydney" in Korea while she was relieving H.M.S. "Glory" established a splendid record, and several were decorated, Mr. McMahon said.

CHILDREN VISIT TO LINER



Junior Second Officer P. W. F. Holmes, of the R.M.S. "Strathaird," explained the steering gear to some of the 136 children from the Far West Home, Manly, when they inspected the liner at Pyrmont recently. Stewart Stanley, of Coonamble, is at the wheel.

SEA-ODDITIES

In the September issue of this journal we published an account of the annual migration flight southward of the mutton-birds. This account, the first recorded of this amazing phenomenon, was written by the famous navigator Mathew Flinders, during the time he was making his remarkable survey of the eastern Australian coasts. Since then, the flight has been described by others, and this month we publish another, and much more recent description of it. The account, penned by the Australian author Archer Russell, is reprinted from the "Sydney Mail" of the 26th September, 1934. He writes:

"I was looking out over the sea, passing a lazy hour on a cliff-top by Narooma (South coast of N.S.W.) when I saw them. I could hardly believe my eyes. So I got my binoculars; and then I knew I was witnessing one of the most amazing bird-movements in all the avian world. The southward flight of the mutton-birds had begun in earnest."

"There they were, half a mile off-shore, low down over the waves, so that many of them almost clipped the waves—a whirling, dipping, endless stream of birds. How long the birds had been flying past before I noticed them I cannot say—I should like to know. I only know with surety that for the succeeding two days they never stopped, but went on in an unbroken movement southward."

"When I say that the stream of birds was at least two hundred yards in width and thirty feet in depth, that the birds were flying, dipping and rising, in a compact mass, and that the stream was probably moving at the rate of twenty to twenty-five miles an hour, we will be able to form some computation of their numbers. But will we? I have some doubt of it, unless we are accustomed to dealing in numerical

quantities amounting to undreamed-of millions. For that their numbers went into some such computation I have not the slightest doubt."

"The birds seemed not unduly wing-weary, but flew strong and purposely. Not that many do not fall by the way; they do. Sometimes when storm attends the annual flight thousands of the weaker birds are beaten down, to strew the coasts with dead and dying forms. Yet still the flight goes on in an unbroken and relentless stream."

"This astounding migration movement of the mutton-birds takes place every year, usually some time late in September or early October. It was September 27 when I saw them first, and when we left Narooma on September 29—this was in 1933—they were still passing—a little lessened in number, perhaps, but still in unbroken column and flying purposely and strong, bound for their nesting burrows on the islands of south-eastern Australia, particularly those of the Bass Strait and the coasts of Tasmania."

"I count my view of the annual southward flight of the mutton-birds as one of the most amazing sights of my life."

The antics and natural habits of some birds are a never-ending source of interest. Take, for instance, the Adelie penguins. These birds make their nests of stones, and use stones in their acts of courtship. The normal course of things is for this grave but comic creature, having picked up a stone in its beak, to come before another of the opposite sex, and, with a stiff bow and absurdly outstretched flippers, to deposit it at the other's feet. When, however, there are men near the rookery, the birds will sometimes in all solemnity come up to them with their stone offering and lay it at the feet of the embarrassed or amused human being.

What the senses of many animals tell them may be very different from what our senses tell us. How different, for instance, must be the world of fishes from our world, since fishes have a sense informing them when they are swimming towards a rock, thus enabling them to avoid collision even in utter darkness. What senses inform them? We do not know, but the fishes may be able to perceive stimuli to which our senses do not react at all. Yet in some ways their stimuli is dull compared with ours. An instance of this is provided by the octopus. The octopus feeds largely on crabs, which it captures with the suckers on its tentacles and then quickly crunches with its powerful jaws. You might therefore expect that a crab would be recognised by an octopus, which has very good sight, in whatever situation in the sea the crab is found, but this is not so. A hungry octopus pounces rapidly on a crab crawling on the sea floor, yet if a crab is dangled on the end of a string before the octopus, the latter does not move; it apparently is quite unaware of its presence. But as soon as the crab reaches the sea floor the octopus jumps on it and envelops it with its tentacles.

In the Thursday Island museum there was, and probably still is, an old-fashioned ship's bell. On one side of it are inscribed the words "Ship Sally, A.D. 1807"; on the other is the inscription "Schooner Triumph, 1847." The strange thing is that neither the origin nor fate of either of these vessels is known—not locally, at any rate. Apart from the fact that the bell was found on a lonely northern reef, all is enshrouded in mystery. The coasts and islands and reefs of the Great Barrier and Torres Strait hold many a mystery, and hide many a tragedy, that may never be solved or known.

NEW EXPEDITION TO HEARD ISLAND.

It was announced in Melbourne on December 18 that a new Antarctic research expedition, in charge of Mr. J. M. Bechervaise, writer and photographer, will leave Australia early in February for Heard Island. Mr. Bechervaise led the party which first climbed Federation Peak in Tasmania in 1949. Dr. A. M. Gwynn, the medical officer, is an authority on Antarctic birds and animals and has been a member of previous expeditions. The members of the expedition will number about 12 in all.

PARACHUTING IN SEALED CAPSULE.

A message from London on November 26 said that the "Daily Express" had stated that an American aircraft company had developed a sealed, whale-shaped capsule in which pilots can bail out of supersonic aircraft

at great heights. The capsule is reported to be packed with food, water, signal rockets, and radio equipment, and rests on a rocket charge, which expels it from the cockpit when the pilot presses a button. Three fins in the tail keep the capsule upright in the air, while a small parachute opens to slow it down. When a safe speed is reached, the small parachute pulls out a main parachute. If it lands in the sea, the capsule will stay afloat and keep the pilot warm and dry while awaiting rescue.

JAPS. OPENS FIRST POST-WAR AIRCRAFT FACTORY.

The Mitsubishi Organisation, which built Japan's Zero fighter plane during World War II., on December 18 opened its first post-war aircraft factory.

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—Ovid.

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SPEAKING OF SHIPS

The British Shipbuilding Research Association has been making big progress in the development of electronic apparatus for use in ships' trials and subsequent performance on service.

The suggestion to increase Swedish light dues and pilotage rates by about 100 per cent. has aroused strong opposition, as it would make them three times as high as those at Copenhagen and twelve times as high as Antwerp.

The Indian Government has cancelled its grain contract with Russia as the price is double that charged by other countries.

The proposal by the Port of London Authority to improve Shadwell Basin for the fruit trade was defeated in the British House of Lords by the opposition of the local church.

It is officially announced that about 60 per cent. of Britain's softwood imports are used for packing exports.

Mr. D. Fraser, of Liverpool, has invented a machine for indicating, and accurately recording with date and time, all orders from the bridge to the engine room.

The Peruvian Wharf at Plarstow has been reconstructed for the handling of raw sugar in bulk for Tate and Lyle's adjoining refinery.

The familiar "Groningen" type of Dutch motor coaster is being adapted for the Indonesian Government for passenger and general cargo work in the East Indies.

Many shipyards are complaining of large-scale thefts of materials in short supply, in which

many of their own employees are alleged to be implicated.

An £11,000,000 plan to dredge the bar of Lake Maracaibo to 35 feet, saving the present expense of trans-shipment at Curacao or Aruba, is to be financed by a loan from the oil companies.

Mr. W. Marquardt, a Dutch engineer, has evolved plans for a radial-flow turbine with novel features to make it suitable and economical for small vessels.

The Honduran flag motor tanker "Rose Mary," in international waters, was machine-gunned by Albanian shore batteries without sustaining any casualties.

The Dundee, Perth and London Company's coasters "Perth" and "Luman," having proved very successful on time charter for service between the Canadian Great Lakes and Newfoundland last season, were fixed with the similar charter for 1952, together with the "London."

There has been a big drop in the fixing of tankers for consecutive voyages by British charterers, but a certain amount on American account.

Towards the middle of July, 1952, the price of a Liberty ship on the British market was £300,000—half the price ruling in the preceding January.

During the year 1951 the Humbert port medical officers reported that verminous living quarters were by far the most frequent fault found with British ships.

The crews of some ships have been delayed so long in New Zealand ports that they have been finding part-time jobs ashore.

The plan to develop the Falk-

land Islands meat trade, which was put forward nearly three years ago, has been held up by the long delay in completing the refrigerating plant.

During the Anglo-Argentine trade talks the British reply to the demand for a much higher price for meat was that the quality must be improved from recent standards.

Heinz Schliewen, of Hamburg, has bought the Swedish 4-masted barque "Moshulu" and renamed her "Oplag" for trading and training, as well as the freak 5-masted schooner "Carl Vin-nen."

The Japanese Government has approached the United States to lease it 50 laid-up "Liberty" ships to time charter to Japanese owners at a very low rate.

The German Government is making very generous tax concessions to shipowners to allow them to build up their fleets.

The British Government has secured a site at Feltham, in Middlesex, for a big new testing tank but plans are not yet ready for its construction.

The possibility of combining gas and steam turbines in a single propelling unit is attracting attention among marine engineers more than ever.

The Outward Bound Trust (of Great Britain), in addition to its sea school at Aberdovey, has taken over the Moray Sea School at Burrehead.

A fireman in the "Queen Elizabeth" was fined £20 for helping a stowaway who made the double voyage on board and was only discovered shortly before the liner returned to Southampton.

PACIFIC JETLINER SERVICE IN MARCH.

The Canadian Pacific Air Lines' transpacific jetliner service will commence from March 13, when the first Comet initiating the service will arrive in Sydney. The company will begin a weekly service, carrying passengers at eight miles a minute eight miles high. The South Pacific operations manager of the company, Mr. W. Woollet, said on November 22 that the first jet service would use British Mark 1A Comets carrying 44 passengers. These did not have sufficient range for the flight from Vancouver to Honolulu, and would operate from Honolulu to Suva, Auckland and Sydney. The Honolulu-Sydney flying time would be 11½ hours. Douglas DC6B airliners would carry passengers on the Vancouver-Honolulu leg. The Mark II Comet would be available for service in 1954, and would be able to carry passengers

over the complete route. The Mark 1A Comet has a fuel capacity of 7,000 gallons.

EIGHT DEAD IN U.K. HURRICANE.

Eight people were killed and hundreds injured during one of the worst hurricanes that has swept Britain in all her history on December 17. Most of the dead were buried under falling debris. Buildings collapsed, shipping was delayed and had to seek shelter, and air services were cancelled. The new American liner "United States" had portion of her bridge damaged when fierce winds swept it towards the wharf after pulling out from Southampton dock bound for New York. A seaman was blown from the deck of his ship in the Mersey River, Liverpool. Three men who tried to cross the River Trent at Nottingham are missing after their boat capsized. The Isle of Man registered wind gusts of up to 130 m.p.h.

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REVIEWS

"The Silent Service," by Torpedo-
man T. M. Jones and Ion L.
Idress. Published by Angus and
Robertson Sydney. New Edition.

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who do not remember the story
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the "Stuart," "Vendetta," "Wat-
erhen," "Voyager," and "Vam-
pire" of "The Battle of the
Cruisers," of "The Last Fight of
the Graf Spee," of "The Battle
of Tugarean Gap" and the work
of the "Hobart" in Somali and
East Indies waters, of a hot spot

in the life of the "Perth," of "The
Midnight Battle of Matapan," of
the work of the armed merchant
cruisers "Moreton Bay" and "Kan-
umbla," of "The Battle of Bandar
Shapur," of "Yarra's Last Fight,"
of "The Battle of the Coral Sea,"
of the work of "Parramatta,"
"Nestor," "Armada" and "Qui-
beron"; of days and action epis-
odes in the famous Tobruk Pa-
trol, in and around Singapore, in
the Java seas and in the Solo-
mons; of "Sea Giants and Air
Demons," and of the multifold
other fights, incidents, convoys,
duties and humours of the fight-
ing ships and boys of the Aussie
Navy.

It is a stirring, dramatic story
of mingled heroic loss and gain
this collection of individual,
unofficial service annals of the

R.A.N. Told in an easy, conver-
sational style, it carries the scenes
and events of naval war with clarity
and understanding. The boys
of the R.A.N.—how these pages
commemorate their lusty, derisive
daring, their enduring fortitude
and devotion, their unflinching, in-
flexible will to win!

Indeed, as an episodic chron-
icle of the Royal Australian Navy
at war and at service stations,
this book fails in little. The men,
ships, strategems, incidental types
and phases are authoritatively and
inspirationally presented; each
narrative is a modest yet vivid
recital of deathless adventure and
selfless devotion to duty. It is,
of course, not a complete history
that would need volumes—but
it is complete enough to give it a
completeness in itself, as a book.

The book, in short, "grips"
from the first page to the last,
and, apart from the episodic
story itself, it illustrates in inter-
pretative words the vast debt our
nation owes to the ships and men
of the R.A.N. Indeed, but for
their valiant and devoted service
to the United cause, particularly
in the Pacific, we should not now
be a free people.

Mr. Norman J. O. Makin, the
then Minister of the Navy, in his
appreciative foreword, said:

"In its record of this comradeship
and of what our men and
ships have achieved, 'The Silent
Service' is a story of which both
the Navy and the nation may well
be proud. The authors contribute
richly to a public appreciation of
the R.A.N. in recording incidents
that will enshrine the names of
valiant ships and of men who
have served their country with
traditional courage and devotion."

BLACK CREW PREFERRED TO WHITE.

The South African Govern-
ment steamer "Aloe," having had
an attempted attack on the cap-
tain and seven desertions from her
white crew in one voyage, paid
off the remainder and replaced
them by coloured men.

MORE AWARDS TO R.A.N. OFFICERS AND MEN

The Minister for the Navy (the
Hon. William McMahon) an-
nounced on December 23 that
seven more awards had been made
to officers and men of the Royal
Australian Navy for operational
services in Korean waters. Forty-
five awards had now been granted
to R.A.N. officers and ratings
since the Korean war began.

Commander Bracegirdle, whose
name appeared in the new list,
had been awarded a second bar to
the Distinguished Service Cross
and Bar, which he won in the
Second World War.

The list was as follows:—

Bar to Distinguished Service Cross.

Commander W. S. Bracegirdle,
D.S.C. and Bar, R.A.N., of Syd-
ney, who commanded H.M.A.S.
"Bataan" in the Korean area from
February until September this
year.

Distinguished Service Cross.

Commander J. M. Ramsay,
R.A.N., of Sydney, who com-
manded H.M.A.S. "Warramunga"
in the Korean area from January
until July of this year.

British Empire Medal (Military Division).

Chief Petty Officer A. S. Harris,
of Frankston (V.), Gunnery In-
structor of H.M.A.S. "Warra-
munga."

Mention in Despatches.

Lieutenant J. E. Harrington,
R.A.N., of Melbourne. Surface
gunnery control officer in H.M.A.
Ship "Warramunga."

Acting Petty Officer Telegra-
phist C. R. Stringer, of Adelaide.
Senior rating in charge of the
wireless department in H.M.A.S.
"Warramunga."

Leading Stoker Mechanic R. G.
McNamara, of Toowoomba (Q.),
whose duties in H.M.A.S.
"Bataan" included the mainte-
nance of machinery on patrol under
Arctic conditions.

Petty Officer S. R. Smith, of

Bendigo (V.), Radar control rat-
ing, first class, in charge of the
transmitting station in H.M.A.S.
"Bataan."

Mr. McMahon said that the
citations accompanying the recom-
mendations for the awards stated
that Commander Bracegirdle and
Commander Ramsay had display-
ed outstanding leadership and
great devotion to duty when their
ships were under fire and at other
times.

The other recipients had brought
remarkable energy and enthusiasm
to their tasks, which had frequent-
ly been performed under hazardous
and extremely unpleasant wintry
conditions.

He knew that all Australians
would be delighted at the recog-
nition of the services that had been
given so skilfully and courageously
by members of the R.A.N.

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ing men . . .

"Daily Telegraph," Sydney

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sailormen . . .

"The Sunday Sun," Sydney

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(Federal Council.)

Official advice has been received from the Official Secretary and Comptroller to His Excellency the Governor-General, informing the Federal Council that Her Majesty The Queen has graciously granted her Patronage to The Ex-Naval Men's Association of Australia.

Officers of the Federal Executive deeply appreciate this very high honour bestowed upon the Association by Her Majesty and all ex-Naval personnel may justly feel proud that the Association is the only ex-Service organisation so greatly honoured by the Queen.

Federal Council is in receipt of information from the Chairmen of the Services Canteens Trust Fund relative to widows and orphans of war servicemen and widows and orphans of servicemen who have passed away since their return to civilian life. The Trustees have decided as from 1st January, 1953, to merge the Widows and Orphans' Panels in each State with the Regional Welfare Committee by abolishing the former panel and adding to the Regional Welfare Committee a nominee of the War Widows' Guild and Legacy. All applications for assistance from widows and orphans will then be dealt with by the Regional Welfare

Committee. This course has been taken by the Trustees because the time has arrived when the number of non-war caused widows and orphans outnumber the figures of war caused widows and orphans.

It is the desire of the Services Canteens Trust Funds Trustees that all ex-Service organisations will make it one of their active duties to contact all eligible widows and orphans, particularly immediately following the death of an ex-serviceman, to keep in touch with their needs for assistance, and where it is considered necessary, to take action to ensure that their need for assistance is brought to the notice of the State Regional Welfare Committee concerned. The task is to seek out these widows and orphans rather than wait until they make their applications for assistance. The Trustees have found from experience that widows are reluctant to apply for help and in many cases do not know of the assistance available to them; they go on suffering hardship which could be alleviated if only their case could be brought to the notice of a Regional Welfare Committee.

Trustees feel that the Fund should be brought to the notice of all eligible widows and orphans whether war caused or not, and it will be necessary to have the wholehearted support of all ex-service organisations in seeking out these widows and orphans of all types in distress. The Ex-Naval Men's Association will co-operate with the Trustees to achieve this object.

G.W.S.

CLUB WILL WELCOME NAVAL MEN

Many migrants who served during the war with the Royal and Dominion Navies have found a warm welcome from the Ex-Naval Men's Association of Australia.

The association is always on the look-out for ex-naval personnel from Britain and the Dominions to welcome to its midst, states Mr. G. W. Scott, Federal Secretary.

The aims and objects of the association are:

- To unite ex-naval personnel for their mutual benefit.
- To provide entertainment for visiting Naval personnel.
- To encourage the social, intellectual and general advancement of members.
- To endeavour to assist members in distress and to aid them in obtaining employment.

- To purchase property and hold buildings for the benefit of members and to provide club rooms, print, publish and circulate books, magazines and papers for members' benefit.

Names and addresses of State secretaries are:

New South Wales: Mr. R. Humphry, 77 Pitt St., Sydney.

Victoria: Mr. W. H. Sullivan, 383 Flinders Lane, Melbourne.

Queensland: Mr. W. H. Macdonald, 112 Brisbane St., Bulimba.

South Australia: Mr. W. A. Palmer, 23 Peel St., Adelaide.

Western Australia: Mr. W. W. Wayman, 149 Petra St., East Fremantle.

Tasmania: Mr. G. R. Howe, 99 Collins St., Hobart.

Canberra: Mr. K. White, 4 Third St., Narrabundah.

Papua-New Guinea: Mr. F. C. Hill, Department of Education, Port Moresby.

THE QUEEN TO LAUNCH NEW ROYAL YACHT

It was announced from Buckingham Palace that Her Majesty The Queen will launch the new Royal Yacht at Clydebank, Glasgow, on April 16th next. The vessel is being built at the yard of John Brown and Co. Limited, and will be capable of undertaking long ocean voyages. It is designed for service as a hospital ship in war-time.

Describing the Royal Yacht, the English "Sunday Dispatch" in a recent article said:

"Secret' details of the Queen's £1,000,000 yacht now being built on the Clyde include an 'iron man' gadget on the bridge that will flash a warning if anything goes wrong with the steering gear and automatically put the ship back on its course.

Designed by the Admiralty, the yacht will be 380ft. long, 53ft. in the beam, with two screws,

and a cruising speed of 21 knots.

"About one-third of the vessel is already completed under a 150,000 square foot glass roof at John Brown's yards. She is due to be launched in April, and there are rumours that she will be named 'King George VI.'"

"The yacht," continues the "Sunday Dispatch," "will be practically unsinkable. Watertight bulkheads from 12 to 30 feet apart will intersect the entire length of the yacht.

"The thousands of plates that form the hull will be 'pickled' first to discover flaws; then they will be welded edge to edge instead of overlapping. The welds themselves will be X-rayed for further flaws. Then plastic will seal the joints to provide a slipstream skin."

Other outstanding features of the yacht, according to the "Sunday Dispatch," will be:

Ball-bearing fixtures in the ceiling of cabins and passenger suites from which the beds will be hung so that they will not be affected by the movement of the ship.

The state-rooms, the ball-room, the reception-room, the swimming-pool and the cinema are laid out in such a way that all can be converted at short notice into operating theatres, wards, and sterilising rooms. Gangways and corridors are being made specially wide to allow easy access for stretcher cases.

Even the two-car garage to house the Queen's private limousines will be capable of taking ambulances.

A distilling plant to make the ship self-supporting in water for domestic use.

A playroom for Prince Charles and Princess Anne is on the top deck, and a church is in the lower deck.

The yacht will be manned by a crew of 150 hand-picked from the Royal Navy.

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R.A.N. OFFICER COMMANDS NAVAL AIR STATION AT NOWRA.

Captain Rodney Rhoades, D.S.C., R.A.N., has assumed his appointment as commanding officer of the Royal Australian Naval Air Station, H.M.A.S. "Albatross," at Nowra (N.S.W.), and Resident Naval Officer at Jervis Bay.

In announcing this on December 18, the Minister for the Navy (the Hon. William McMahon) said that Captain Rhoades, who succeeds Captain G. H. Beale, D.S.O., O.B.E., R.N., about to leave on his return to the United Kingdom, is the first officer of the Royal Australian Navy to have commanded "Albatross." He was executive officer there, with the rank of commander, before he left for England in August, 1950, to serve with the Royal Navy.

Shortly after he arrived in England he was appointed Commander (D) of the Nore Destroyer Flotilla and commanding officer of the flotilla leader H.M.S. "Opportunity," which was on escort duty during the State visit to England by King Frederick and Queen Ingrid of Denmark last year. King Frederick awarded him the decoration of Chevalier of the Order of Dannebrog. Later he joined the staff of the Commander-in-Chief, Portsmouth. He returned to Australia last month.

Captain Rhoades is a graduate of the Royal Australian Naval College, which he entered in 1923. He commanded the Australian destroyer "Vendetta" on the Tobruk ferry run in the Second World War and also took part in the evacuation of Greece and Crete and other operations. It was for his services in the Mediterranean that he was awarded the Distinguished Service Cross in December, 1941. He was also mentioned in despatches.

Later in the war he commanded the destroyer "Quickmatch." In May, 1946, he commissioned H.M.A.S. "Shoalhaven" and in her served as Senior Officer of the First Frigate Flotilla.

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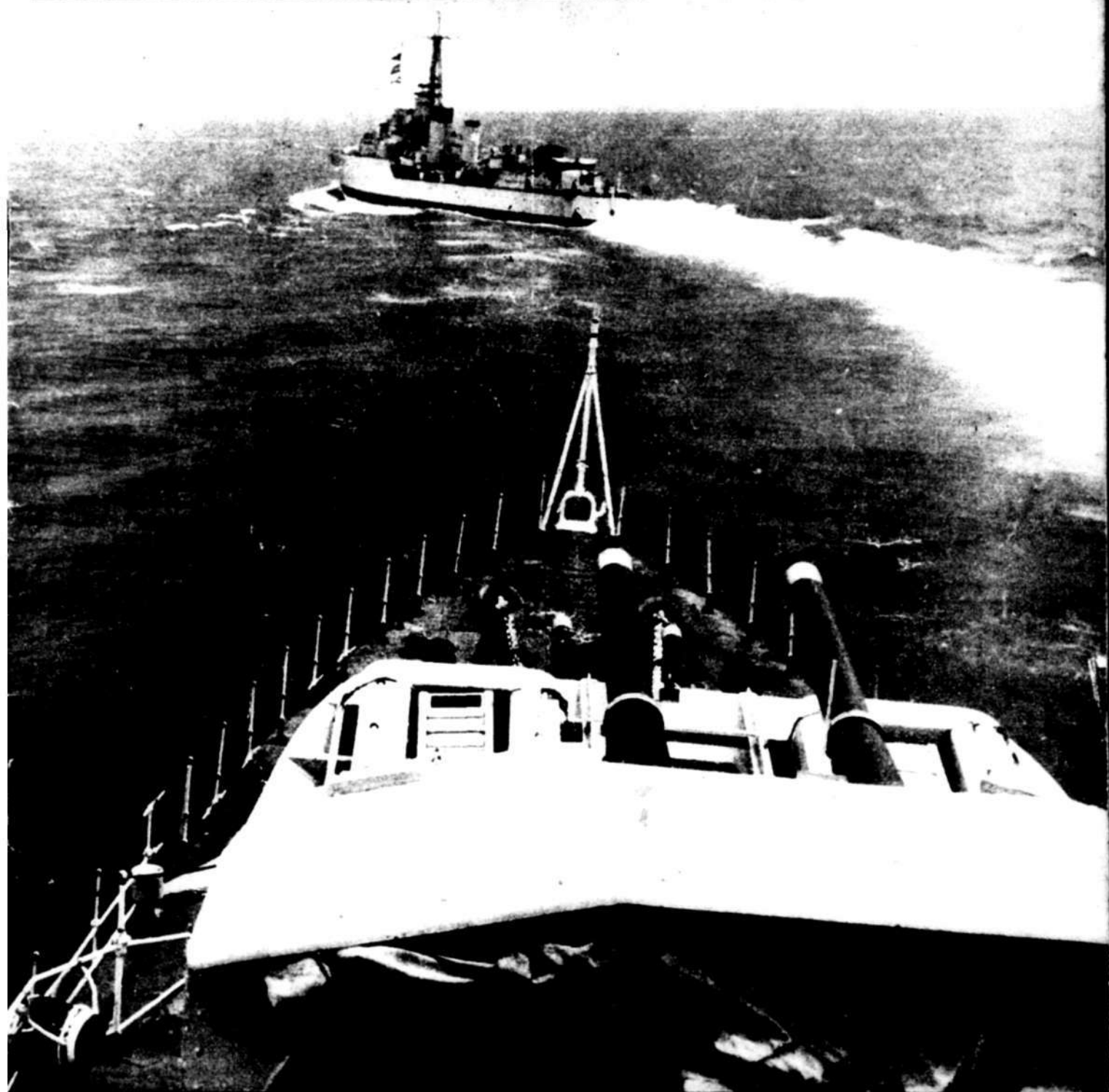
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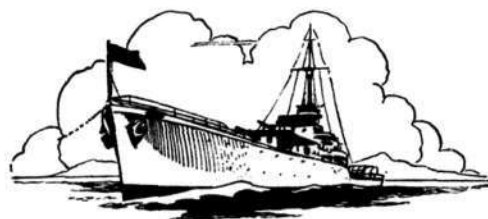
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THE Australia's Maritime

Vol. 17.

FEBRUARY, 1953.

No. 2.

NAVY MINISTER BRINGS HELICOPTERS TO R.A.N.

The announcement by the Minister for the Navy (the Hon. William McMahon) that three Bristol 171 helicopters would form part of the aircraft equipment of H.M.A.S. "Vengeance"—due in Sydney on March 11—is a matter not only for appreciation but for congratulation.

Although the use of the helicopter is not new to the Royal Australian Navy—it was used, on loan, in H.M.A.S. "Sydney" in Korea—this will be the first time Australia has proprietorially added this particular aircraft to her Naval equipment. The three now on board the "Vengeance" will be used mainly for rescue work.

This journal has again and again pointed to the increasing use and proven value of the helicopter as an air-sea and "behind the lines" rescue craft. For indeed the helicopter has come prominently into the news during the past year or so, notably, of course, in Korea, where some novel and dramatic rescues have been effected by the skilful use of it.

Not that its use is in any way still novel; such rescues it effects, as pointed out in this journal's

editorial of March last, have long since passed beyond the stage of novelty. They are, in fact, now recognised, because they come within the scope of possible eventualities, as part and parcel of operational routine—and as such are now being prepared for and accepted.

Nor has the helicopter come prominently into the news only on the field of battle; on the home front, and in various ways, it is also establishing itself as an instrument of signal utility.

For instance, when Her Majesty The Queen visited Britain's Home Air Command at Lee-on-Solent on November 21 eight Naval Dragonfly (S.51) helicopters, we learn from the Admiralty News Summary, took part in a fly past and two of them escorted the Queen's car for four miles as she proceeded from Fort Brockhurst Railway Station to the Royal Naval Barracks.

These helicopters, we learn, are attached to No. 705 Training Squadron based at Gosport and commanded by Lieutenant-Commander H. R. Spedding, R.N., who took part in Malta convoy operations as a Naval fighter pilot in World War II. They will shortly go—if they have not already gone—into service in R.N. aircraft carriers and at Naval air stations, to be used for air-sea rescue duties. The Queen's escorting helicopters were piloted respectively by Lieutenant-Commander Spedding and Lieutenant Donald Farquhason,

They flew at about 100 feet. It was the first time a Sovereign has been escorted in this manner.

In other ways, too, the helicopter is filling an important place, fulfilling an important duty. As recently as January—that is, in last month's issue—this journal reported the use of helicopters in Malayan jungle warfare. This followed the announcement in the British House of Commons that ten S.55 ten-seater helicopters were to be despatched, with trained personnel, to Malaya for that purpose, together with a subsequent confirmatory statement to the effect that they would arrive at their destination late in December.

In making the announcement in question, Mr. Birch, Parliamentary Secretary to the British Ministry of Defence, said the United States Government had agreed to advance the delivery date of the [ten S.55] helicopters, which were to have been allocated to the Royal Navy in 1953 under the Mutual Defence Assistance programme. The British Government and the High Commissioner for the [Malayan] Federation "are most grateful," added Mr. Birch, "for the co-operation of the United States Government in this matter." Incidentally, though manned by the Royal Navy, the S.55's in Malaya will come under the operational control of the Royal Air Force with certain existing Squadrons of smaller helicopters already in operation there. Furthermore, they have been accepted by No. 848 Squadron which is commanded by Lieutenant-Commander S. H. Suthers, D.S.C., R.N., who joined the Air Branch of the Royal Navy as a midshipman in 1939.

In commenting on this acquisition and on the craft itself, the Aeronautical Correspondent of "The Times," London, wrote that "the S.55, which was produced by the Sikorsky Aircraft Division of the United Aircraft Corporation [of America], has been used extensively by the United States forces in Korea. It can carry, in addition to a crew of two, up to 10 soldiers or eight stretcher cases, six of which can be loaded by means of a power-operated winch while the aircraft hovers. It is also suitable for carrying freight.

"Last summer," the "Times" Correspondent continued, "two S.55's made the first transatlantic crossing by helicopters, completing a journey of 3,410 statute miles in a flying time of 42½ hours. The normal operational range exceeds 400 nautical miles and top speed is 110 m.p.h. An interesting feature is that the engine is in the nose of the fuselage, leaving the cabin space unobstructed. Large nose doors make the engine easily accessible from the ground for inspection and servicing.

The "Times" correspondent concluded:

"The S.55 is being built under [U.S.] licence in Britain by Westland Aircraft, of Yeovil, which

has already supplied the smaller S.51 Dragonfly helicopter to the Royal Navy and the R.A.F. During the last three years this little three-passenger machine has given excellent service in Malaya, where the R.A.F. uses it to evacuate casualties from the jungle. It has also been employed by British European Airways for experimental services in the United Kingdom, and took part in recent tests to determine the suitability of the South Bank site for London's helicopter terminal."

An encouraging feature of the provision of Bristol 171's is that these helicopters are of British design and make. That Britain is now overcoming her lag in helicopter production and that these particular machines will also prove efficacious, may therefore be expected. It undoubtedly cannot be other than anticipated, that, through their provision and use, the efficiency and general operational effectiveness of the R.A.N. will be appreciably strengthened.

ROCKET PLANE "COMBAT READY," SAY U.S. EXPERTS.

The Republic Aviation Corporation of America is reported to have claimed that it has invented a new fighter plane, the XF-91, that has "bridged the gap between the jet plane and the rocket plane."

The plane, it is said, is the first United States aircraft officially credited with flying faster than sound while completely equipped for combat. Earlier U.S. supersonic flights were by unarmed experimental planes, experts said.

The Corporation described the XF-91 as a high-speed, high-altitude interceptor, capable of coping with high-speed bomber aircraft. The President of the Republic Aviation Corporation, Mr. Mundy Peale, said: "It may be considered as important in the future as was the step from the reciprocating engines to jet power."

Mr. Peale added that, although the XF-91 was technically still an experimental machine, it "is a combat-ready plane. It is not a purely research plane."

The XF-91, according to reports, is equipped with a General Electric J-47 turbo-jet which provides 5,200 lb. of thrust with an after-burner, and a 6,000 lb. thrust rocket engine. It is refrigerated to control heat generated against the plane's surface at supersonic speeds. Its swept-back wing, spanning 31 feet 3 inches, is adjustable in flight. A production-type aeroplane, it takes off under its own power, uses rockets to attain supersonic speed, and lands under its own power. By adjusting the taper of the wing to make it take different "bites" of air, the pilot can reduce the stalling speed to slow take-offs and landings, then level the wing in the air for high-speed flying.



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THE ROYAL NAVY IN 1952

NEW SHIPS AND DEADLIER WEAPONS.

By NOWELL HALL,

The year 1952, just ended, brought for the Royal Navy commitments heavier than any it had previously thrown in time of peace. They have included the large and continuous contribution, in ships and manpower, to the United Nations fleet operating off Korea, and the handling of thousands of ships of all nations, among them Russia, for many weeks after Egypt had broken the Anglo-Egyptian Treaty in October, 1951.

Nevertheless, the Royal Navy, though hampered by the need for national economy and other difficulties of adapting itself to new peace-time requirements, can regard 1952 as a year of very real progress. It enters the New Year with new strength, better prepared than ever before to counter the three big threats likely to be made by an enemy in any future war at sea—those of the fast submarine, the mine, and high-speed aircraft.

The large programme of naval construction which is under way is timed chiefly at building up, in the shortest possible time, the Navy's anti-submarine and mine-sweeping forces. In doing this the British Navy reflects the trend of all the world's major fleets.

In many respects, it is leading the way. This is so in regard to the new anti-submarine frigates. The few which Britain already has are likely to be the pattern for other navies. During the year those deadly little ships have made their appearance in service, both in training squadrons and in fleet exercises.

The first two, the Rocket and "Relentless," were commissioned at the beginning of 1952. Converted from 34-knot destroyers, containing features revolutionary in warship design, streamlined and equipped with still-secret

weapons evolved since the war, their debut has made naval history.

The graceful, streamlined frigates are the first of many Britain is building or converting from destroyers. Ships of this type will be much in evidence in the British and other navies in the next few years. Towards the end of the year, six are in commission, and nearly twenty others are nearing completion. Dozens of Britain's reserve destroyers are destined for similar conversion.

In the late autumn three of the new anti-submarine frigates exercised with the Home Fleet in arctic waters, and another went to the United States for special trials. In September, Mr. J. P. L. Thomas, First Lord of the British Admiralty, said: "We have now had time to evaluate the first few of these ships, and the general opinion is that they are an unqualified success."

Much of the equipment they carry is still secret. It includes the most devastating anti-submarine weapon yet known. This is a kind of multi-barrelled mortar which fires a pattern of powerful underwater bombs ahead of the ship. Once the frigate comes within range of its quarry, the weapon locates the target, aims and fires the charges automatically. Every movement of the submarine is followed until it is destroyed.

Also packed with new equipment are Britain's new mine-sweepers, several of which were launched from the summer onwards. Between forty and fifty of these vessels are being built and very many more are planned. A big programme of refitting minesweepers in reserve is well advanced.

Naval aviation, too, has made much progress. The "Eagle," the

largest aircraft carrier ever built for the Royal Navy, joined the Home Fleet in the summer, and her sister-ship, the "Ark Royal," is nearly finished. Work has been resumed on several other aircraft carriers. They, too, will be able to operate the new jet fighters which will join the Navy in squadron strength next spring.

In the sphere of naval air developments two innovations the Royal Navy have produced this year will vastly improve the operational efficiency of carriers. One is the steam catapult which is to be installed in the latest carriers of the British and Dominions navies and the United States Navy. The catapult is so powerful that it will launch aircraft heavier than any yet in service. It will be no longer necessary for a ship to leave formation to steam into the wind when flying off her aircraft, as has been the practice until now. In certain circumstances aircraft can even be launched down-wind, or when a carrier is stationary.

Complementary to the steam catapult, in that it facilitates aircraft in landing on carriers, is the new British idea known as the "Angled Deck." It is also being adopted by the United States Navy for its carriers.

This consists of a rearrangement of flight deck space so that aircraft, by approaching to land at an angle instead of from dead astern in the conventional manner, can fly straight off the side of the ship if it makes a faulty touch-down. The new arrangement not only reduces the risk of accident but increases a carrier's capacity to accept more high-speed aircraft. Announcing the new arrangement last month, the British Admiralty said that the angled layout would involve very little structural alteration to



Divers of the R.A.N. Diving School at H.M.A.S. "Rushcutter" have been getting realistic training. Able Seaman R. S. Flaherty, of Leichhardt, who was submerged on the harbour-bed, gave the alarm signal to test the reactions of the trainees. They had then to haul him to the surface (above right) and attempt to revive him (above left). The trainees were not told until the test had been completed that the alarm signal was not genuine.

the ships and would have the effect of increasing the length of the flight deck by 40 per cent.

Showing the amazing possibilities of underwater television, British naval scientists relayed pictures taken by a camera 100ft. below the surface of the English Channel to an audience in a naval shore establishment at Portsmouth sixteen miles away. These remarkable trials, the first of their

kind, took place early in September. The powerful lighting attached to the underwater camera enabled the viewers ashore to see clearly a diver moving on the sea bed, swimming fishes, crabs and other marine life. The ship-to-shore link allowed a diver, wearing his full kit on the deck of H.M.S. "Reclaim" far out to sea, to play a game of noughts and crosses with an opponent in

Portsmouth!

Overshadowing all else was Britain's mighty atomic test at Monte Bello Islands, off the north-west coast of Australia. In this the Royal Navy played a leading part, sending a special experimental squadron which included the frigate "Plym," the vessel "vapourised" in the explosion.

The Navy

THE NAVY LEAGUE OF AUSTRALIA

PRESIDENTIAL REPORT PRESENTED AT THE ANNUAL MEETING
OF THE COUNCIL, 24th NOVEMBER, 1952.

Gentlemen,

I have the honour to present the Second Annual Report of the Navy League of Australia.

You will recall that in my last report I referred to the fact that under our new constitution we were now an independent entity but that we remained affiliated to the parent body of the Navy League in Great Britain and to the Leagues in Canada, New Zealand and South Africa.

I am glad to report that, far from weakening our relations with our colleagues in other parts of the British Commonwealth, as some amongst us feared, we have, since becoming the Navy League of Australia, achieved a greater understanding and a clearer appreciation of their methods and problems than existed before. There has been a wider exchange of information and ideas than in the past. There were valuable personal discussions between the Chairman and General Secretary of the Navy League in Great Britain and the C.O. of your Sea Cadet Unit which visited England in July last. There has been correspondence with Canada and New Zealand and a month ago a visit from the former Dominion President of the Navy League of New Zealand. I need not emphasize the value of these exchanges in formulating a common policy and in strengthening the several Navy Leagues in their efforts to achieve the objectives which are common to all.

Relations with the Royal Australian Navy. During the year 1952 an amendment to the Naval Defence Act of great importance to the Australian Sea Cadet Corps was passed through Parliament. Copies of this amendment have already been circulated to all Divisions and you will remember that it enables the Naval Board

to make arrangements

"whether in association with the Navy League or otherwise for the instruction and equipment of persons enrolled in the body of cadets raised by that League and known as the Australian Sea Cadet Corps."

Under the Act the Naval Board is therefore now empowered to render such assistance as it may consider desirable, whether financial or otherwise, to the Australian Sea Cadet Corps. In passing it may be observed that the first major result of this amendment was the provision of funds by the Department of the Navy which enabled us to send an officer and ten sea cadets to England to represent the Australian Sea Cadet Corps at the 1952 Empire Training Course in H.M.S. "Osprey."

We are greatly indebted to the Director of Naval Reserves, Captain A. S. Rosenthal, for his continued personal interest in the Sea Cadet Movement. His advice and encouragement has always been readily at our disposal, as has that of his Staff Officers.

A set of Regulations governing the formation and administration of the Sea Cadet Corps has been drawn up by D.N.R. in consultation with your representatives on the Sea Cadet Council and these are in course of publication at this moment.

Expansion of Navy League Activities in Australia. This has been another year of progress. In Western Australia a new Division of the Navy League was formed at a meeting held at Fremantle on 15th September. The first President is Sir Frank Gibson. Unfortunately neither he nor a representative was able to make the long journey to Melbourne for this meeting but the interest and enthusiasm which

Western Australia has already shown and the number of influential members who have accepted office on the Executive are more than encouraging to this Council and on behalf of all its members I wish to record a welcome to our new colleagues in the West.

Branches of the New South Wales Division were formed at Newcastle and Wollongong and Sea Cadet units are operating in those important centres.

In South Australia Sea Cadet training commenced early this year in two of Adelaide's leading schools. This is a splendid start and I know Lieut. Commander Shinkfield and his friends in Adelaide are looking forward to further progress in this most important of Navy League activities.

There has been steady progress in Tasmania where since my last report Sea Cadet Units have been formed in Launceston, Ulverstone and Strahan. The Tasmanian Division held its inaugural meeting at Hobart in April, 1951. You will agree with me that the formation of four sea cadet units some of them in widely separated areas, in one Division within 18 months, is a record of which Tasmania may well be proud. I convey to the Tasmanian representatives here my congratulations and those of the other Divisions.

In Victoria too Sea Cadet affairs continue to expand and I would particularly refer to the formation within the last month of a unit at Bendigo. You will be interested to know that the C.O. of this unit and the man mainly responsible for its birth is a former Sea Cadet officer from the Wollongong Unit in N.S.W.

General Sea Cadet Affairs. Throughout all Divisions I have felt a new enthusiasm in the Sea

Cadet movement. We are a small body and we have many problems. I believe the greatest and most pressing of these are, first to find suitable officers and instructors to supplement, and to some extent relieve, the efforts of the few who have for a long time done so much to hold their units together in the face of many difficulties; and second to raise funds to find permanent training premises for our units. Uniforms and basic equipment are now in ready supply from Naval sources. Boats and certain other equipment are as you know still difficult to obtain. But I should like to emphasise again that the most important thing, apart from personnel, that we who are sponsoring the Sea Cadet movement should work for, is the provision of adequate premises so that each unit can enjoy that sense of being in a home of its own which is so important to its morale and general efficiency.

The Sea Cadet Course in England this year was a great success. There were units from Great Britain, Canada, New Zealand, and Australia, and as you know ours comprised ten cadets from N.S.W., Victoria, and Tasmania under the command of Lieut. Evans who is with us today and whom I have invited to report to you at first hand on his experiences which I believe will be of great value to us in the future.

These inter-Empire gatherings are most beneficial to the League and the Sea Cadet Corps and I feel we are greatly honoured to have received an invitation to send a contingent to the Coronation next year. The invitation was gladly accepted on your behalf and it seems fairly certain at this moment that transport to and from England will be available from Service sources. As on this year's visit, the Coronation contingent will be the guests of the Navy League of Great Britain throughout their stay and I record here the very

deep appreciation of the Navy League of Australia for the generosity of our colleagues at home in making possible a visit such as this on a great historic occasion.

Navy Week. Trafalgar Day celebrations were again held this year although on a somewhat smaller scale than last. In Sydney, H.M.A. Dockyard at Garden Island was thrown open for public inspection and the Navy League Sea Cadets in N.S.W. benefited from the sale of programmes. In Melbourne the annual Trafalgar Day ceremony was held at Como Park in the presence of 30,000 people. Navy League printed and sold the programmes for the benefit of the Sea Cadet building fund. It was unfortunately not possible this year to arrange an Australia-wide Trafalgar Day broadcast as we did last year.

In future the possibilities of an adequate Trafalgar Day celebration in all States should I believe be examined sufficiently early in the year so that they can be planned and co-ordinated with a view to gaining the utmost advantage of the furtherance of our objectives.

In both N.S.W. and Victoria there is held annually, although not actually in Trafalgar Week a Navy League Ball which is a valuable source of revenue for our funds in those Divisions. In mentioning this I wish to pay tribute to the work of those ladies who so readily give much time and effort to make these functions a success.

Membership. The Navy League of Australia has a great deal of work to do. In each Division there are enthusiastic men and women who are devoting much time and energy to its advancement. May I remind you that without a strong body of public opinion in all Divisions the work cannot continue to prosper as we all wish it to do. Therefore the greatest importance must be paid to gathering in more

members. I have found this can best be done by personal influence. If each member of each Divisional Executive wrote a letter to a dozen friends asking them to become Fellows of the League I am sure the result would be very close to 100% success. I repeat the greatest possible weight of public opinion is essential to the continued success of the Navy League.

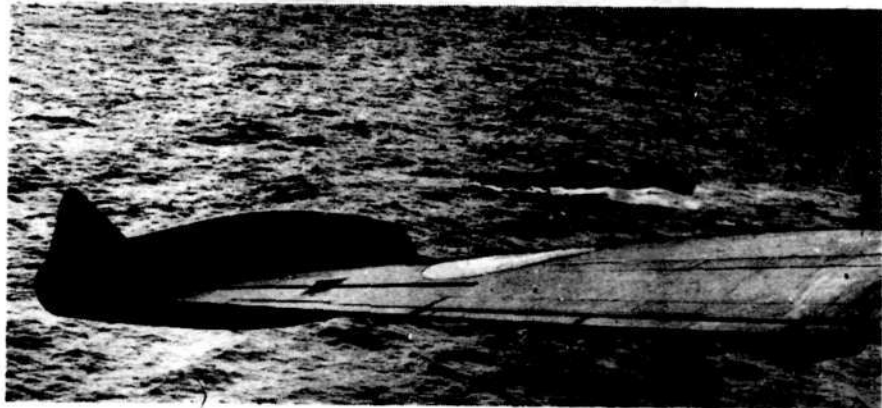
Office Bearers. You will wish me to place on record the Navy League's appreciation of the services of our Federal Secretary, Brigadier Guy N. Moore, who relinquished that office in September. I also extend a warm welcome to Mr. R. Neil Walford who has taken up the appointment in conjunction with that of Secretary to the Victorian Division.

ENGINE-ROOM BILGE PUMP LINE.

The British Ministry of Transport has issued Notice No. M. 366, which replaces Notice No. M.139 in regard to the proper maintenance of the bilge pumping and injection system, and its use in emergency to check flooding of the machinery space.

The notice, which is to ship-owners, masters, skippers of fishing vessels, and insurance companies, states that it is a reprint of the substance of the previous notice except for the addition of the following paragraph:

The Court of Inquiry which investigated the loss of the coal-fired steamship "Fred Borchard" recommended that a flexible suction hose should be carried in the engine-room, and that provision should be made for its attachment to one of the pumps. The use of such a hose would make it possible to keep the machinery space bilges clear of water when the permanent bilge suction had become choked with dirt or ashes. The Ministry supports the Court's recommendation, and urges all owners of coal-fired ships to ensure that their ships are equipped with a hose of this type.



Ten warships of the R.A.N., two R.N. Submarines, and long-range aircraft of the R.A.A.F. participated, this month, in a six-day anti-submarine exercise off the N.S.W. coast. (Top) Senior Officers of the joint Naval and R.A.A.F. forces plot the moves of the "Blue Force" in the temporary marine headquarters, Sydney. (Bottom) The R.A.A.F.'s latest long-range aircraft designed for anti-submarine work—the "Neptune"—dives to attack H.M. Submarine "Tactician." The "Neptune" claimed the submarine as its "victim."

INDIA'S MODEL PROBLEM-SOLVING PORTS

At land-locked Poona, 120 miles from Bombay and the sea, engineers are working out answers to problems confronting India's ports, her main lifelines to the outside world. There, 2,000 feet high and dry in the Western Ghats mountains, sandbars choke up the Hoogly Estuary, nightmare of captains taking ships into Calcutta, and cyclones blow into Madras Harbour, tossing ships at their moorings.

But this is all happening in miniature and under the eyes of problem-solving engineers. For 30 years, Poona has been the site of a vast outdoor laboratory where engineers have been able to scale down waterpower and irrigation problems to model size. In 1947, the Central Water and Power Research Station there was given the added assignment of investigating port problems in its 120-acre laboratory, one of the largest in the world (elsewhere, weather conditions force engineers to conduct their tests under roofs, but rain is a rarity at Poona).

The activities of the Central Water and Power Research Station at Poona are a symbol of In-

dia's scientific revolution and also illustrate how technical assistance by a United Nations agency (UNESCO) can be dovetailed into a well-planned national economy.

Model tests of harbour problems are easily the most spectacular aspect of the station's work. By reducing these harbours to small scale, huge sums of money which otherwise would have been spent on full-sized experiments can be saved. Poona's engineers are called in regularly to seek solutions to the many problems of India's ports and harbours.

A typical case is that of Mangalore, a city of 125,000 inhabitants on the west coast of India, 500 miles south of Bombay, and a heavy exporter of coffee, cashew nuts, pepper, and roof tiles. The main stumbling block at Mangalore is the port's lack of a deep channel through the shallow water stretching three miles offshore from the city and which forces ocean-going ships to be unloaded by shallow-draft dhows. During the four-month monsoon season, not even the dhows can get over the shallows and Manga-

lore must do its exporting and importing by rail, and this, of course is an expensive substitute.

Dredging a deep channel into Mangalore will cost an estimated 4,000,000 rupees, an investment which the city can amortize in four years if the channel can be economically maintained. It is this "if" which is now being studied in a 32,000 square-foot model at Poona.

There are now 40 engineers and 300 construction workers at the Poona station, in addition to two men sent in by UNESCO, Alfred Frants Mogensen, a Danish navigation research engineer, and Dr. R. V. Baud, a Swiss engineer, whose specialty is testing structures and materials for safety. D. V. Joglekar is the director of the station, and Dr. Gurdas Ram is in charge of the station's physics section.

It would be interesting to know how many Sydney people are aware today that a real sea battle was fought to a finish just outside their famous Heads. In 1804, 148 years ago, a British privateer named the "Policy" engaged at the time in the whaling industry, attacked the Dutch whaler "Swift." A grimly fought battle ensued in accordance with the traditions of these, at that time, inveterate foes. The "Policy" carried 12, 6-pounders and the "Swift" 6, 18-pounders. The British ship, rolling in the ground swell, fought her guns like so many piston rods, pouring shot after shot into the Dutchman, who replied bravely enough, each vessel occasionally registering a hit which left its mark. So the battle waged, and soon the deck of each ship was slippery with something more colourful than blubber oil. The fight lasted for nearly three hours; it ended with the conquered "Swift" being towed triumphantly into Sydney Harbour and sold, the prize money, including 20,000 Spanish dollars on board the "Swift," being not inconsiderable.

"GLORY'S" THIRD KOREAN PERIOD OF GLORY

RELIEVES H.M.S. "OCEAN"

The light fleet carrier, H.M.S. "Ocean" (Captain G. L. G. Evans, D.S.O., D.S.C., R.N.), was recently relieved from duties in the Korean war area by H.M.S. "Glory" (Captain T. A. K. Maunsell, R.N.).

The ship she had come to relieve left the Far East with a magnificent record. It had not been achieved without some casualties. Within minutes of the return of her last aircraft on completion of her tour of duty a memorial service was held on the flight deck of the "Ocean" for those killed in action. As the final notes of the Last Post were sounded tributes of wreaths were cast on the waters.

The "Ocean's" air Group set new and high standards for light fleet carriers. Apart from the record of 123 sorties in one day the Group achieved a daily average of 76 sorties, and altogether flew nearly 6,000 sorties during the tour. The highest accident-free landing sequence was 1613 and there were three sequences of over 1,000 accident-free deck landings.

H.M.S. "Ocean's" best average deck landing interval achieved was 17 seconds for a formation of Sea Furies. The Fireflies' best was 19 seconds. More than 16,000 rockets and nearly 4,000 bombs were dropped on the enemy and approximately half a million rounds of 20 m.m. shells were fired from aircraft cannon. Lieutenant J. L. Treloar, R.N., of Lee-on-Solent, the best bridge buster in the air group, was presented with a scale model of a Sea Fury Aircraft made on board. Out of 195 bridges smashed during the tour, he claimed 16.

On leaving the Far East Station, the "Ocean" received messages of congratulation from United Nations commanders as follows:

From Commander Naval

Forces Far East (Vice-Admiral R. P. Biscoe) which read:

"Commander Naval Forces Far East compliments the officers and ratings of H.M.S. 'Ocean' upon the outstanding performances of combat duty just completed. Will long remember your co-operation, skill and aggressive spirit. Good-bye and good luck."

From Commander United Nations Blockade and Escort Force Far East (Admiral Ginchich):

"Your unceasing efforts and devotion to a common cause have been reflected in the outstanding results accomplished during your tour of duty with U.N. forces in Korean waters. To the officers and men of H.M.S. 'Ocean' a hearty 'Well done'. Smooth sailing and good fortune to you all."

From Commander United States 7th Fleet (Vice-Admiral Clarke):

"Commander 7th Fleet compliments officers and men of H.M.S. 'Ocean' for handing the Communist enemy many damaging blows. Especially noteworthy is the daily sortie rate which indicates maximum effort on the part of all hands. Good luck and pleasant voyage."

Hair Air Group, consisting of 801 Sea Fury Squadron (commanded by Lieutenant-Commander P. B. Stuart, R.N.) and 821 Firefly Squadron (under the command of Lieutenant-Commander J. R. N. Gardner, R.N.), hit hard at the enemy supply lines in North Korea, blowing up ammunition trucks and wrecking bridges and railways in a relentless series of attacks and during eight flying days the group flew 432 sorties.

This is the "Glory's" second winter tour off Korea. During the first part of the patrol her aircrews had to contend with bitterly cold winds of gale force. Although short days and wintry weather may prevent the "Glory" from equalling the high sortie rate achieved during the summer months, her first patrol average of 54 sorties a day—without deck landing accidents—is a good start to her tour.

Watching the "Glory" open her assault was Rear-Admiral E. G. A. Clifford, C.B., Flag Officer Second-in-Command, Far East, who was with his ships off the West Coast of Korea.

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TARANTO ANNIVERSARY DINNER

Ten of the Royal Navy pilots and observers who took off from the moonlit flight deck of the aircraft carrier "Illustrious" to win for Britain the most significant Royal Navy air victory of World War II, were among the guests at a dinner at the R.N. Barracks, Lee-on-Solent on the anniversary of the Fleet Air Arm's crippling raid on the Italian fleet in Taranto Harbour, on November 11, 1940.

It was twelve years, almost to the hour, since the first flight of Swordfish aircraft set out on the 170-mile flight across the Mediterranean on an operation, under consideration long before Italy entered the war, which was to provide striking proof of the potency of Naval air power.

And the result? Twenty aircraft left three of the most powerful units of the Italian battle fleet sinking and others damaged.

The guest of honour at the Taranto dinner was the First Sea Lord (Admiral Sir Rhoderick McGrigor, G.C.B., D.S.O.) and other guests included Admiral Sir Lumley Lyster, K.C.B., C.V.O., C.B.E., D.S.O., who commanded the carriers in the Mediterranean; Admiral Sir Denis Boyd, K.C.B., C.B.E., D.S.C., then the Commanding Officer of the "Illustrious"; the Fifth Sea Lord, Vice-Admiral E. W. Anstice, C.B.; and the Flag Officer Air (Home) Vice-Admiral C. E. Lamb, C.B., C.V.O.

The seaborne air attack on Taranto has been described by historians as "an example of economy of force, the success of which had a profound effect on the Mediterranean situation."

Forty pilots and observers comprised the force that reached the target and only two of this number—Lieutenants G. W. Bayley and H. J. Slaughter, R.N.—lost their lives in the attack. Two others failed to make the return flight to the "Illustrious" and spent the rest of the war in O.O.W. camps. They were Lieutenant-Commander K. Williamson, a pilot, who was awarded the D.S.O. for his outstanding courage in leading the strike, and is now Captain (Training) on the staff of the F.O. Air (Home), and his observer, Lieutenant N. T. Scarlett, R.N. The latter, now Commander Scarlett-Streathfield, D.S.C., R.N., was decorated for his part in the raid and Mentioned in Despatches for organising escapes from the prison camps during his period of captivity.

Sixteen of those who took part in this operation have, however, been killed in action or on active service since the Taranto raid. Nine have now retired or have been placed on emergency lists, and thirteen, nearly all of whom have reached senior rank, remain in the Service.



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NEWS OF THE WORLD'S NAVIES

JAPANESE NAVY'S RE-BIRTH.

The United States on January 14 handed over ten ships to the Japanese Government in a ceremony at Yokosuka naval base, thus marking the re-birth of the Japanese Navy. Japanese seamen hoisted the Rising Sun flag over the vessels. The ships comprised six 1,500-ton frigates and four 450-ton landing craft. They will be named after Japanese ships sunk during World War II, and form the first of 68 warships which the United States will loan to Japan for a period of 5 years. The Japanese Prime Minister, Mr. Shigeru Yoshida, complained last April that Japan's post-war coast guard of 46 ships was inadequate to guard her 6,000-mile coastline.

U.S. NAVY ASKS CONGRESS FOR TWELVE CARRIERS.

A Press report from Washington on January 2 said that the United States Navy had asked for Congressional approval for the construction of twelve 60,000-ton aircraft carriers. The U.S. Navy already has two such carriers in the course of building. The Secretary for the Navy, Mr. Dan Kimball, said in an American Defence Department report on January 2: The time has come to consider replacement of the capital ships of the Navy, and only a beginning has been made with the "Forrestal" (the first of the two giant carriers) and its sister-ship. Based on current world conditions, a minimum of 12 Forrestal-class carriers are required if the Navy is to carry out its primary mission."

NEWFOUNDLAND GREETES THE "NEWFOUNDLAND."

H.M.S. "Newfoundland" re-commissioned at Devonport early in November after an extensive

refit. She will be proceeding to the Mediterranean to work up and will join the East Indies Fleet early this year. Her Commanding Officer (Captain M. G. Goodenough, C.B.E., D.S.O., R.N.) received a message from the Lieutenant Governor of Newfoundland stating: "On the commissioning of H.M.S. 'Newfoundland' I send you, your officers and ship's company, on behalf of the Government and people of Newfoundland, my best wishes. Newfoundland will never forget her close ties with the Royal Navy, in which so many thousands of her sailors served in two world wars. We are proud that your ship bears the name of our island, the cradle of our Commonwealth and Empire, and we hope that some day soon you will visit us. Good luck to you all."

R.N. FRIGATE FOR KENYA.

The Royal Navy frigate, "Loch Glendhu" arrived at Mombasa, the seaport of Kenya, on January 7 to supplement British forces in a renewed drive against the Mau Mau rebels. The frigate's arrival followed that of the Commander-in-Chief of Middle East land forces, General Sir Brian Robertson, who had flown to Nairobi, the capital. The General's arrival coincided with a combined army and police sweep of the Aberdare Mountain area.

INCREASE IN CHINESE PIRACY COMBATED.

Taking full advantage of the diversion of Allied warships to Korea, piracy in Chinese waters increased considerably during the year 1952. The pirate boats, Chinese-manned, operated mainly against Japan's fishing fleets and are reported to have captured large numbers of these boats.

But that ships of Britain's Far Eastern Fleet were later switched whenever possible to patrol the pirate-infested areas, the loss to Japan in fish cargoes and fishing craft would have been much greater.

DUKE OF EDINBURGH JOINS NAVY LODGE.

The Duke of Edinburgh has been admitted to the Navy Lodge of English Freemasons. The Earl of Scarborough, Grand Master of the United Lodge of England, was present at the ceremony.

BRITISH FRIGATE VISITS TRISTAN DE CUNHA.

The British frigate "Actaeon" has visited the South Atlantic island of Tristan de Cunha, one of the most lonely outposts in the British Commonwealth. This was the first visit to the island by a British warship for several years. The "Actaeon's" company took part in a parade during the annual island ceremony of "Queen's Day," and a plaque of the ship's crest was presented to the chief islander (Mr. Repetto) by the Commanding Officer of the ship (Commander R. C. P. Wainwright, D.S.C.R.N.). Later the ship was open to visitors; a film-tea party was given for 50 children, and an adult film show for 70 islanders. A programme of sports events, including a football match, was organised and at night the ship was floodlit and there was a fireworks display and a dance.

FRENCH ADMIRAL VISITS BRITISH MEDITERRANEAN FLEET.

Vice-Admiral D'Escadre L. M. P. A. Sala, D.S.O., Commander-in-Chief, French Naval Forces Mediterranean, flying his flag in the French cruiser "Georges Leygues," arrived at Malta on

November 18 to visit the Commander-in-Chief, British Mediterranean Fleet. Admiral Sala was a former French Naval Attache in London and was awarded a D.S.O. in 1946. His visit lasted two days during which time he discussed matters of common interest with the British Commander-in-Chief and his Flag Officers. The greater part of the Mediterranean Fleet had returned to Malta on the conclusion of the summer cruises extending over the preceding five months.

ATOM TEST ADMIRAL'S MESSAGE TO NAVAL BOARD.

Rear-Admiral A. D. Torlesse, D.S.O., who commanded the Naval force employed in connection with the test of the British atomic weapon at the Monte Bellos sent the following message to the Australian Commonwealth Naval Board: "On departure from Australia I would like to express my appreciation for the magnificent assistance my squadron has received throughout the operation." H.M.S. "Campania," wearing the flag of Admiral Torlesse, returned to the United Kingdom which she reached towards the end of last year. Other ships of the force, H.M. Ships "Narvik," "Zeebrugge," and

"Tracker" were expected to return to the United Kingdom late in January.

BRITISH FRIGATE RETURNS FROM PERSIAN GULF.

The British frigate "Fleming" (Captain N. W. Fisher, O.B.E., R.N.) returned recently to the United Kingdom after more than three years on the East Indies Station, for the most part attached to the Persian Gulf Division. Since she was completed in 1939 most of the "Fleming's" service has been in the East. She is now home to refit and recommission for further service in the Persian Gulf.

R.N. SALVAGE SHIPS SENT TO HOLLAND.

Two British Admiralty Coastal Salvage vessels and two powerful tidal lifting craft, towed by two Admiralty tugs, sailed from Dover on November 10 for the Hook of Holland, where the steamer "Faustus" lay sunk and partially blocking the new waterway to the port of Rotterdam. The salvage vessels the Royal Fleet Auxiliary "Succour," of which Captain R. Souter is Master, and H.M.S. "Uplifter" (Lieutenant-Commander N. Ross, R.N.). When the decision was later taken not to attempt to lift the "Faustus" the Admiralty vessels were with-

drawn. The following message of thanks was received by the Admiralty from the Royal Netherlands Navy: "The Royal Netherlands Navy would like to express their very deepest appreciation of the speed with which these ships and the two lifting craft, L.C.15 and 16, were placed at their disposal, particularly when they remember that you had to bring your work at Dover to a complete standstill. Also many thanks for the valuable advice given to the Netherlands by the Chief Salvage Officer (Mr. C. L. Black) and his staff."

ALLIED AIR-SEA ATTACK ON N. KOREAN MAINLAND.

The United States battleship "Missouri" and the British cruiser "Birmingham" on January 7 shelled Communist coastal guns, caves, and fortifications recently constructed opposite the North Korean islands of Chodo and Sokpo. Seafire and Sea Fury aircraft of the British carrier "Glory" joined in the assault.

U.S. NAVY AIR LOSSES IN KOREA.

The United States Navy announced on January 1 that the U.S. Navy and Marine Corps lost 1,016 planes in combat or accidents in Korea from the start of fighting until December 1, 1952. It claimed that Naval and Marine planes had killed 100,000 Communist troops and destroyed 92 Communist planes. The Navy lost 238 planes and the Marine Corps 226 to enemy action in Korea. Operations cost another 303 Navy aircraft and 249 Marine Corps planes.

TWO U.S. NAVY PLANES CRASH.

A message from Hong Kong on January 18 said that a U.S. Navy Mariner flying-boat carrying survivors of the earlier crash of a U.S. Navy Neptune patrol bomber crashed into the sea 50 miles north-east of the Chinese port of Swatow earlier that day. The Neptune crashed while on a

flight from Okinawa to Manila, Philippine Islands. The Mariner and a R.A.F. Sunderland flying-boat landed at the scene of the crash and rescued survivors. The Sunderland took off safely, but the Mariner, which is supposed to have taken off 10 persons from the wreck of the Neptune, crashed after take-off. Later messages from New York, however, claimed that an air-sea action had taken place, that the Neptune crashed after being fired on by anti-aircraft batteries on Communist-held islands; and that a second U.S. Navy rescue plane was also attacked—this time by an unidentified aircraft, but escaped. Indications are that at least 11 of the 21 persons aboard the crashed planes were killed.

ALLIED WARSHIPS ORDERED TO SCENE OF PLANE CRASHES.

Following the crash of two U.S. Navy planes—a Neptune and a Mariner—on January 18, reported elsewhere in this journal, a New York message on January 19 said that the U.S. destroyers "Halsey Powell" and "Gregory" and the sea-plane tender "Suisen," all from the 72nd U.S. Task Force, left Formosa waters for the scene of the crashes as soon as word was received of them. The Royal Navy frigate "Morcambe Bay" is also said to have left Hong Kong for the scene at about the same time. Later, a U.S. Navy spokesman said that Communist shore batteries fired on one of the destroyers but that no damage was done to it.

BRITISH HOME FLEET'S MOVEMENTS.

A Press message from London on January 7 said that the battleship "Vanguard" and the aircraft carriers "Eagle" and "Indomitable" would sail with the British Home Fleet's spring cruise to join with the Mediterranean Fleet.

NEW CAPTAIN OF 10th DESTROYER SQUADRON.
The Minister for the Navy (the Hon. William McMahon)

announced on January 16 that Commander J. S. Mesley, D.S.C., R.A.N., at present commanding officer of the destroyer "Tobruk," would be appointed Captain (D) of the 10th Destroyer Squadron and commanding officer of the destroyer "Anzac" with the acting rank of captain, as from March 23. H.M.A.S. "Anzac" was serving in Korean waters on a second tour of duty. Mr. McMahon added that Commander Mesley would be succeeded as commanding officer of "Tobruk" by Commander I. H. McDonald, R.A.N., now Director of Naval Communications at Navy Office, Melbourne. Commander McDonald was commanding officer of the frigate "Shoalhaven" which was on occupation duty in Japanese waters with the destroyer "Bataan" when the Korean war broke out in June, 1950. "Shoalhaven" remained in the Korean area until she was relieved by the destroyer "Warramunga" three months later. "Tobruk"

which had already served in Korea from September, 1951, until February, 1952, would relieve "Anzac" in Korea next June.

H.M.A.S.'s "CULGOA" AND "TOBRUK" TO SERVE IN KOREAN AREA.

The Minister for the Navy (the Hon. William McMahon) announced on December 17 that H.M.A.S. "Culgoa" would relieve H.M.A.S. "Condamine" in the Korean area next April and H.M.A.S. "Tobruk" which had previously served in Korea from September, 1951, until February, 1952, would relieve H.M.A.S. "Anzac" there in June. "Culgoa" and "Condamine" are River class frigates. "Tobruk" and "Anzac" are Battle class destroyers. "Condamine" has been serving in Korean waters since last July. "Anzac" has been there on a second tour of duty since September. She first arrived in the Korean area in August, 1951. She left there the following month to escort the Royal Navy aircraft car-

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rier H.M.S. "Glory" to Sydney to undergo refit at Garden Island Dockyard. While "Glory" was in Australia she was relieved in the Korean theatre by the R.A.N. aircraft carrier H.M.A.S. "Sydney." Mr. McMahon said that ships of the Royal Australian Navy had played a worthy part in the Korean campaign ever since hostilities broke out. Every Australian warship that had served in the area had won high praise from senior British and American officers, and thirty-eight R.A.N. officers and men had been decorated or mentioned in despatches.

R.A.N. SHIPS TO VISIT HOBART IN FEBRUARY.

The Minister for the Navy (the Hon. William McMahon) said on January 17 that the aircraft carrier "Sydney" (attended by the Battle class destroyer "Tobruk") and the cruiser "Australia" would visit Hobart during Regatta Week in February. "Sydney," wearing the flag of the Flag Officer Commanding the Australian Fleet (Rear-Admiral J. W. M. Eaton, D.S.O., D.S.C.), and "Tobruk" would arrive at Hobart from Sydney on Febru-

ary 5 and "Australia" would reach there from Westernport the following day. The three ships would remain at Hobart until February 12, when they would leave for Jervis Bay. On passage to and from Hobart they would engage in exercises. "Sydney" would carry out flying practice.

BRITISH LEADERSHIP IN AVIATION.

Britain's pronounced leadership in aviation development was again evident in two recent announcements emanating from authoritative quarters. The first statement, made on January 9 by the "Evening News," London, was to the effect that:

● A new British bomber will fly on the brink of the sound barrier; and

● A midjet jet fighter is under construction in Britain.

The designer of the first, the new scimitar-winged four-jet Handley-Page Victor bomber, Mr. R. S. Stafford, is reported as saying that the aim of the bomber would be to fly in the stratosphere at a speed on the brink of the sonic barrier. "By so doing," he said, "we force the enemy to cross and recross this hazard as he

tries to intercept."

The midjet jet fighter, in turn, is reputed to fly faster than sound and has a rate of climb greater than any contemporary jet fighter. It is so small that a six-foot man can look over the top of it.

The fighter is the conception of Mr. W. E. W. Petter, who designed the famous twin-jet operational bomber, Canberra.

The midjet fighter is designed to operate at heights of up to 12 miles. It is believed to be so simple to build that mass production will be possible.

The second announcement came from the British-owned Kemsley Press on January 20. Among other things it said that:

● British planes with speeds of 800 miles per hour are in sight, and flight at 1,000 m.p.h. should be common in 1960 according to Mr. Sidney Camm.

Mr. Camm, designer of many planes including the famous Hurricane and the Hunter, was, it appears, addressing a Wayfarers' Club luncheon in London. He made it clear that much has been done to reduce the drag caused by air resistance at these really high speeds, and said:

"I can see no limit to what the pilot can take, but as we reach about 1,500 m.p.h. we run into the heat barrier, at which friction is caused to metal by the speed through the air. We are already working on materials, such as titanium, to beat this problem."

Neville Duke, test pilot, who was also at the luncheon, told the Club that the pilot did not hear any of the "sonic" bangs as his plane broke through the sound barrier.

"Speed is increased gradually and gingerly," he added. "There were minor indications you were approaching the barrier but once through there appeared to be nothing to prevent us going further—except drag, rise and lack of power."



MARITIME NEWS OF THE WORLD

From our Correspondents in LONDON and NEW YORK

By AIR MAIL

TWO SHIPS AGROUND.

Two ships ran aground during storms off the eastern coasts of the United States on January 9. They were the British freighter "Wave Commander" and the United States oil tanker "Albert E. Watts." The "Wave Commander" (8,000 tons), with a crew of 40, grounded near the entrance to Chesapeake Bay, Virginia, but tugs pulled her free and towed her to Norfolk. The "Albert E. Watts" (10,000 tons) went ashore about 15 miles south of Miami, Florida. A few hours later the tanker broke free and proceeded on her course to Houston, Texas, under her own power.

NEW DUTCH SHIP FOR SOUTH-AMERICA-AUSTRALIA TRADE.

The new Dutch passenger ship, "Straat Banka" (9,435 tons) which arrived in Sydney in mid-January, is the seventh ship now trading between South America and Australia. The ship, owned by the Intercean Lines, can carry 50 passengers in two state, 16 double-berth, and 14 single-berth cabins. All the cabins have their own private facilities, and the ship is elaborately equipped with all modern aids, including radar for navigation, and modern fire-fighting and smoke-detecting facilities. The "Straat Banka" cruises at 16 knots and has a cargo capacity of 9,000

tons. There is now a large trade between South America and Australia.

CANADIAN "EMPRESS" LINER BURNED.

With flames leaping from the portholes, the Canadian Pacific liner "Empress of Canada" (20,325 tons) was destroyed by fire at a Liverpool (England) floating dock on the night of January 25. Early on the morning of January 26 the ship, practically gutted, heeled over on her side, with vast clouds of smoke and steam billowing into the air. The liner had no passengers aboard, and had been moved into the floating dock on January 24 to undergo the final work of her annual overhaul. The "Empress of France" of the same line was lying astern of the "Empress of Canada" at the time of the fire, but the wind blew the flames from the burning ship in the opposite direction. Firemen had fought the fire for nine hours before the liner heeled over and capsized. The "Empress of Canada" was built in 1928, had accommodation for 700 passengers and cost £2,000,000.

FAST FREIGHTER.

The Australia-West Pacific Line's new freighter "Delos" reached Sydney on the morning of December 31 after having covered the 1,860 miles from Rabaul in five days, averaging 16.6 knots per hour.

SHIPS ON PANAMANIAN REGISTER.

Among the resolutions submitted at the Annual General Meeting of the Navigators' and Engineer Officers' Union, held in London on October 17, Lord Winster, P.C., K.C.M.G., presiding, was the following: That this meeting expresses alarm at the continuous growth of tonnage on the Panamanian and similar registers, and instructs the Council in conjunction with seafarers' Organisations to take effective action against sub-standard ships on such registers and thereby protect the interests of members.

MARINE SOCIETY SAILING GIGS.

The Marine Society (of Great Britain), which since 1756 has rendered assistance to youths wishing to go to sea, has recently made funds available to nautical establishments for the provision of sailing gigs. Four such gigs are now being used by H.M.S. "Conway," and the first two of another batch of four are now being operated at the Southampton University College, School of Navigation, Warsash. These gigs are 20 feet long, gunter rigged and fitted with centre board, and have been built by members of the staff.

AFRICAN STOWAWAYS PUT ASHORE.

The Norwegian Attorney-General decided recently not to take legal action against the master of

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Norwegian steamer "Jaspis," who had been criticised for putting two African stowaways ashore on the North African coast last March. He stated in his report that while the master's action must be regarded as "rather rough," especially because of the age of the stowaways, he found no reason to order court proceedings against him. The master had reported to his owners in Oslo, Norway, that although he had put the men ashore, reports of the manner in which this was done were exaggerated.



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MALAYS, INDONESIANS JEER JAP. SHIP.

Malayan and Indonesian seamen on ships in Fremantle harbour (Western Australia) recently hissed, jeered and spat at the Japanese freighter "Mantetsu Maru" berthed. The ship was the first Japanese vessel to visit Fremantle since the war. As she moved in to Victoria Quay wharf, Malays and Indonesians on the ships "Gordon" and "Orestes," berthed nearby, shouted "Murderers, Cannibals." The "Mantetsu Maru" sailed at noon next day for the Eastern Australian States.

PIERCED BY 9-INCH THERMOMETER—BUT ALL WAS SHIPSHAPE.

A Press report from New Orleans (U.S.A.) on January 2 said that Charles Chapman (38), a ship's engineer, had stated that a nine-inch thermometer was thrust into his abdomen when he fell on the boiler-room instrument aboard ship. In the Azores doctors operated but did not remove the thermometer. Three days later other doctors operated and removed the thermometer, which had entered his right side between his ribs and pelvis, and then all was shipshape.

NEW TRAMP-TYPE ACCOMMODATION.

The accommodation provided in the new tramp-type Watts steamers of the "Windsor" class includes officers' dining saloon, smokeroom and lounges and crew's cafeteria and lounge. All the men have single-berth cabins.

DUTCH LINERS COLLIDE IN RED SEA.

Two of Holland's biggest ocean-going liners, the "Willem Ruys" (21,000 tons), and the "Oranje" (20,000 tons) collided early in the morning of January 6 off Port Sudan, in the Red Sea. Both ships were reported to be severely damaged, but sustained no casualties. The liners continued their voyages at reduced

speed—the "Oranje" to Indonesia and the "Willem Ruys" to Holland.

S.S. "KORANUI" SOLD.

The Union Steamship Company's 39-year-old steamer "Koranui" (1,266 tons) has been sold for £10,000. It is understood that the ship has been bought to be sold as scrap in Japan. It would first be loaded with scrap metal, and then would tow the 40-year-old steamer "Morinda" (2,025 tons) to Japan, also, it is thought, to be sold as scrap. The "Koranui," formerly the "Cleopatra," was built in Lubeck, Germany, in 1914. Until lately she was used mainly to take general cargo from Newcastle, Sydney, and Port Kembla, to Melbourne and Tasmanian ports, and return with fruit and produce.

TRAGIC LOSS OF LIFE IN S. KOREAN FERRY DISASTER.

The South Korean Naval authorities on January 10 announced that the captain of the 146-ton ferry-boat which capsized and sank in a hurricane, with a loss of 249 lives, on the night of January 9, would be indicted for "grave responsibility." The disaster occurred 10 miles from Pusan. Only seven of the vessel's 256 passengers and crew, all or nearly all of whom were South Koreans, survived. The ferry, the "Chang Tyong-ho," was on its regular run from Yosu to Pusan, and was one of the coastal vessels regularly used between Korea's East and West coasts. The survivors, who comprised the captain, two members of the crew, and four passengers, swam half a mile through icy, raging seas to a small island. Apparently the "Chang Tyong-ho" was hit broadside on by a giant wave and overturned.

SWEDISH TANKER BREAKS IN HALVES: EIGHT KILLED.

The Swedish tanker "Avanti" (10,034 tons) broke in halves in a hurricane between Japan and

Okinawa on the night of January 8. Eight of the ship's complement were killed. Rescue vessels picked up the remaining 32 members of the crew. The eight who were lost were amidships when the tanker split. They were the captain, chief engineer, and six mess-boys. The United States Navy on January 11 reported that a tug had taken the stern section of the tanker in tow and was proceeding to Japan. The splitting of the "Avanti" was one of a series of storm-caused ship accidents and distress calls in the Pacific and Atlantic during the week.

DUTCH LINER SUNK BY SUBMERGED OBJECT.

The 10,000-ton Dutch liner "Klipfontein" struck a submerged object and sank in 45 minutes five miles off Mozambique, Portuguese East Africa, on January 9. The British 18,000-ton Castle liner "Bloemfontein Castle" rescued all 233 of the "Klipfontein's" passengers and crew. After the liner struck the object there was an explosion in its oil tank. Her bow settled low in the water and the cabins flooded quickly. Passengers, who lost all their possessions, were ordered to parade on deck with only their passports and important papers. All remained calm and songs were sung as the ship's boats were lowered. Half an hour later the "Bloemfontein Castle" arrived on the scene and took the "Klipfontein's" passengers and crew aboard. The "Klipfontein" was on a round trip between Bremen and Lourenco Marques, via the Cape of Good Hope. She left Mozambique on the night of January 8.

MATSON LINE IN PACIFIC TRADE.

Captain Robert A. Eastman, master of the freighter "Ventura," which is owned by the Oceanic Steamship Company, a subsidiary of the American Matson Navigation Company, said

in Auckland on January 18 that his parent company would definitely re-enter the Pacific passenger trade, probably with two big 25-knot ships. A former executive officer of the Matson liner "Monterey," he said his company recognised that there was a great future in the Pacific and did not intend to miss an opportunity to re-enter the trade. The new ships, he said, would maintain a high standard of service, and he was confident they would be the "last word in sea transport." However a Matson Line spokesman on January 23 treated the statement with reserve and said that the Company had "no firm plans for re-entering the passenger service to New Zealand and Australia with new liners."

DUTCH SHIP SINKS AFTER COLLISION.

The Dutch ship "Stella Maris" (619) sank after a collision with the Norwegian ship "Lynenford" (3,800 tons), off Lindsnaes, The Nahe, Norway, early in the morning of January 12. The "Lynenford" took all the crew of the "Stella Maris" aboard. The Dutch ship was bound from Newcastle-on-Tyne to Kristiansand.

FISHERMEN'S LOYAL GREETINGS BY CARRIER PIGEONS.

British fishermen on a trawler off the East coast of Britain used carrier pigeons on January 1 to send a New Year's message of loyal greetings to the Queen. The message was delivered to Her Majesty at Sandringham and received by the Duke of Edinburgh.

NEW P. & O. LINER NAMED.

The P. & O. Steam Navigation Company on January 1 announced in London that a 28,000-ton liner being built in Belfast for the United Kingdom-Australia service, will be named the "Therapia," one of the company's earliest

ship titles. A sister ship, the "Arcadia," is being built on the Clyde.

M.N. ENGINEER CERTIFICATES.

Records show that in 1951 the British Ministry of Transport examined 6,254 candidates for Merchant Marine Engineer certificates, and issued 801 second-class certificates, 562 first-class certificates, and 11 extra first-class certificates. Yet the net gain of certificated engineers afloat was only a fraction of the new certificates issued. In fact it was only 125. First voyages totalled about 3,800 but the net gain of certificated and uncertificated engineers was only about 430. In short, the wastage to shore employment continued.

11,000-MILE SMALL-BOAT VOYAGE.

An Englishman, Patrick Ellam, 32, arrived recently at Beach Haven, New Jersey, U.S.A., after an 11,000-mile voyage from London in a 19-foot boat. The trip took more than a year. At Beach Haven, Ellam was joined by an American, Merton Gibbons, and with him continued the voyage to New York.

"KON TIKI" LEADER RETURNS TO GALAPAGOS.

Mr. Thor Heyerdahl, Norwegian leader of and author of the book on the "Kon Tiki" expedition, is planning another visit to the islands. Indeed, he may already be there. Mr. Heyerdahl said in Quayaquil (Ecuador) on January 5 that he and Mr. Erik Reed, of the United States, and Mr. Arne Skjolsold, of Norway, would spend about four months in the Galapagos, digging for traces of their early inhabitants. They hoped to prove that Indians from what was now Ecuador had reached the islands, 800 miles off the Ecuadorian coast, even before the Spaniards landed there more than 400 years ago.

PERSONAL PARAGRAPHS

NEW C.-IN-C., THE NORE.

The British Admiralty has announced that Admiral the Hon. Sir Cyril Douglas Pennant, K.C.B., C.B.E., D.S.O., D.S.C., has succeeded Admiral Sir Cecil Harcourt, K.C.B., C.B.E., as Commander-in-Chief, The Nore.

PROMOTION TO VICE-ADMIRAL.

The promotion to Vice-Admiral in Her Majesty's Fleet of Rear-Admiral S. M. Raw, C.B., C.B.E., has been announced by the British Admiralty. This change on the Flag List took effect on August 15, 1952.

FLAG OFFICER, SECOND-IN-COMMAND, MEDITERRANEAN.

It has been announced by the British Admiralty that Rear-Admiral W. W. Davis, C.B., D.S.O. and Bar, has relieved Vice-Admiral R. A. B. Edwards, C.B., C.B.E., as Flag Officer, Second-in-Command Mediterranean Fleet, and Flag Officer Air (Mediterranean).

RETIREMENT.

The British Admiralty has announced that Rear-Admiral R. M. Dick, C.B., C.B.E., D.S.C., has been placed on the retired list. Rear-Admiral Dick will be re-employed in his present appointment in the rank of Rear-Admiral (Retd.).

R.N. CAPTAIN PROMOTED REAR-ADMIRAL.

The Minister for the Navy (the Hon. William McMahon) on January 14 announced in Canberra that he had been advised that Captain Guy Willoughby, R.N., had been promoted Rear-Admiral. For two years from June, 1948, Rear-Admiral Willoughby, who was then Commodore, was fourth Naval Member of the Australian Naval Board and Commodore (Air). Shortly after his return to England in 1950, Rear-Admiral Willoughby

took over command of the Royal Navy's newest and largest aircraft carrier, "Eagle," 45,000 tons. He has had wide experience in aircraft carriers. In World War II he commanded the aircraft carrier "Activity" on the supply route to Murmansk. Mr. McMahon added that the Naval Board had signalled its congratulations to Rear-Admiral Willoughby on his promotion.

BRITISH MINISTRY OF DEFENCE APPOINTMENT.

Captain I. G. Robertson, D.S.O., D.S.C. and Bar, R.N., has been appointed by the British Admiralty for duty with the British Ministry of Defence on the staff of the Commander-in-Chief EASTLANT as Assistant Chief of Staff, Plans and Operations.

DIRECTOR OF AIR OPERATIONAL TRAINING BRITISH ADMIRALTY.

Captain T. G. C. Jameson, R.N., has been appointed in the rank of Captain as Director of Air Operational Training, British Admiralty.

APPOINTMENT TO STAFF OF COMMODORE, HONG KONG.

Captain John Howson, D.S.C., R.N., has been appointed to H.M.S. "Tamar," in command and as Maintenance Captain of staff of Commodore, Hong Kong.

R.N. FAR EAST APPOINTMENT.

The appointment of Captain A. G. Forman, D.S.C. and Bar, R.N., as Chief Staff Officer (Intelligence) to the Commander-in-Chief, Far East, has been announced.

APPOINTMENT TO U.K. LIAISON STAFF, N.Z.

Captain G. N. Brewer, D.S.O., Captain, R.N. (retd) has been appointed Senior Naval Member

United Kingdom Liaison Staff, New Zealand.

SEAFARERS AT ROYAL GARDEN PARTY.

Captain V. Fungue-Smith, D.S.O., in command with one of the principal tanker companies, Captain E. W. Espley, in command with one of the well-known cargo liner companies, and Captain John Hawthorn, a member of the Mercantile Marine Service Association and well known in the English cross-Channel services, were amongst those invited by Her Majesty the Queen to attend one of the Garden Parties at Buckingham Palace.

P. & O. MARINE SUPERINTENDENT.

A message from London on January 10 said that Captain A. Rodger has been appointed marine superintendent of the P. & O. Steam Navigation Company in succession to Captain E. M. Coates, who has retired. Captain Rodger, who served in the full-rigged ship "Mersey" from 1909 to 1913, commanded the "Strathmore" in 1945 and 1946 in voyages to Australia.

CHAIRMAN, AUSTRALASIAN STEAMSHIP O.F.

Mr. H. L. Morgan, Sydney manager of the Melbourne Steamship Company, Limited, has been re-elected chairman of the Sydney branch of the Australasian Steamship Owners' Federation, for the ensuing 12 months.

AUSTRALIAN DEFENCE SCIENCE TALKS.

The Australian Minister for Defence (Sir Philip McBride) on January 14 announced in Canberra that a meeting of the Commonwealth Advisory Committee on Defence Science would be held in New Delhi (India) from March 2 to March 14. Senior scientists of Commonwealth countries and senior officers of the three armed Services concerned with the scientific aspects of war would attend the conference.

BRITISH HOME FLEET IN ARCTIC DARKNESS

A strong force of the British Home Fleet manned by more than 6,000 officers and men sailed from Rosyth in mid-November for the Fleet's Arctic cruise.

The operating force included the battleship H.M.S. "Vanguard" (wearing the flag of Admiral Sir George Creasy, K.C.B., C.B.E., D.S.O., Commander-in-Chief); the aircraft carrier "Eagle"; the Royal Navy's most modern destroyer "Diamond"; three of the latest anti-submarine frigate conversions, "Venus," "Verulam," and "Virago"; other destroyers, some submarines, a tanker and a tug. The cruiser H.M.S. "Swiftsure," visited Iceland and joined the force at sea.

The cruise was designed to give officers and ratings experience of operations in severe weather conditions and to test equipment and communications and to include fleet manoeuvres, and anti-submarine exercises with carrier-borne and maritime aircraft taking part.

The ships set out for an area in the Greenland Sea West of the Greenland meridian, where for several days ships' companies worked their ships in Arctic darkness without seeing the sun, and in temperatures of 20 degrees below zero.

During the cruise H.M. "Vanguard" made radio contact with the British North Greenland Expedition. When in a position about 900 miles North of John's Groat, radio messages were exchanged between the Commander-in-Chief and Commander (L) C. J. W. Simpson, D.S.O., B.Sc. (Eng.), the leader of the Expedition.

Subsequently the Commander-in-Chief and his Flag Captain (Captain J. S. S. Litchfield, O.B.E., R.N.), spoke with Commander Simpson, who was talking from his Headquarters at Britannia Lake (77 degrees 10

minutes North, 23 degrees 50 minutes West). Commander Simpson stated that he and his party were in good heart and found their hut much warmer than his office in the Admiralty. They were waiting for a heavy fall of snow so that sledging could be resumed.

During this exchange of messages the Home Fleet was in company approaching the ice barriers off the East Coast of Greenland after experiencing two days of snow and gales with air temperatures down to 12 degrees Fahrenheit.

Admiral Creasy and Commander Simpson are known personally to each other, having served together in the cruiser "Suffolk."

COMET AIRLINER'S FAST FLIGHT.

A B.O.A.C. Comet airliner on a regular flight from London to Rome (nearly 1,000 miles) on January 9 covered the distance in 2 hours 10 minutes. The company said it was one of the fastest flights made between the two cities. The airliner, with 36 passengers aboard, was bound for Johannesburg.

AVIATION RADIO FOR COCOS GROUP.

Australia has installed a £600,000 aviation radio system on West Island, in the Cocos group, about 1,400 miles off the coast of Western Australia. The equipment will aid aircraft flying the Sydney-Johannesburg (South Africa) service. The new radio's signals can be picked up over an area of 399 square miles, making the tiny island an easy target for air navigation. The system, which has been developed by the Radio Physics Division of the C.S.I. R.O. and the Australian Department of Civil Aviation, is already in use and is said to be working perfectly.

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SEA-ODDITIES

Is there a quarter of the globe more alive with land and marine life than Australia's Great Barrier Reef? Take, for instance, its many species of crustacea: there are literally myriads of crabs on its hundreds of miles of reefs and beaches. They scuttle across the sands in veritable droves—during the hours of night especially. And they are of many kinds and habits. But it is on the reef itself that the most amazing kind are found. For it is here that the hermit crabs, in all their astonishing variety of colour and form, abound. And what a pleasant surprise they give one! What astonishes one most of all is their colour. Most people think that crabs only become red when boiled, but the hermit crabs are as vividly red, if not redder, than any boiled one of the species. And they are as lively as crickets. Their strange habit of fitting themselves backwards into their shells and carrying them about on all their peregrinations is as astonishing as their chromatic beauty. The crabs range in size from smaller than a pea to the dimensions of a large saucer; and they adopt almost every conceivable shape and kind of shell.

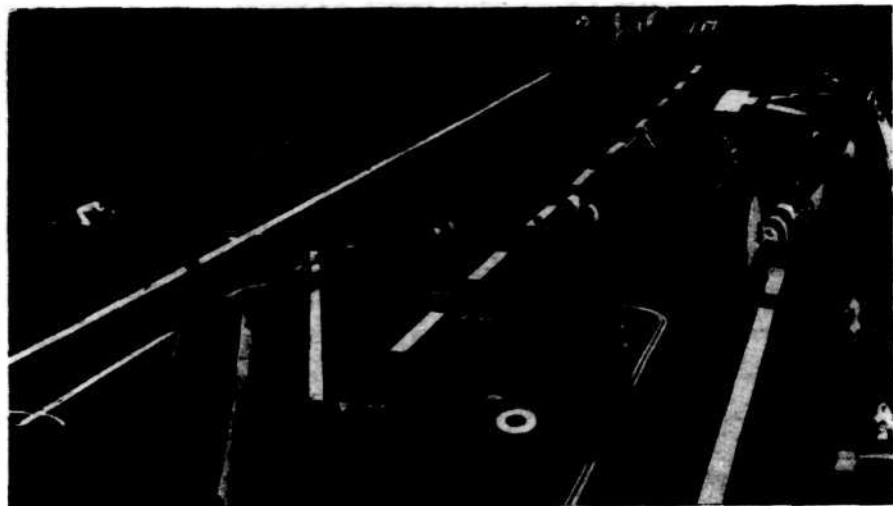
We know, of course, that the lives and habits of marine creatures are as strange and as diverse as land animals. Let us continue with the crabs, for instance. Elliott Napier, in his book "On the Barrier Reef," has this to say of some of their habits, particularly in relation to their means of camouflage and the various shells they use. He wrote: "We found crabs that shut up like a box; hermit crabs that place anemones on their shells, like plumes upon a helmet, and presumably utilize some poisonous secretion of these flowers of the sea as a defence for them-

selves; commercial crabs who live (for mutual advantage) in intimate association with other forms of life; and parasitic crabs, who live upon the labours and the lives of others. We watched a patch of sponge, and presently saw a tiny piece of the sponge move away from the rest as though it were endowed with legs. And indeed it was. For, picking it up, we found it was a crab holding a piece of sponge over his head like an umbrella, his hindmost pair of legs being permanently and curiously bent round over his back, to enable him to do so. We saw a crab deliberately dress himself with seaweed—just as a woman might dress her hair with ribbons. . . . When the job was finished, there was our crab so successfully disguised as a piece of seaweed that it was no wonder the unsuspecting small fry of the neighbourhood approached him with every confidence. And then "he welcomed little fishes in with gently smiling jaws." We saw crabs with greedy red eyes that went in and out on stalks like telescopes, round crabs, square crabs, angular crabs, crabs so long drawn out that they looked like crabby dachshunds, grey and green crabs, blue crabs, and crabs that were as variable in their dress as chameleons. . . . And, finally, we saw a crab who makes a practice of carrying his wife in his arms. This struck me as connoisseurial affection overdone.

In the middle of Limmen Bight—the name given by Flinders to a gap in the far south-western corner of the Gulf of Carpentaria—is Maria Island. It is a small, uninhabited, and little-known rocky speck of land but, perhaps naturally enough, its shores are rich in historical associations. Among other things, it is an island of tragedy, as many

of these islands are. According to an old northerner, in the early days it was a favourite spot with the mainland aborigines, who visited it on their fishing expeditions, sometimes staying there for lengthy periods. These natives were very hostile to visiting whites, and in the 'eighties of last century were responsible for the massacre of pearlers and other white fishermen. In fact, it was near the island that there occurred, in 1886, the first recorded instance in the Far North of a white man being killed in his own boat. The vessel was the cutter "Smuggler," owned and commanded by Captain Towns, with a crew of four. One night, when the boat was anchored just off the island, some dozen or so natives came on board. Captain Towns, who was sleeping below in the cabin, was awakened by their movements on deck. Not thinking that savages were aboard, he climbed up the ladder to investigate. As soon as his head appeared above the deck-level he was struck down and killed. A series of blood-curdling yells broke out as the natives prepared to raid the cutter. But the crew had by this time armed themselves, and after a short fight drove the natives overboard.

When we think of the light and colours we have seen in the sea our mind immediately conjures up phosphorescence. For, of course, phosphorescence is a light and is produced by many marine animals. The bright, cold light which they emit, though invisible in the far more powerful light of day, in darkness appears very similar to that given out by yellow phosphorous and by commercial barium and calcium sulphides. Certain fish, swimming in shoals, can give a startling and uncanny display on a dark night.



A Sea Fury takes off from the deck of the Australian aircraft-carrier H.M.A.S. "Sydney" during the anti-submarine exercises.



This fire hit the crash barrier on the flight-deck after its arrestor-hook had missed the trip-wires when landing. February, 1963.

SPEAKING OF SHIPS

The Clan liner "Clan Mac-lachlan" has been found blameless for her collision with the "Manchester Shipper" when the two ships jammed in the Manchester Ship Canal.

The River Fal (U.K.) is again being used as the laying-up place for idle tramps, beginning with five of the Counties Ship Management Company, which have completed charters in connection with the Indo-Chinese operations.

The British House of Lords has found in favour of the Polish seamen in England who were promised compensation by the Gdynia-America Line under the former Polish Government.

The two 22,000-ton liners planned by the Canadian Pacific will carry three times as many tourist as first-class passengers.

Among other minor improvements in the British India liner "Uganda" as a result of experience with her sister the "Kenya" is the heightening of her funnel by 12 feet.

As an experiment the Shaw Savill liner "Dominion Monarch" loaded in New Zealand a consignment of beef, part chilled at 29½ degrees, part frozen and carried at 13 degrees and part refrigerated in the normal manner at 12 to 14 degrees.

The Swedish Merchant Service now includes between 20 to 25 per cent. of foreigners in its crews.

In some of the Channel Island resorts old Army flame-throwers are being successfully used against oil pollution on the beaches.

The Orient Line reintroduced cruises from Australia to Suva and Auckland during the English

winter (Australian summer of 1952/53) with the "Orcaades" and "Oronsay."

The Lord Chief Justice (of England) has found that the serving of drinks in passenger vessels when they are not alongside is quite legal, a custom which has been practiced for well over a century.

The South African authorities took special measures against a reported pirate salvage steamer on the site of the wreck of the East Indiamen "Grosvenor" on the Pondoland Coast.

The Belgian police arrested one of their own wireless officials as being responsible for the false S.O.S. messages which have caused so much trouble in the English Channel.

The modernisation and improvement of the accommodation in the New Zealand Shipping Company's motorship "Kaipaki" were contrived by lifting her bridge 8 feet.

The Russian Government has refused to submit the dispute regarding its claim to 12 nautical miles for territorial waters, opposed by Sweden and Denmark, to the International Court of Justice.

The preliminary work of raising the big floating dock at Singapore, scuttled during the war, has started and it is hoped to refloat it by the end of 1952 or early in 1953.

The allowance of duty-free cigarettes for cruise passengers in British ships has been cut to 25 per day for each passenger owing to the discovery that they had been bartered in foreign ports to circumvent the currency regulations.

The Cork Harbour Commissioners had their tender "Killarney" arrested by the Customs with contraband on board just before the arrival of three Trans-Atlantic liners, but she was released pending inquiries.

The plea of the West Indian colonies to the Canadian Government to continue the passenger service with the "Lady Nelson" and "Lady Rodney" has been rejected.

An Indian Transport Minister has admitted that the target set for Indian shipping by the committee in 1947 had not been reached and he could not say when it will be.

Alarmed by the lack of balance in emigration, seven girls to every 100 men, the Dutch Government is chartering a ship to take a number of Dutch girls to New Zealand.

The growing of Indian hemp to be smuggled abroad has become a serious matter in Jamaica and terrorism has prevented the large rewards offered producing much information.

The difficulty of the Suez Canal Company in finding the agreed number of suitable Egyptians for pilots has resulted in the service being 25 below strength since December, 1951.

The Saguenay Terminals Ltd., of Montreal, have extended their Trans-Atlantic service to the West Indies by through bills of lading to numerous islands with trans-shipment at Trinidad.

Mr. E. H. Watts' suggestion that as welded ships get older their damage repair bills are likely to become very serious has aroused a great deal of attention.

RAISING THE GIANT SINGAPORE FLOATING DOCK

The Boom Defence and Salvage Department of the British Admiralty has raised the first section of the giant Singapore floating dock and the section, 360 feet in length and displacing nearly 9,000 tons, is being prepared for towing to the United Kingdom for scrap. When this has been done, the salvage men will turn their attention to the raising of the remaining section of the dock.

The dock was towed to Singapore before the start of World War II and was sunk by the British when Singapore fell. The Japanese raised it and it was being used by them for repairing the Japanese armed merchant cruiser "Shiretoko," when it was again sunk during an American air attack.

In 1946 the British Admiralty refloated the "Shiretoko" and beached her. In March of 1952 the Admiralty Salvage Vessel

"Salvictor," arrived in Singapore to take part in the raising of the dock itself. Two Bar class vessels and a shore party of some 62, including 12 divers, have also been engaged for periods during the operation.

Almost totally submerged and badly damaged by the bombing, the wrecked dock presented a major salvage problem. It was found expedient to cut the structure right through, athwartship, and this was accomplished under water by divers using oxy-arc cutters.

About a million cubic feet of air were pressed into the tanks, which form the bottom of the dock and part of her sides. It was impossible to use any of the pipe lines, by which these tanks could be blown when the dock was intact and divers had to enter the damaged structure to blank off the complex pipe system before blowing could start. They

also had to replace buckled plates and render the strained and leaky tanks completely air tight.

The buoyancy of each tank had to be estimated and shown upon a model. It was planned to raise one end of the section first to adjust the buoyancy for stability and then to raise the other end. This plan succeeded and the section came up exactly as calculated.

Mr. C. L. Black, Admiralty Chief Salvage Officer, as told in the October issue of this journal, went to Singapore for the initial planning and he left Mr. R. Brammall, a Salvage Officer, with two assistants to carry out the operation. During the critical stage, a visit to Singapore was made by the Director of the Boom Defence and Marine Salvage Department of Admiralty (Captain J. H. Ruck Keene, O.B.E., D.S.C., R.N.).



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REVIEWS

If one thing is clearly shown in the 1952-53 edition of that splendid publication "Jane's Fighting Ships," published by Sampson Low, Marston and Co. Ltd., of London, it is that Allied Navies which are restoring ships they intended to scrap, are building up their strength mainly to combat the threat of plane, mine, and fast submarine. In short, they are being modernised.

Cases in point of this process of adaptation to modern conditions are clearly indicated in the publication.

The United States, for instance, has restored to her Navy List four heavy cruisers and 17 destroyer escorts which had been available for disposal since the war. Canada's frigate and minesweeper strength, again, has been increased "merely by re-acquiring nearly 40 ships she discarded four to six years ago."

"To a lesser extent," say the

publishers, "Great Britain has done likewise, an aircraft maintenance carrier and a number of ocean minesweepers earmarked for disposal having been refitted for reserve. These ships, built for a fraction of today's costs, constitute an immediate stiffening of the respective reserve fleets."

As in previous editions of "Jane's," the section of the publication devoted to the Russian Navy is presented with reserve. It is pointed out that new information about Russian warships is still difficult to obtain. The Russian Navy's manpower is given as 520,000 officers and men, excluding naval air forces. No reference is made to the Soviet submarine programme. Russia is reported to have 370 submarines in service or reserve and about 120 under construction. She is said to be building an improved "K" Class boat of 1,560 tons, with an

underwater speed of 18 knots. This vessel, "without guns but with 12, 21-inch torpedo tubes," is reputed to operate at great distances. The number of these improved submarines is not given.

From the massive collection of details in the 454-page volume it is evident that most of the larger navies are concentrating on minesweepers and building or converting warships chiefly to fight the submarine. These types of warship form the biggest part of the British construction programme. Most of the anti-submarine frigates are of two kinds of striking power. It is asserted that they will be supplementary to each other and that the simpler "Utility" type is being produced in larger numbers.

"Jane's" says that the development of a new type of submarine for the Royal Navy is continuing satisfactorily. All possible means of submarine propulsion are being investigated including systems using nuclear energy and oxygen-bearing fuels. Work on guided weapons is also being studied.

Considerable additions, chiefly minesweepers and ancillary craft, are being made to the United States Navy, which is described as "a colossal fighting force," as large as all the other navies of the world combined. It includes over 100 aircraft carriers, 15 battleships, 75 cruisers, 350 destroyers, 270 escort destroyers and frigates, 200 submarines, 220 minelayers and minesweepers, 150 patrol vessels and more than 3,500 other craft.

Japan, now forming a "marine guard" of destroyers and coastal vessels, is embarking on a programme of her own. Meantime we know that in order to augment that programme the United States recently handed over six 1,500-ton frigates and four 450-ton landing craft to the Japanese Government. East Germany, in turn, is reported to have 43 ships; while West Germany is said to have 30 vessels.

H.M.S. "TACTICIAN" VOYAGES SUBMERGED FROM SYDNEY TO MELBOURNE.

The British submarine "Tactician" left Sydney on January 3 to voyage submerged from Sydney to Melbourne with only her Schnorkel breathing tube showing. The submarine took about four days to travel the 570 miles which would normally take 2½ days voyaging on the surface.

Lieutenant-Commander R. M. Wilmot, R.N., who commands the "Tactician," said prior to the submarine's departure, that the trip would test the efficiency of the Schnorkel apparatus and give the ship's company added experience in long-distance under-water travel.

"The crew would be under strain all the way," he said. "Anyone with a cold would suffer a great deal of discomfort."

The "Tactician" travelled about 15 to 20 miles off shore to avoid shipping lanes. It is understood that she approached shore only once a day to fix her position.

The "Tactician" which was last in Melbourne in 1950, stayed there 3 days and then returned to Jervis Bay for further exercises.

U.S. WATER-BASED JET FIGHTER GIVES HIGH HOPES.

A report from Washington early in January said that the United States Navy entertains high hopes for its water-based jet fighter aircraft which is undergoing its initial flight tests.

The report described the Delta-wing XF2Y Sea Dart, which recently successfully passed its initial taxi-ing tests at San Diego (California), as the first jet fighter designed to land and take off from water, and the first combat aircraft to use water skis to ease its water landings and take-offs.

It is said that the new aircraft will supplement present carrier-based and land-based aviation, and will have only a limited use.

The Sea Dart seaplane fighter

is not expected, it seems, to operate from the open sea like a carrier plane. But it can operate from protected waters, such as a lagoon or a bay, where the U.S. Navy needs fighters in limited numbers, or in forward areas where no airstrips are available. It can supply fighter strength without tying up an aircraft carrier.

The retractable skis used by the new aircraft, only recently announced by the U.S. Navy, ease the shock of high-speed water landings. The skis take the shock and skates along the top of the water, sinking as the plane slows down and settles in the water on its hull.

The final tests of this remarkable aircraft will be eagerly awaited by air-sea naval circles.

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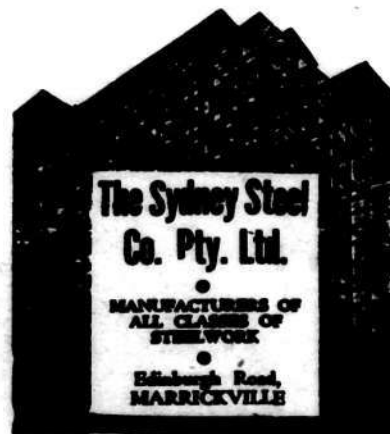
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FEDERAL COUNCIL.

The composition of Federal Council, the main governing body of the Ex-Naval Men's Association of Australia, is comprised of the undermentioned Executive Officers: Messrs. F. F. Anderson (Fed. President); H. S. Peebles (Fed. Vice-President); G. W. Scott (Hon. Fed. Secretary); C. R. Barrie (Hon. Fed. Treasurer); W. J. Greenwood (Hon. Fed. Organising Secretary); and J. K. Stafford (Hon. Fed. Asst. Secretary). They are members of St. George Sub-Section, Sydney S.S., Brisbane S.S., Manly-Warringah S.S., Footscray S.S., and Canterbury-Bankstown S.S. respectively. Names of the various States' elected Federal Councillors are: Messrs. F. C. Crerar (Victoria); J. P. C. Watson (New South Wales); E. H. Cook (South Australia); R. D. Middleton (Western Australia); A. C. Nichols (Queensland); and J. Benjamin (Aust. Capital Territory). Papua-New Guinea Section has yet to advise Council of its representative.

Messrs. F. F. Anderson, F. Calvert and V. M. Banks, all members resident in N.S.W., are the General Trustees of the Association. Trustees of the King George Fund for Sailors are Messrs. Angus McKee, of South Australia; C. N. Hall, of Victoria; and A. Hodgson, of N.S.W.

At the last meeting of Federal Council it was resolved to forward to Captain H. L. Howden, C.B.E., R.A.N. (Retd.) a message of profound thanks for all his previous efforts to further the in-

terests and activities of the Association and to wish him a peaceful and happy time in his retirement from the R.A.N.

Mr. W. J. Pearce, a former Federal Councillor, and a member of Melbourne Sub-Section for many years, has gone to reside in sunny Queensland and has transferred his membership to Brisbane S.S. Before departing from Melbourne, Mr. Pearce was the recipient of a gift of a pair of pipes as a mark of appreciation for his past services.

The Victorian State Council has, with great reluctance, closed down Latrobe Valley and North Eastern Sub-Sections; this was brought about by the diminishing numbers of members in those areas; many of them seeking other avenues of employment nearer the Capital. The remaining members in the districts are having their equity in the Association safeguarded and their membership has been transferred to Melbourne Sub-Section's books.

Financial membership of South Australia has increased considerably during the past eighteen months and the total strength of members has now exceeded the figures recorded for New South Wales.

Members of Canterbury-Bankstown Sub-Section have been busy raising funds and generally working in close liaison with their local branch of the Air Force Association with the object of acquiring club-rooms. It is pleasing to note that the scheme has come to fruition, both bodies recently

joined forces in the establishment of an ex-Servicemen's Club.

Queensland Section is to hold the usual quarterly Family Night on Monday, 2nd March; members, their wives and families and friends will be entertained by a screening of motion pictures.

Federal Council is awaiting advice of the results of the annual election of officers and Committee of Sub-Sections throughout Australia; these results may be published in the April "Navy."

Mr. W. H. Sullivan (Hon. State Secretary) of Victoria, reports the passing away of the following members:—Messrs. Alexander Bruce, Ernest Satterley, Sydney G. Rickett, of Melbourne Sub-Section, and Alexander Anderson, of Mildura Sub-Section.

Mr. J. P. C. Watson (N.S.W.'s Federal Councillor) was given a warm welcome when visiting Naval Memorial House, the Adelaide and Port Adelaide Sub-Sections' meetings during his sojourn in South Australia just prior to the close of last year.

Personnel of H.M.A.S. "Sydney" were entertained in the Fremantle Navy Club and in appreciation of the hospitality received from the members, personnel made a donation which is being placed in a fund for the building of a proposed Navy House, Fremantle. The Sub-Section's Committee is again busy organising the Annual Church Parade and Re-Union of survivors of H.M.A.S. "Perth"; both these functions will be held at Fremantle this month.

—G.W.S.

R.A.N. PROMOTIONS

The Minister for the Navy (the Hon. William McMahon) has announced the following promotions to date 31st December, 1952:

Royal Australian Navy.

Commander to Captain: Thomas Kenneth Morrison, O.B.E., D.S.C. (Acting Captain), of Croydon, Victoria.

Lieutenant-Commander to Commander: Ian Kitchener Purvis, of Rose Bay (N.S.W.); Eric John Peel, D.S.C., of Elwood (Victoria).

Commander (E) to Captain (E): Alfred Maurice Clift, of Moonee Ponds (Victoria).

Commander (S) to Captain (S): Richard Fulton Hatherell, D.S.C., of Manly (N.S.W.).

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

Charles Watson, M.B.E. (Acting Commander (S)), of Dover Heights (N.S.W.).

Royal Australian Naval Reserve (Sea-Going).

Commander to Captain: Stanley Hamill Crawford, M.B.E., R.D., of Cremorne (N.S.W.).

Royal Australian Naval Reserve.

Commander to Captain: Stanley Darling, D.S.C. and two Bars, V.R.D., of Edgecliffe (N.S.W.).

Lieutenant to Lieutenant-Commander: Walter Edgecumbe Tucker, V.R.D., of Sydney; Ronald Walker Fowler, of Chatswood (N.S.W.); Ronald George Bagley, of Vaucluse (N.S.W.); Norman Harold Henderson, of Drummoyne (N.S.W.); Alan Keith Collins, of Elsternwick (Victoria); Ronald Frederick

Reid, of East Malvern (Victoria); Osmonde Marshall May, of Brisbane.

Lieutenant-Commander (S) to Commander (S): Aubrey Lyndhurst Freer, V.R.D., of Melbourne.

Royal Australian Naval Volunteer Reserve:

Lieutenant (Sp. Br.) to Lieutenant-Commander (Sp. Br.): Leslie Arnold Stockdale, of Kew (Victoria); Pendarves Vyvyan Warren Trust, of Brisbane. For Information.

Captain Morrison has been Deputy Chief of Naval Personnel and Director of Personal Services at Navy Office, Melbourne, since early last month. Before that he was Director of Manning. He commanded the Battle class destroyer "Tobruk" from July, 1949, until August, 1951. He

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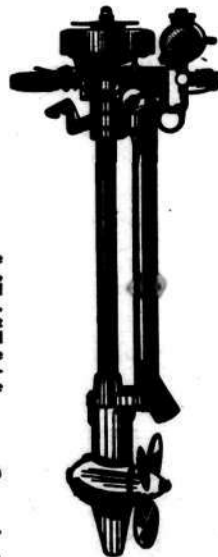
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was awarded the O.B.E. in the Second World War for his work in H.M.A.S. "Hobart" during the evacuation of British Somaliland, was mentioned in despatches for his services at Leyte and received the D.S.C. for his part in the operations of Lingayen.

Commander Purvis is Officer in Charge of the Torpedo Anti-Submarine School at H.M.A.S. "Rushcutter," Sydney. He was serving in H.M.A.S. "Sydney," commanded by Captain J. A. Collins, R.A.N. (now Vice Admiral Sir John Collins, K.B.E., C.B.), when she sank the crack Italian liner "Bartholmeo Colleoni" off the coast of Crete.

Commander Peel is at present serving with the Royal Navy in H.M.S. "Implacable." He was formerly Director of Operations at Navy Office, Melbourne. In January, 1945, he commanded H.M.A.S. "Gascoyne" in the action off Luzon. He was awarded the D.S.C. and the American Legion of Merit in October, 1945.

Captain (E) Clift, who recently returned from the United Kingdom after doing a course in air engineering, is at the R.A.N. air section, R.A.A.F. Station at Schofields (N.S.W.). He served in H.M.A.S. "Canberra" and H.M.A.S. "Warramunga" in the Second World War.

Captain (S) Hatherell is at present in the aircraft carrier "Vengeance" which has been lent to the Royal Australian Navy by the Admiralty and will arrive at Sydney from England early in March. In the Second World War he served in H.M.A.S. "Adelaide," H.M.A.S. "Shropshire," and H.M.A.S. "Australia." He was awarded the D.S.C. for the part he played at Lingayen in 1945.

Commander Watson is at H.M.A.S. "Commonwealth," Kure (Japan). He served in H.M.A.S. "Platypus" and H.M.A.S. "Adelaide" in the Second World War and was awarded the M.B.E. in 1943.

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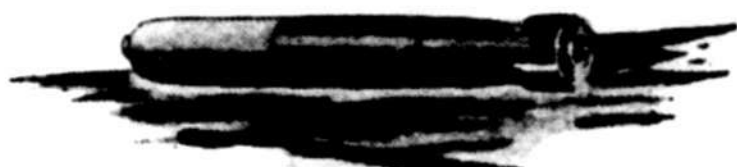
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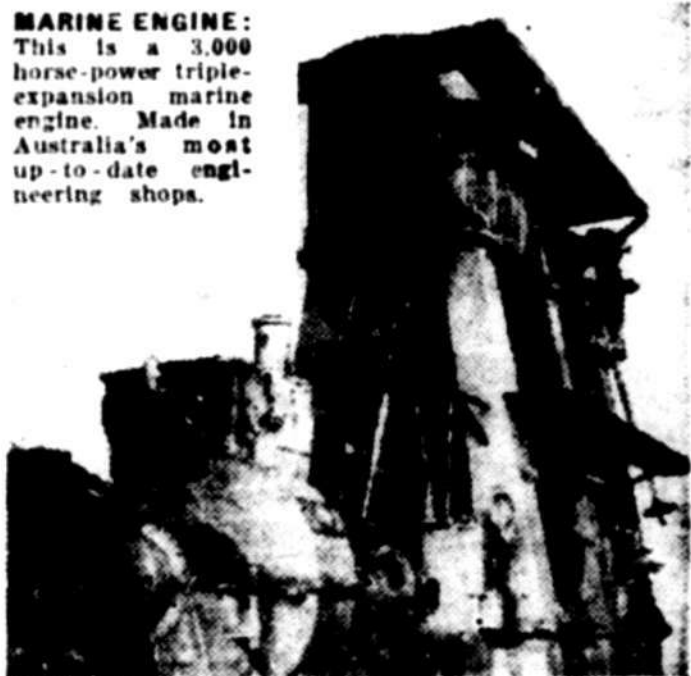
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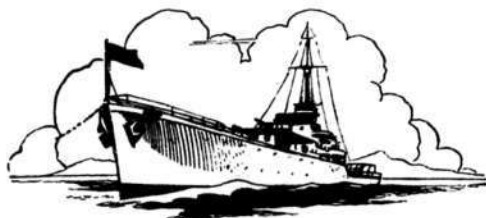
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Vol. 17. MARCH, 1953. No. 3.

ROYAL NAVY DEVICES NEW FLIGHT DECK ARRANGEMENT.

With the wing-spans of carrier-based aircraft increasing, so to speak, almost overnight, there has arisen simultaneously the need for greater safety in landing operations. The increasing wing-spans have meant, for one thing, that planes have had to land too close to the deck edge in clearing the "Island" of a conventional carrier. This obviously necessitated a new flight deck arrangement, not only to permit of further landings in event of arrester-failure by elimination of the stop-barriers, but also to direct planes away as far as possible from the ship's superstructure.

With this object in view, and also with the object thereby of increasing the fighting power of the aircraft-carrier, just such a deck has now been devised by the Royal Navy and the British Ministry of Supply and the idea is being developed simultaneously both in the United States and the United Kingdom.

Known as the "Angled Deck" in the Royal Navy, and the "Canted Deck" in the United States Navy, the new arrangement is extremely simple and is the result of a new approach to the problem of flying aircraft on to ships. It involves

the laying out of the flight deck so that aircraft fly at an angle of about 8 degrees to the fore and aft line.

When the new system is in operation an aircraft not brought to a standstill by the normal method of hooking on to one of a series of arrester wires, may fly straight off over the side of the flight deck without altering course, and then fly round again for a further landing attempt as in practice at shore airfields in similar circumstances.

To appreciate the advantages of the new system, it is necessary to understand the layout of the conventional flight deck. This is divided into three areas: at the after end is the landing area in which are arrester wires intended to engage the hook of landing aircraft and so to bring them to rest; next come the barriers which are intended to stop aircraft which occasionally overshoot the arrester wires; then there is the area for the parking and launching of aircraft from catapults.

With the angled deck the conventional barrier may normally be eliminated because the way ahead is clear, for the aircraft to open up to full power and take off again if the hook fails to engage any of the arrester wires. A barrier capable of erection in emergency will cater for the extremely rare case of a defect in an aircraft which might prevent it altogether from using its arrester gear.

As aircraft increase in size and speed, so must the "pull-out" of arrester wires and barriers in-

crease, and, if the conventional deck arrangement were to continue, both the arresting and barrier space would have to become greater at the expense of the deck park.

The principal advantage of the angled layout is that the arresting area can overlap the parking area amidships, giving a total effect equivalent to increasing the length of the carrier by 40 per cent. This will make it possible for the carrier to accept more aircraft and aircraft of better performance.

The angled deck follows closely the British development of the steam catapult, of which it is the complement. While the steam catapult will increase the carrier's ability to launch aircraft, the angled deck will increase the ability to accept them. It is expected that the new idea will prove to be a real "something for nothing" development which will substantially improve the efficiency, economy and fighting power of carrier-borne aircraft.

Consideration was first given by the British Admiralty and the British Ministry of Supply to the future design of the aircraft carrier flight deck layout in August, 1951. It was desirable to have a clear landing path, such as existed before increases in the number of aircraft operated had made deck parking and barriers necessary.

Studying the ways in which this object could be achieved, Captain R. R. F. Cambell, D.S.C., R.N., Deputy Chief Naval Representative, British Ministry of Supply, in association with Mr. L. Boddington, of the Royal Aircraft Establishment, Farnborough, England, conceived the idea of angling the landing area about 10 to port of the centre line of the ship. The simplicity of the method and the fact that it involved a minimum of structural alteration immediately impressed the authorities with the possibility of its application to all types of carrier aircraft.

Preliminary trials of the scheme have now been conducted in both the Royal Navy and the United States Navy and further development is proceeding.

UNDERWATER TELEVISION FROM SHIP TO SHORE.

Successful trials have been completed in H.M.S. "Reclaim," the Royal Navy's Salvage Ship, with equipment for relaying underwater television pictures from ship to shore. The trials, the first of their kind, were carried out during two days early in September, 1952, in the Portsmouth area with an experimental transmitter designed and produced by Messrs. Pye Ltd., of Cambridge. This ship to shore link was used in conjunction with the underwater television equipment already installed in H.M.S. "Reclaim," then commanded by Lieu-

tenant-Commander J. Bathurst, O.B.E., D.S.C., R.N.

Clear television pictures were received ashore from the sea bed, some 16 miles distant and 100 feet below the surface of the sea, and this by no means represents the full range of the ship-shore transmission link or the maximum operating depth of the television camera. Viewers in Portsmouth were able to see a diver, fishes and crabs illuminated by the powerful light associated with the underwater television camera.

To test the effectiveness of the link, arrangements had been made for the diver to pay a game of noughts and crosses with a viewer in Portsmouth. The noughts and crosses board had been painted on to a standard diver's table. Large washers were to be used for the noughts, in conjunction with small metal crosses. Very adverse weather conditions, however, prevented the completion of this part of the trial and the noughts and crosses game had to be carried out over the ship-shore link with the diver fully rigged on the deck of the "Reclaim."

THE ROYAL YACHT WILL BE COMPLETED THIS YEAR.

The British Admiralty announced on November 20 that the small hospital ship to be used in peacetime as a Royal Yacht is expected to be completed at the end of 1953 and that Her Majesty has seen and approved a model showing the general arrangements in the vessel.

The keel of the ship was laid at the Clydeside yard of Messrs. John Brown and Company Limited, in June of 1952, and it is intended that Her Majesty shall launch the vessel in April next. Work is now well in hand and many bulkheads and frames are already erected.

The load displacement of the ship will be about 4,000 tons and the maximum draught in any sea-going condition will not exceed 16 feet. The ship's overall length will be 413 feet; her length at the water line 380 feet; her maximum beam 55 feet; and her moulded depth 32 feet 6 inches. Single reduction geared steam turbines fed by two boilers will drive twin screws to give her a continuous cruising speed of 21 knots.

She will have a modified cruiser stern and a raked bow. Three masts are to be fitted. The Royal Standard will be worn at the Main, the Flag of the Lord High Admiral at the Fore, and the Union Flag at the Mizzen.

The ship will be fitted out for voyaging in both cold and tropical waters and will be fitted with a stabiliser to reduce roll in bad weather. There will be both Decca Navigator and Navigational Radar to assist her navigation. The entire above water line structure is to be riveted.



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TRAINING COMMONWEALTH'S FUTURE ADMIRALS

By A. Cecil Hampshire.

One particular ship of Britain's Royal Navy carries more budding flag officers in her complement than any other unit of the Fleet. Some of these future admirals will fly their flags not in United Kingdom waters, but as senior officers in their own navies.

For H.M.S. "Devonshire," the Navy's training cruiser, includes among her pupils cadets from all over the Commonwealth. In fact, something like 25 per cent. of junior naval officers under training in Britain hail from overseas. Among cadets at present receiving instruction in the Royal Navy are 26 from Australia, five from New Zealand, 16 from India, 14 from Pakistan and five from Ceylon. In addition, there are other young men from countries outside the Commonwealth whose experts rightly regard Britain as the world's best naval instructor.

Educationally qualified up to a standard comparable with their United Kingdom classmates, these lads of 16 and 17, representing the cream of Commonwealth youth, start their Royal Navy training with a term at Britain's famous cradle of Naval officers, Dartmouth College. In handsome surroundings, splendidly positioned on a tidal estuary in the West of England, the college combines the atmosphere of a public school with the precision and discipline of a warship. There the youngsters are introduced to a system designed to mould them into first-class officers and seamen.

KEENNESS AND ENTHUSIASM.

The induction syllabus comprises a thorough grounding in Naval customs, history and traditions, seamanship, navigation, engineering, boatwork and ship organisation. Side by side with this professional curriculum, scholastic tuition is continued. Sport, recreation and social functions round off their education. In all aspects

of their training these young sailors from overseas have proved themselves excellent mixers, and their keenness and enthusiasm are outstanding.

Following the initial term at Dartmouth, undergone by all except certain earlier age entrants from Australia and New Zealand who go straight to the training cruiser, the cadets then move on to gain their sea experience. A 10,000-ton cruiser of the County class armed with eight-inch guns, H.M.S. "Devonshire" has been specially equipped with lecture rooms and instructional gear. She is staffed by regular officers of the Royal Navy.



Normal complement of trainee cadets totals 240. To provide extra accommodation and sea experience in a smaller vessel, a frigate has now been detached to work with the Devonshire.

On board the training cruiser most of the work of running the ship is done by the cadets themselves. They perform watch officer's duties, act as quartermasters, sideboys and messengers. They man boats, clean decks and paintwork, and carry out in general the daily chores of a normal ship's crew.

They sleep in hammocks, and have their meals on their own messdecks. For at least one four-week period during cruises each class of cadets must live in a broadside mess and wait on themselves just as do the seamen. Thus they gain valuable experience which later on will aid their understanding of lower deck problems.

ROUTINE AT SEA.

Routine at sea commences at six in the morning with deck scrubbing and boat pulling before breakfast. The rest of the day is divided into a series of instructional periods. The curriculum is both educational and professional.

On the Naval side the cadets are taught disciplinary and divisional duties, seamanship and boatwork, navigation, ship handling and signalling. Other subjects include gunnery, torpedo and anti-submarine, electrical work and damage control. All do a spell in the engine and boiler rooms.

Cruising independently of the fleet, the training ship makes frequent visits to overseas ports. Thus these budding officers see something of the world, take part in sporting and social activities, and gain practical experience of Naval etiquette and ceremonial.

The welfare of Naval cadets from overseas outside their professional training in Britain is made a matter of special concern. Through such organisations as the Dominions' Fellowship Trust boys who have no relatives or friends they can visit during leave periods are given introductions to English families delighted to entertain these young sailors.

On completion of two terms in the training cruiser, Commonwealth cadets take their passing-out examinations for midshipmen. Newly fledged, they return home to gain gunroom experience in ships of their own navies. Afterwards they return to Britain to undergo more advanced professional courses.

It is a tribute to the high quality of the instruction given in the Royal Navy that the number of trainee Naval officers from the Commonwealth and elsewhere is limited to-day only by the extent of the accommodation available.

BRITISH MIDGET SUBMARINES

X-CRAFT OF THE ROYAL NAVY.

By Donald MacRow.

Exploits of British and Italian midget submarines were highspots of the last war. The Royal Navy has led post-war development in this type of craft and has continued to train officers and ratings in their use. A British X-craft, as the midget is called, was loaned to the U.S. Navy for exercises during 1950.

One of the objects of the midget submarines is to seek out and destroy enemy warships in their own bases, behind the protection of minefields and a succession of anti-submarine defences. They may seek to deal with warships which have virtually ceased to go to sea but which, because of their

armament and their size, remain a potential menace requiring substantial Naval forces to stand guard over their lairs. British X-craft carry large explosive charges which have to be laid directly under the bottoms of enemy ships lying at their moorings.

Germany built and used her "Sechund" class of light submarine during the Allied invasion of Europe. The craft mounted two torpedo tubes, showing that they were intended to engage ships under way.

The first and most typical X-craft action put the German battleship "Tirpitz" out of the war from 22nd September, 1943. She was

lying surrounded by anti-torpedo nets, behind boom barrages and mine-fields at the head of the Kaafjord in Northern Norway, some 50 miles from the open sea, when British midgets detonated several tons of high explosive underneath her keel.

During the approach run from Scotland, six X-craft were towed by normal submarines, all craft being submerged most of the time, so that the secret of the attack was kept from air reconnaissance and surprise was not lost until after the charges had been laid. The X-craft slipped their cables clear of the first minefield and steamed some 50 miles under their own power to make the attack. Two V.C.'s were won by their commanders during the "Tirpitz" action, and two more were won when X-craft attacked a Japanese cruiser in the Johore Straits in July, 1945. Other midgets attacked important submarine cables off South East Asia. Divers were released whilst the craft were submerged, divers who re-entered the little submarines clutching short lengths of the submarine cables as trophies.

Each craft has a passage crew of one officer and three ratings as well as an operational crew of two officers and three ratings. The two-crew system is essential because there is no sleeping or living accommodation in the ships, each man having about as much room as he would in a tank—but X-craft operations last several days. The men are drawn from the normal Submarine Service, manned almost entirely by volunteers.

A Gardner diesel bus engine provides surface propulsion and a single electric motor is used when submerged. One-third of the ship's 54 feet length is battery space, one-third main machinery and one-third is the control room.



Lieutenant Ralph Cudworth, R.N., 25-year-old First Lieutenant of midget submarine XE 8, at the hydroplane controls (left hand) and electric motor control (right hand).

ADMIRAL FAREWELLS "CULGOA"



Rear-Admiral J. W. M. Eaton saying farewell to officers and crew of H.M.A.S. "Culgoa" at Garden Island early this month when the ship sailed for Korean waters. Rear-Admiral Eaton wished the ship "good luck and a safe return."

March, 1953.

AUSTRALIA'S DEFENCE BASE NETWORK

The Minister for the Navy (the Hon. William McMahon) in a recent announcement on Australia's defence bases, emphasised the importance of Manus and Cocos Islands in Australia's defence plans.

Mr. McMahon said that "the Australian Government had brought forward the target date for the completion of the base at Manus from 1956 to 1954."

Cocos and Manus are key bases for Navy-R.A.A.F. anti-submarine patrols across the north-western and north-eastern approaches to Australia. Apparently it is planned that long range R.A.A.F. anti-submarine aircraft, R.A.N. aircraft carriers, carrier-borne aircraft and specially equipped de-

stroyers and frigates will be integrated in a search pattern over expected submarine approach routes.

The Minister continued: "In the last two years excellent progress had been made on the construction. Cocos has nearly been completed by the R.A.A.F. as an airfield, and plans have been completed for the construction of the Naval and air bases at Manus.

"Manus is an advanced Naval and air base guarding the northern approaches to Australia. It will be part of the northern defence system and will provide a secure anchorage for a task fleet and a fleet train.

It has a first-class airfield. The base will be a tropical station for

the operation and training of the Fleet and R.A.A.F. units in conditions under which they would fight a war. This applies particularly to anti-submarine training.

"It will also be the centre from which fishery protection and anti-poaching patrols may be carried out by sea and air and will be the headquarters of a New Guinea Division of the R.A.N.

"Several small armed and unarmed ships of the R.A.N. and the R.A.A.F. will be permanently based on Manus, and larger ships of the Fleet will call from time to time.

"The airfield at Lombrum will be complementary to the air base at Garbutt, near Townsville.

"A composite Naval and Air Force service construction unit of about 350 men will be formed to complete the work as soon as possible."

H.M.A.S. "CULGOA" LEAVES FOR KOREA.

The frigate H.M.A.S. "Culgoa" left Sydney on Tuesday, 3rd March, for Korean waters, where she will relieve H.M.A.S. "Condamine." H.M.A.S. "Condamine" has been serving in Korean waters since last July. The other R.A.N. ship at present serving in Korea is the Battle class destroyer H.M.A.S. "Anzac," which will be relieved by H.M.A.S. "Tobruk" in June. Mr. McMahon said recently that ships of the Royal Australian Navy had played a worthy part in the Korean campaign ever since hostilities broke out. Every Australian warship that had served in the area had won high praise from senior British and American officers, and forty-five officers and men had been decorated or mentioned in despatches.

"No phase of life, whether public or private, can be free from duty."

—Cicero.

The Navy

R.A.N. Representatives Chosen for Coronation Contingent

The Minister for the Navy (the Hon. William McMahon) announced on February 16th the names of the 55 members of the Naval portion of the Australian Services Coronation Contingent.

He said that the Royal Australian Navy would be represented by five officers and 36 ratings of the Permanent Force, five officers and six ratings of the Royal Australian Naval Reserve Forces, and one officer and two ratings of the Women's Royal Australian Naval Service.

The names of four R.A.N.V.R. officers who had been awarded the George Cross and had accepted the invitation to join the Contingent had already been issued, but they were also included in the present list. The complete list was as follows:—

Officers.
Lt.-Cdr. J. S. Austin, D.S.C., R.A.N., Greenwich, N.S.W.;

Lieut. (P) H. E. Bailey, D.S.C., R.A.N., Kooyong, Vic.; Lieut. (E) W. J. Rourke, R.A.N., Nedlands, W.A.; Lieut.-Cdr. (S) R. P. Newey, R.A.N., Pymble, N.S.W.; Senr. Commsd. Elect. Officer (AL) J. P. Moore, R.A.N., Nowra, N.S.W.; Lieut.-Cdr. H. F. Goodwin, V.R.D., R.A.N.R., Grange North, S.A.; 2nd Officer M. Stevens, W.R.A.N.S., Maroubra, N.S.W.

George Cross Winners.

Acting Lt.-Cdr. J. S. Mould, G.C., G.M., R.A.N.V.R., Mosman, N.S.W.; Acting Lt.-Cdr. L. V. Goldsworthy, G.C., D.S.C., G.M., R.A.N.V.R., Nedlands, W.A.; Acting Lt.-Cdr. G. Gosse, G.C., R.A.N.V.R., North Adelaide, S.A.; Lieut. H. R. Syme, G.C., G.M., R.A.N.V.R., Kooyong, Victoria.

Permanent Ratings.

C.P.O. G. D. V. C. Cheadle,

D.S.M., Frankston, Vic.; C.P.O. H. G. C. Wailes, D.S.M., Hawkesbury, N.S.W.; P.O. J. E. W. Gordon, Geelong, Vic.; P.O. S. O. Drake, Langdon, via Mackay, Qld.; A/P.O. E. J. Solway, Sandgate, Qld.; L/S. W. F. Barnes, Kogarah, N.S.W.; A/B. W. J. Read, Oakleigh, Vic.; A/B. R. L. Wood, D.S.M., Fitzroy, Vic.; A/B. D. F. Taylor, Footscray, Vic.; A/B. H. Ward, Mt. Ku-ring-gai, N.S.W.; P.O.S.M. B. H. Hoffman, Earlwood, N.S.W.; P.O.S.M. B. S. Dornom, Cannington, W.A.; P.O.S.M. I. E. K. Renwick, Frankston, Vic.; S.M. G. Kerrison, Lithgow, N.S.W.; S.M. B. S. Tilbrook, Hilton, S.A.; S.M. A. D. Steers, Sheffield, Tas.; C.A.F. (O) A. W. Stanton, East Tamar, Tas.; R.E. (A) G. W. Stevens, Caulfield, Vic.; A/R.E.A. IV (A) N. S. Judd, Hawthorn, Vic.;

R.N. LAUNCHES THREE MORE MINESWEEPERS

Two more inshore minesweepers and a coastal minesweeper have been launched recently by the British Admiralty.

The inshore minesweepers were the M.2604, being built by Philip and Son, Dartmouth, and the M.2610, at the yard of Messrs. Brooke Marine Ltd., Lowestoft. The vessels are of 106 feet 5 inches length with a beam of 20 feet 6 inches, and are designed to operate in shallow waters, such as rivers and estuaries. They are a new type of vessel and embody novel features resulting from lessons learned during the war and in the course of subsequent developments. In addition to minesweeping equipment, each will mount one small gun.

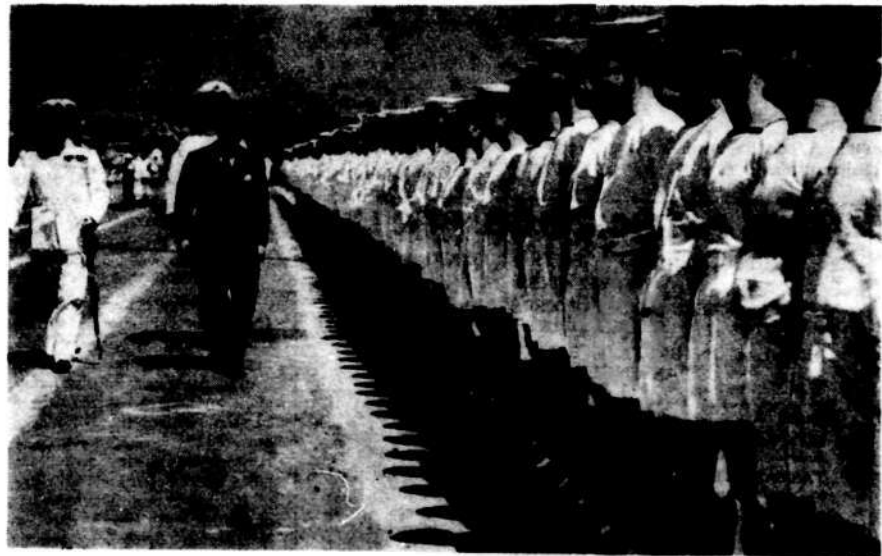
The British Navy Estimates for the current year show that 29 of this class of vessel were in course of construction but not launched at the end of March, 1952.

The coastal minesweeper was M.1112, launched from the yard of Messrs. Richards Ironworks Ltd., of Lowestoft, by Mrs. A.

Belch, wife of Mr. A. Belch, C.B.E., Controller of the Shipbuilding Conference. The ship's main machinery will be by Messrs. Mirreles, Bickerton and Day Ltd., of Stockport. Of 152 feet in length and with a beam of 28 feet 9 inches, she will be armed with three small guns.

Coastal Minesweepers are an entirely new type of minesweeper embodying many novel features. Their construction incorporates the use of aluminium, both for the framing and structural castings, the outer bottom being wood planked. The hull will be largely of non-magnetic material. The ships will have the latest minesweeping equipment and will operate sweeps against both contact and influence type mines; i.e., they will be able to deal with mines operated magnetically and acoustically.

The term Coastal Minesweeper signifies that they will be capable of operation in shallow coastal waters and distinguishes them from Inshore Minesweepers which are for shallow estuarial waters.



The Minister for the Navy, Mr. W. McMahon, inspects members of the complement of H.M.A.S. "Sydney" on the carrier's flight-deck, prior to its departure for Melbourne to embark the Coronation Contingent.

March, 1953.

L. Airman J. C. Snodgrass, Hamilton, Qld.; N.A.I. F. Donnelly, Forest Lodge, N.S.W.; E.A.III A. Wright, Northmead, N.S.W.; R.E. J. W. O'Brien, Fitzroy, Vic.; L.E.M. E. W. Brunker, Sutherland, N.S.W.; C.Y.S. H. T. O'Neill, Sans Souci, N.S.W.; P.O. Tel. E. J. T. Henricks, Woodlaura, N.S.W.; C.P.O. Wtr. R. P. Riddett, Chatswood, Stores P.O. (V) E. W. Ford, Ringwood, Vic.; C.P.O. Cook W. A. Oates, Coogee, N.S.W.; Cook (O) W. R. Kingston, Collaroy Plateau, N.S.W.; E.R.A.II W. Bright, Brisbane, Qld.; Joiner I. N. A. Bassett, Parramatta, N.S.W.; S.B.C.P.O. J. E. Robb, M.I.D., Box Hill, Vic.; C.P.O. Steward V. G. McLean, Benalla, Vic.; M.A.A. S. Williamson, B.E.M., Waverley, N.S.W.; Musician J. J. Pleass, Prospect, S.A.

Reserve Ratings.

P.O. S. W. Green, Northfield, S.A.; A/L.S. K. P. H. Wheatley, Cronulla, N.S.W.; A Ldg. Tel. M. L. Pike, Brisbane, Qld.; P.O.S.M. J. S. Stafford, Kew, Vic.; E.R.A.2 R. J. Montgomery, Moonah, Tas.; C.P.O. Wtr. E. G. —ookway, Kalumunda, W.A. W.R.A.N.S. Ratings.

P.O. E. F. Ekert, Brisbane, Qld.; A/Ldg. Regulator V. Ware, Ballarat, Vic.

R.A.N. TO TRAIN MERCHANT NAVY OFFICERS IN DEFENCE MEASURES

Courses for officers of British merchant ships that would be defensively equipped in wartime were begun at the recently established Merchant Navy Defence Training Centre at H.M.A.S. "Lonsdale," Port Melbourne, on February 23rd.

In announcing the initiation of this feature on February 3, the Minister for the Navy (the Hon. William McMahon) said that the courses would consist of two parts, each of which would occupy a week. The training centre would be open throughout the year so that officers of visiting coastal, interstate and overseas ships could attend for instruction while they were in port.

Subjects included in the courses were trade protection, convoy work, communications, radar, defence against submarines and mines, damage control and fire-fighting, general, surface and anti-aircraft gunnery, atomic biological and chemical defence, and so on.

The courses were similar to those devised by the Admiralty twelve months or so ago for officers whose ships were staying temporarily in British ports. Instruction

in each subject in Part I took three hours. In subjects in Part II it varied from three to nine hours.

It was desirable that each officer should complete a full fortnight's course without interruption, but, if this were not possible, even one subject could be taken at a time, except in Part II, in which some subjects must be taken consecutively. Officers of overseas ships could, for instance, do some subjects at Royal Navy schools in the United Kingdom and others at the Royal Australian Navy school at Port Melbourne.

Officers would be informed of the arrangement of sessions for each week by means of monthly programmes issued by the Merchant Navy Defence Instructor Officer. These would be distributed in Australia through the Department of Shipping and Transport, the Australasian Steamship Owners' Federation, the Oversea Shipping Representatives' Association and other similar organisations.

Officers who attended the courses would be paid daily return travelling expenses up to a distance of 10 miles from the training centre, in addition to meal allowances. They would also receive their normal appropriate pay from their employers.

N.Z. SPEEDBOAT EXCEEDS 100 M.P.H.

A message from Wellington (N.Z.) on February 22 said that that morning a New Zealander, Len Southward, became the first man in Australasia to travel at 100 miles an hour on water. In the 2½-ton hydroplane "Redhead," powered by a 1,450-horsepower Allison engine, he covered two miles in 71.1 seconds, an average of 101.266 m.p.h. The record was established at Evan's Bay, the Wellington flying-boat terminal. The world water speed record, held by Paul Sayres, of Seattle, U.S.A., is said to be 178 m.p.h.

NEW ENGINE FOR ANTI-SUBMARINE AIRCRAFT.

Details have been announced of a new version of the Armstrong Siddeley Double Mamba airscrew-turbine engine.

Known as the ASDM 5, it will be installed in the Fairey Gannet anti-submarine aircraft.

The Gannet is one of the six aircraft to which "super-priority" has been given. According to a statement made on behalf of the firm of Armstrong Siddeley, the engine also will be given "super-priority" production shortly.

Mr. H. T. Chapman, managing director of Armstrong Siddeley, says that this new "two-in-one" will give the Gannet more power and greater economy of operation. And with no increase in size and weight.

The engine has been adapted to run on British Admiralty diesel oil, kerosene, "wide-cut" turbine fuel, or a mixture of the three. The significance of this achievement lies in the possibility of avoiding the complications arising from carrying special aircraft fuel on board, with separate storage compartments, pumps, and pipes.

Whereas piston engines use high-octane petrol, aircraft gas turbines normally burn paraffin. The use of diesel oil involves no modification of the Gannet's Armstrong Siddeley Double Mamba engine.

"ORONSAY" FITTED WITH STABILISER.

The England to Australia Orient liner "Oronsay" (28,000 tons) has been fitted with the new anti-roll stabiliser at a cost of £125,000. Captain R. W. Roberts, who commands the liner, said the stabiliser, by reducing an eight-degree roll to nil and a 30-degree roll to 10 or 15 degrees, had almost eliminated seasickness on the liner's recent voyage from London to Sydney. Fitted 16 feet below the water line, the stabilisers are shaped like aeroplane wings, are 6 feet 6 inches wide and protrude 13

feet from the ship's hull. Controlled from the small box on the ship's bridge, the apparatus can be retracted or extended according to weather conditions. Captain Roberts said that the "Oronsay" was the first ship in the Australian trade to be fitted with it and the largest ship in the world to be so equipped. As predicted by this journal in the course of a long descriptive article in its issue for May, 1951, the stabiliser is being freely adopted by British shipowners; while, as also indicated, the British Admiralty was one of the first to acknowledge the value and recognise the potentialities of the device. Some of Her Majesty's Ships already have been fitted with the anti-roll stabiliser.

FILMS OF THE CORONATION TO BE AIR RACED TO UNITED STATES.

The United States television networks are reported to be arranging to stage a transatlantic air race on June 2 to be the first to show films of the Coronation of Queen Elizabeth to viewers in America. The three large networks have chartered special planes on which the films will be developed and edited during the flight from London to New York. Some of the planes' seats will be removed to provide room for editing and recording equipment, so that the films will be ready to go over the air networks as soon as the winning plane reaches New York.

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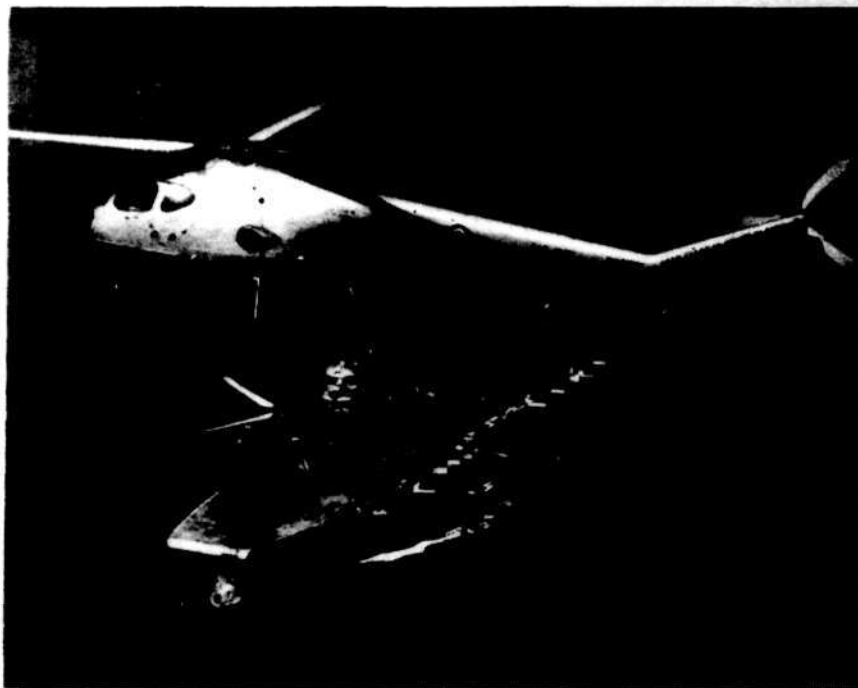
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Two Bristol Sycamore helicopters hover over the aircraft-carrier H.M.A.S. "Vengeance," which arrived in Sydney this month from England. "Vengeance" is on loan to the Royal Australian Navy from the Royal Navy pending the completion of the R.A.N.'s second carrier, H.M.A.S. "Melbourne." This picture was taken from the "Vengeance's" third helicopter by a photographer who travelled on board "Vengeance" from Melbourne.

TELEVIEWERS SEE "THE WAR AT SEA"

For more than a year the National Broadcasting Co. Incorporated of America has been preparing a documentary film project for United States viewers, in association with the United States Navy and with cine material provided from the British Admiralty and other British sources. "Victory at Sea," the complete film which that work has produced, is of 26 episodes, telling of the war at sea during the years 1939-45.

The first few episodes of the film were recently shown in London, and the National Broadcasting Company offered the series to the B.B.C., who decided to televise the series in the United

Kingdom beginning on October 27th last. The programme presents the war at sea as seen through an American historian's eyes. Each instalment is introduced to United Kingdom viewers by Professor Michael Lewis, M.A., F.R.Hist.S., who is the Professor of History at the Royal Naval College, Greenwich. Professor Lewis sets the scene and puts the subject in perspective in relation to Naval activities the world over.

"Victory at Sea" was made under the supervision of Robert W. Sarnoff, and was written and produced by Henry Salomon (a wartime Lieutenant-Commander in the United States Navy, who col-

laborated in the official history of United States Naval Operations in World War II). The British Admiralty gave access to official wartime film of the Royal Navy in action, including some which has not been shown to the public before. The N.B.C. staff worked in London in 1951 assembling all the film material available in the British Admiralty and many thousands of feet were selected.

The lesson of "Victory at Sea" remains as true to-day as it was in 1945: that an effective control of sea communications on and below the surface and in the air above the sea is absolutely essential for the successful prosecution of war.

NEWS OF THE WORLD'S NAVIES

R.A.N. SURVEY SHIP FINDS SUBMERGED ROCK IN BASS STRAIT.

The Minister for the Navy (the Hon. William McMahon) said on February 14 that H.M.A.S. "Warrego," which was conducting a survey in Bass Strait, had discovered a submerged rock whose top was only eight feet below the surface of the water at low tide. It was about 13 miles east-south-east of the Pyramid; about 16 miles off the western coast of Flinders Island, and about eight miles south-west of Frankland Rock. The Commonwealth navigation authorities had been informed of its existence. Mr. McMahon added that the rock was in water of a charted depth of 25 fathoms and was on a route more or less frequently used by ships trading between Cape Barron Island, Flinders Island and the Victorian coast. "Warrego's" present survey task in Bass Strait began early last month and would extend until the middle of April. It would include operations east and west of the Furneaux group and in the approach to the harbour at Lady Barron, Flinders Island.

HISTORY OF THE WAR AT SEA.

In the British House of Commons recently, Mr. W. J. Callaghan, M.P., former Parliamentary Secretary of the Admiralty, asked if the Prime Minister was aware that the official history of sea operations during 1939-45 had not yet been published, and if he would hurry it up. Mr. Churchill said the first of the three volumes of this history would shortly be sent to press and would be published next year [this is in 1953]. He could not yet say when the other two volumes would appear.

THE R.N. PERFORMS MANY SERVICES.

During the recent visit of the British frigate H.M.S. "Actaeon" to the lonely South Atlantic island of Tristan de Cunha (the story of which was told in the February issue of this journal), the ship brought to the island from South Africa: A bishop, who confirmed 26 children and young people on behalf of the Archbishop of Cape Town during the first island confirmation service for five years; a Fleet Dental Officer who examined the teeth of the entire population of 243, continuing the surveys carried out in 1932 and 1937 on behalf of the British Ministry of Health; a representative of the South African Broadcasting Corporation, who prepared a recording for a programme depicting life on the island and on board the "Actaeon"; a biologist of the South African Department of Commerce and Industries; a Clergyman (assuming office on the island) with his wife and three children; a radio engineer to service equipment. And on the return voyage the ship took with her: A retired Government school mistress who is bringing to school in England her ward, six-year-old Valerie Glass, a descendant of Corporal Glass, who is generally regarded to be the founder of the Tristan de Cunha Settlement; and a returning administrator with his wife and child.

ROYAL FLEET RESERVE RECALLS TO CEASE.

During the last two years the British Admiralty has had to recall a number of Royal Fleet Reservists for 18 months' service to enable the Royal Navy to meet its commitments. The Admiralty has now issued the last notices recalling Royal Fleet Reservists to service and, unless the situation changes for the worse as a result

of developments which cannot now be foreseen, no more reservists will be compulsorily recalled beyond those to whom notices have already been issued.

NATIONAL SERVICE EXECUTIVE OFFICERS OF R.N.V.R. GET PERMANENT COMMISSIONS

A limited number of British National Service Officers in the Executive Branch of the Royal Naval Volunteer Reserve have been or are to be selected for permanent commissions in the Executive Branch of the Royal Navy. The decision to grant such commissions was an exceptional measure confined to the year 1952 and was designed to meet the deficiencies in the number of junior Executive Officers which appeared in certain age groups. All British National Service Officers serving between September 1st and the end of 1952 as Midshipmen or Acting Sub-Lieutenants of the Executive Branch for whole-time National Service became eligible. Selected candidates were required to have served for at least one year at sea following the period in the Training Squadron before they undertook courses under this scheme. Accepted candidates, on being given a permanent commission, were subject to the same conditions of service as any other permanent officer and were to be fitted into the training system for permanent officers at the appropriate stage. The grant of these commissions does not reduce the number of promotions to commissioned rank that are available to the Lower Deck.

POPE RECEIVES EARL MOUNTBATTEN.

The British Commander-in-Chief, Mediterranean, The Earl Mountbatten of Burma, was re-

cently received in private audience by the Pope. The Commander-in-Chief, Mediterranean, also met several Italian Ministers and Heads of Services. Later he returned to Malta.

H.M.A.S. "BATAAN" AS REGATTA FLAGSHIP.

The Australian destroyer, H.M.A.S. "Bataan" (Commander W. F. Braccgirdle) acted as flagship at the 117th Anniversary Day Regatta held on Sydney Harbour on January 26.

H.M. FLEET CARRIER VISITS PORTUGAL.

The Fleet carrier "Implacable" of the British Home Fleet Training Squadron paid a five-day visit to Lisbon in October. Commanded by Captain B. I. Robertshaw, C.B.E., R.N., she wore the flag of the Flag Officer Training Squadron, C.B.E., and she has on board some aviation cadets and Upper Yardmen (Air) and more than 600 ratings under training, in addition to her ship's company of about 800.

INCREASE IN BRITISH STEEL ALLOCATION.

The British Admiralty has announced that as forecast by the Civil Lord of the Admiralty, Mr. Simon Wingfield Digby, M.P., in the course of an adjournment debate in the House of Commons on October 14th, there will be an increase in the allocation of steel for shipbuilding as from January 1st, 1953. The allocation for the first quarter of 1953 will be 9 per cent. higher than the allocation for the quarter ended December 31st, 1952.

H.M.S. "WAVE" GROUNDED.

The British Fishery Protection vessel "Wave," who went aground in St. Ives Bay, Cornwall, when her cable parted, was later refloated by the Naval Salvage Organisation and towed to Devonport. She was damaged below the waterline and several compartments were flooded. Fifty-eight members of her crew were taken off by

breeches buoy during a gale but officers and seamen ratings remained on board to assist in the refloating operations.

ROYAL NAVY PARTICIPATION IN EXERCISE "ARDENT."

Aircraft of the Royal Navy and the Royal Naval Volunteer Reserve and H.M. Ships took part in Exercise "Ardent," the Royal Air Force's biggest ever peacetime exercise. The aircraft-carrier "Eagle" and the battleship "Vanguard," with destroyer escorts, took part in one convoy operation and other convoys were made up by minesweepers from Harwich and ships from Portsmouth Command.

REAR-ADMIRAL SCOTT-MONCRIEFF AWARDED C.B.E.

The award of Commander of the Order of the British Empire (C.B.E.) to Rear-Admiral Alan Kenneth Scott-Moncrieff, D.S.O. and Bar, R.N., for distinguished services in Korean waters, was announced recently in the "London Gazette."

VETERAN R.N. FRIGATE RECOMMISSIONED.

The R.N. frigate "Whitesand Bay," last year recommissioned on the Far East Station for a further tour of foreign duty, is one of the veterans of the Korean war. She went to the Far East from the America and West Indies Station in August, 1950, and since then has operated off both coasts of Korea. Since the outbreak of the Korean war she has steamed 47,340 miles, spent 311 days off Korea or in Japanese waters and fired more than 5,000 rounds of four-inch ammunition. About two-thirds of her company during her last commission returned to the United Kingdom in November last. H.M.S. "Whitesand Bay" was completed in July, 1945, and has not been in Home waters since October of that year. She has served in the Mediterranean, West Indies and the Far East.

THREE R.N. FRIGATES RETURN HOME.

Three frigates of the Royal Navy returned to the United Kingdom on completion of normal periods of foreign service late last year. Two of them, H.M.S. "Burgehead Bay" (Captain J. A. Jevers, O.B.E., R.N.) and H.M.S. "Vernan Bay" (Commander R. Horncastle, R.N.), arrived at Devonport on October 30th from the West Indies, where they have been replaced on the America and West Indies Station by H.M.S. "Snipe" and H.M.S. "Bigbury Bay." The third frigate, H.M.S. "Loch Dunvegan" (Commander H. R. Rycroft, D.S.C., R.N.), arrived at Devonport on October 31st from the Mediterranean, where she had been serving for more than two years.

R.N. MIDGET SUBMARINE VISITS THE THAMES.

After taking part in Exercise "Mainbrace," the R.N. submarine XE8 (Lieutenant H. T. Verry, R.N.), one of the smallest offensive Naval units in the world, paid an informal visit to the Thames in October. With her was the 164-foot trawler mother ship "Gateshead," commanded by Lieutenant-Commander J. A. R. Troup, D.S.C., R.N., who is Senior Officer, X-Craft.

R.N. MIDGET SUBMARINE VISITS THE U.S.

One of the Royal Navy's midget submarines, the XE9 (Lieutenant-Commander W. R. Ricketts, R.N.), arrived in October last at Norfolk, Virginia, U.S.A., for evaluation by United States Naval authorities. She was taken to the United States in the U.S. Naval transport "Whitley," one of the ships which came to the United Kingdom for Exercise "Mainbrace." The XE9 is about 53 feet in length and is powered by a single Gardner engine and a single electric motor. She will remain in the United States for about six months.

H.M.S. "DAMPIER" SURVEYS PENANG.

The survey ship H.M.S. "Dampier," temporarily under the command of Lieutenant-Commander Glenn, recently spent a month surveying the harbour and approaches to Penang, Malaya. During her stay in the area, the ship gave a party to about 100 children from local orphanages and for the families of local residents. It is reported that practically all the ship's company had to entertain the guests, who consumed enormous quantities of cakes and fruit and three gallons of ice-cream.

U.S. NAVY BOMBARDS WONSAN.

The United States Navy's heavy cruiser "Los Angeles" steamed into Wonsan Harbour on February 28 and began what the U.S. Navy Department described as a "heavy bombardment" of the battered Communist port on the North-East Korean coast. The announcement said "planes were spotting guns and storage targets for the 8-inch guns of the cruiser."

H.M.A.S. "SYDNEY" TO TAKE PART IN PORTSMOUTH CORONATION REVIEW.

The Minister for the Navy (the Hon. William McMahon) announced on February 3 that the Royal Australian Navy aircraft-carrier "Sydney" would take part in the Coronation Naval review by the Queen at Portsmouth, England, on June 15th.

Mr. McMahon added that "Sydney," in which the 250 members of the Australian Services' Coronation Contingent would travel to the United Kingdom, would leave Sydney Harbour on March 21st, and, after calling at various ports on the way, would reach Portsmouth on May 5th.

She would be in Melbourne from March 23rd until March 24th, in Fremantle from March 29th until March 30th, and in Colombo from April 9th until April 11th.

She would pass through Aden, Suez and Port Said and would

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arrive at Malta on April 15th. Leaving there two days later, she would reach Gibraltar on April 30th and sail from there on her four-days' passage to Portsmouth on May 1st.

Mr. McMahon said that he knew that the people of Australia would be proud that they were to be so worthily represented at the

historic review by a ship and fliers with such excellent records. Naval aviation was comparatively new in the Australian Commonwealth, but H.M.A.S. "Sydney" and her pilots and observers had already won high praise for their efficiency both in their peacetime activities and their operations against the Communists in Korea.

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COMPLETION OF TURBINE-DIESEL MOTOR TORPEDO BOATS.

The first two Motor Torpedo Boats of the Royal Navy to be powered by gas turbines in combination with diesel engines are being completed for service.

They are Her Majesty's Motor Torpedo Boat "Bold Pioneer," launched in August, 1951, at the Cowes, Isle of Wight Yard of Messrs. J. S. White and Co. Ltd., and Her Majesty's Motor Torpedo Boat "Bold Pathfinder," launched in September, 1951, at the Portsmouth Yard of Messrs. Vosper Ltd.

Both craft are fitted with gas turbines made by Messrs. Metropolitan Vickers Electrical Co. Ltd., of Manchester, the main machinery installation having been undertaken in each case by the respective shipbuilder. The turbines have been developed from the Gatric engine which operated so successfully in M.G.B. 5559 (ex 2009) in 1947. Both craft also will carry a peacetime complement of two officers and sixteen ratings and be armed with four 21in. torpedo tubes and one small gun.

The principal dimensions of the craft and the details of the machinery installations differ slightly because the boat built by Messrs. White is of Hard Chine, and that built by Messrs. Vosper of Round Bilge form.

Principal dimensions of Messrs. White's boat, "Bold Pioneer," are as under:

- Extreme length—121 feet;
 - Length between perpendiculars —116 feet 3 inches;
 - Beam—25 feet 6 inches.
- Dimensions of Messrs. Vosper's boat, "Bold Pathfinder," are:
- Extreme length — 122 feet 8 inches;
 - Length between perpendiculars —117 feet;
 - Beam—20 feet 5 inches.

"The Youth of a nation are the trustees of Posterity."

—Benjamin Disraeli.

The Navy



MARITIME NEWS OF THE

WORLD

From our Correspondents in
LONDON and NEW YORK

By
AIR MAIL

UNITED KINGDOM MERCHANT FLEET DECLINING.

The United Kingdom Chamber of Shipping on February 22 issued a warning of "ominous signs" of a decline in the British Merchant Fleet. "So long as taxation prevents the retention of sufficient of the industry's earnings to allow ships to be replaced, so long will the merchant fleet inevitably decline. The continued replacement of the fleet cannot be taken for granted. Unless the present taxation policy is altered, the outlook is grim indeed," said the chamber's annual report. The report added that former enemies in the maritime service now offered real rivalry in sea transport. In short, the position cannot be taken lightly. Thus, it must be patent to all that what this journal said in its editorial of November last was, regrettably enough, far from ill-founded. As we implied then, to gravely jeopardise the British shipping service at this juncture in world affairs, would be to gravely jeopardise not only the industry itself, but also the economy and the very future of the nation upon whom the security of the Commonwealth of Nations stands or falls.

JAPANESE TANKER'S BIG CARGO.

The 12,687-ton Japanese tanker "Otowasan Maru," arrived in Sydney on January 20 on her maiden voyage. The second Jap-

anese tanker to come to Sydney since before the war, she was loaded with 17,000 tons of petrol from Galveston, on the U.S. Gulf. This is said to be the largest single shipment of gasoline ever to arrive in Australia. The "Otowasan Maru," owned by the Mitsui Line, is one of the largest and most modern tankers afloat. She was launched last August, has a crew of 50, all Japanese, and is expected to remain on the United States-Australia run indefinitely.

BIG JAP. COAL BOATS VISIT NEWCASTLE.

On order to load coal at Newcastle, N.S.W., during January were no fewer than three large Japanese freighters—the "Toho Maru," "Chuyei Maru," and the "Nisshu Maru". These three ships took a total of 33,000 tons of Australian coal for Japanese consumption.

THE EUROPEAN FEBRUARY STORMS NATIONALLY DISASTROUS.

The toll of ships lost and the coastal damage wrought in the widespread storms in the British and western European waters in early February mounted to disastrous proportions. Trawlers, cargo motor-vessels, coasters, and ocean-going ships were among those that were lost or damaged. Thousands of servicemen and civilians were called into round-the-clock battles to repair the

shattered sea-walls on Britain's East coast and the dykes in Holland, where the sea, storming over the below-sea-level lands, reclaimed through the centuries, scored the greatest victory against Holland since the 15th century.

DUTCH FREIGHTER BRINGS DREDGE FOR SYDNEY.

The 8,143-ton Dutch freighter "Almkerk" arrived in Sydney from Hamburg on January 22 with an 80-ton dredge for the N.S.W. Maritime Services Board. The Board imported the dredge for use in Sydney Harbour. The dredge was unloaded at No. 5 Walsh Bay.

SOUTH AUSTRALIAN KETCH SAVED.

An alarm, given by a man on duty on Birkenhead Bridge (Port Adelaide) control tower, saved the coastal ketch "Hawk" from becoming completely gutted when fire broke out aboard early on the morning of January 24. A fire-float and land appliances extinguished the fire, but not before about £1,000 worth of damage was done.

FRENCH ANTARCTIC EXPEDITION SHIP AT HOBART.

The French Antarctic expedition ship "Tottan" arrived in Hobart on January 26 after spending a year in the Antarctic. Aboard were eight French scientists who have been in Adelieland investi-

gating the life cycle of penguins and making a detailed survey of the coastline. Two crates of penguins brought back in the "Tot-tan" will be distributed to zoos in Australia and France.

FLOATING ACCOMMODATION FOR CORONATION VISITORS.

The 15,652-ton Holland America liner "Veendam" will become a one-day "floating hotel" during the ceremony of the Queen's coronation in June. The liner will leave Rotterdam on June 1 and



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anchor off Gravesend. Passengers will then go by train to London for the Coronation.

WOMAN'S SMALL-BOAT VOYAGE ACROSS THE ATLANTIC.

Mrs. Ann Davison, a 38-year-old English widow, on January 27 became the first woman to make a small-boat voyage across the Atlantic alone. In her 23ft. yacht "Fidelity" she reached Dominica Island, one of the Leeward Group in the West Indies, after a voyage from England which lasted 254 days. It was Mrs. Davison's second attempt at an Atlantic crossing. Her first attempt ended tragically, when her husband was drowned in an attempt they made to reach the United States in another small yacht.

COMMAND OF THE "GOTHIC" ON ROYAL TOUR.

Captain David Aitchison, Commodore of the Shaw Savill Line, will command the 15,902-ton liner "Gothic" in which the Queen and the Duke of Edinburgh will sail for the Royal tour of Australia and New Zealand. Captain Aitchison has been in command of the Line's 26,463-ton "Dominion Monarch."

FRENCH LINER'S CARGO ON FIRE.

The French liner "Ferdinand de Lesseps, 11,150 tons, sent out an emergency call at Naples on February 17 reporting a fire in her cargo of oil seeds. Port fire-fighters put out the fire in four hours. The liner, bound for Marseilles from Madagascar with 400 civilian passengers and 259 French troops on board, changed course and made full speed for Naples after an explosion in the hold containing her oil seed cargo. There were no casualties.

JAPAN BEGINS WORLD LINER SERVICE.

The Mitsui Steamship Company began this month the first Japanese round-the-world liner service since the war. A spokes-

man for the company said on February 17 that it had decided to revive the east-bound round-the-world service across the Pacific because it had not been able to gain membership of the Europe-Far East freight conference. The rates will, it is said, be on the same level as other companies to avoid undue competition. The ships will run through the Panama Canal to New York and across the Atlantic to Europe, returning to Japan via the Suez Canal route.

SHIP ADRIFT WITHOUT CREW.

The British freighter "Ranee" on February 10 towed into Colombo harbour the motor vessel "Holchu" which she had picked up drifting and deserted between Singapore and Ceylon. Not a trace of her Asiatic crew of five was to be found. The mast of the "Holchu" was broken, but the vessel carried plenty of food, water, and fuel. A meal was prepared in the galley. The deserted vessel was sighted on February 7 when 200 miles south of the Nicobar Islands by the British troopship "Empire Windrush." The troopship radioed a warning that the drifting vessel was a danger to shipping, and the "Ranee" altered course to pick her up. Captain N. McLure, of the "Ranee" said that the "Holchu" was carrying 105,000 bags of rice and must have been plying between the Andaman Islands and the Nicobars.

NEW "EMPRESS OF AUSTRALIA"

The French liner "De Grasse," recently purchased by the Canadian Pacific Steamships, will be renamed "Empress of Australia" when it goes into service, the line announced on February 21. The former "Empress of Australia" was scrapped last year.

DUTCH VESSEL LOST.

Lloyds, London, reported from Stavanger (Norway) on February 21 that the Dutch motor vessel

"Lark," 196 tons, missing since February 10, now was considered lost with all hands. The "Lark" left Porsgrunn (Norway) on that date and has not been heard of since. She carried a crew of seven.

JAP. SHIP SINKS NEAR OKINAWA.

The "Shinsei Maru," a small Japanese ship, capsized and sank in heavy seas near Okinawa on February 4., drowning 58 people. The captain and one other survivor reported the sinking after swimming to the island of Okino, north of Okinawa. The "Shinsei Maru" was an inter-island passenger ship. All passengers were natives of Okinawa or other Ryukyuan islands.

FIVE DIE IN SCOTTISH LIFEBOAT.

A lifeboat sent out from Fraserburg, on the east coast of Scotland, capsized and was wrecked in heavy seas on February 9 with the loss of five of her crew of six. The lifeboat had gone out to stand by fishing-boats near the harbour, but the seas prevented any help that might otherwise have been given the drowning men. The sole survivor was the assistant coxswain, Mr. Charles Tait, 34, whose father, also in the boat, was among the drowned. The 46-foot lifeboat, the "John and Charles Kennedy," had been launched 98 times since she was commissioned in 1937 and had saved 199 lives.

SHAW SAVILL'S NEW TYPE PASSENGER LINER.

Further details are now available of the 20,000-ton passenger steamer which Harland and Wolff are building for the Shaw Savill Line.

For a vessel of this size, her design is revolutionary and, when completed, she will undoubtedly be a surprise to those expecting the conventional.

The absence of any cargo holds gives more space and unbroken decks for the planning of the passenger accommodation, but the de-

signers, not content with these, have decided to banish the propelling machinery from the orthodox position amidships to the after-end of the ship. This left a much larger proportion of the hull free of machinery space uptakes and casings in which to lay out a continuous sweep of public rooms, cabin accommodation with central alleyways on five decks and a clear sun deck unobstructed by funnel casings.

The boiler room will be as far aft as the narrowing hull will permit and the engine room immediately forward of it: the Diesel Generator Room being in the third watertight compartment of the machinery installation.

The engines will be twin-screw geared turbines capable of developing 20,000 S.H.P., sufficient to maintain a speed of over 20 knots. The Yarrow-type boilers will burn oil under balanced draught and the air for combustion of the fuel will be heated by steam bled from the turbines instead of by exhaust gases as is usual.

Electric power will be supplied by six 600 k.w. generators driven by six 8-cylinder Mirreles, Bickerton and Day diesel engines.

Hull space for fresh water tanks has been reduced to a minimum and all fresh water consumed on board for all purposes, including boiler feed and ballasting, will be made on board by five Weir Evaporators capable of maintaining an output of 300 tons of distilled water a day from seawater. For boiler feed, double-distilled water only will be used.

The Lounge Deck will comprise a suite of seven large Public Rooms which will be designed to cater for the comfort and recreation of the passengers. Two air-conditioned Dining Saloons, with the galley between them, will ensure a quick and efficient service of meals to passengers in perfect comfort in all climatic conditions.

The vessel will be the first in the Australian, South African and New Zealand Trade to have every cabin air-conditioned. As the pas-

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passenger accommodation is spread over five decks, a large and comprehensive air-conditioning system is required, and this will make her the most extensively air-conditioned ship in service in the tropics. It will consist of 25 units placed in suitable positions throughout the accommodation and will circulate fresh, filtered air, conditioned as required by external atmospheric temperatures.

Denny-Brown Stabilisers will be incorporated in the hull to ensure the same comfort in all weathers that the air-conditioning will provide in all temperatures.

As she will not carry any cargo she will be able to maintain strict sailing dates from all ports and her speed will allow her to make four round voyages a year between England, Australia, New Zealand, on any of the routes via Suez, South Africa or Panama.

"The winds and waves are always on the side of the ablest navigator."

—Edward Gibbon.

PERSONAL PARAGRAPHS

NEW SECOND SEA LORD.

Her Majesty the Queen has been graciously pleased to approve the appointment of Vice Admiral F. R. Pirham, C.B., C.B.E., D.S.O., to be a Lord Commissioner of the British Admiralty, Second Sea Lord and Chief of Naval Personnel in succession to Admiral Sir Alexander C. G. Madden, K.C.B., C.B.E., as from July, 1953.

NEW ENGINEER-IN-CHIEF OF THE FLEET.

The British Admiralty has announced the appointment of Rear-Admiral (E) F. T. Mason as Engineer-in-Chief of the Fleet in succession to Vice-Admiral (E) the Honourable Sir Denis C. Maxwell, K.C.B., C.B.E. The appointment will take effect about the end of April, 1953.

REAR-ADMIRAL RETIRES.

The retirement of Rear-Admiral D. H. Everett, C.B., C.B.E., D.S.O., has been announced by the British Admiralty. Admiral Everett has been placed on the Retired List.

DEPUTY CHIEF OF STAFF TO C-IN-C, PORTSMOUTH.

Captain G. A. Thring, D.S.O. and Bar, R.N., has been appointed as Deputy Chief of Staff to the Commander-in-Chief, Portsmouth, and will serve as Commodore 2nd Class while holding this appointment.

SENIOR OFFICER RESERVE FLEET, PLYMOUTH.

The appointment in the rank of Captain of Captain J. R. Barnes, D.S.O., R.N., to H.M.S. "Diadem" in command and as Senior Officer Reserve Fleet, Plymouth, has been announced.

APPOINTMENT TO DEFENCE RESEARCH POLICY STAFF, ADMIRALTY.

The appointment in the rank of Captain has been announced of

Captain E. W. Banks, R.N., for duty with the Defence Research Policy Staff, British Admiralty.

R.N. DEPUTY DIRECTOR WELFARE AND SERVICE CONDITIONS.

The appointment in the rank of Captain of Captain H. P. Kuelle, Captain (S), as Deputy Director of Welfare and Service Conditions, has been announced by the British Admiralty.

DUKE'S SECRETARY RETURNS TO LONDON.

Lieutenant-Commander Michael Parker (R.N. Rtd.), private secretary to the Duke of Edinburgh, left Sydney on the night of January 24 by Qantas Constellation for London. He was accompanied by his wife and two children. Lieutenant-Commander Parker, with his family, arrived in Sydney on December 21 and has been spending a Christmas-New Year vacation with his parents, Captain and Mrs. C. A. Parker, at East Kew, Melbourne.

G.M. FOR SUBMARINE.

Her Majesty the Queen has approved the award of the George Medal to Lieutenant H. M. Woolrych, R.N., of the submarine "Sirdar." The citation states that on June 25th he swam from the submarine to the wreckage of an aircraft which had caught fire on hitting the sea and rescued two airmen.

DUKE APPOINTED ADMIRAL OF SEA CADET CORPS.

The British Admiralty has announced that Her Majesty the Queen has approved the appointment of His Royal Highness The Duke of Edinburgh, K.G., to be Admiral of the Sea Cadet Corps.

TEMPORARY APPOINTMENT AS ADMIRAL COMMANDING RESERVES.

Rear-Admiral I. M. R. Campbell, C.B., D.S.O. and Bar, has

been appointed Admiral Commanding Reserves (temporarily) 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). Rear-Admiral Campbell will be relieved by Rear-Admiral A. K. Scott-Moncrieff, C.B., C.B.E., D.S.O. and Bar, on completion of the latter's convalescence after an illness contracted while serving in Korean waters. Admiral Scott-Moncrieff's appointment as Admiral Commanding Reserves has already been announced by the British Admiralty and notice of it appeared in the December issue of this journal.

DUKE VISITS MEDITERRANEAN FLEET

His Royal Highness the Duke of Edinburgh, K.G., visited ships and establishments of the Royal Navy during his visit to Malta to present Colours to the three Commandos of the Third Royal Marine Commando Brigade, now stationed in the island and lately returned from Malaya.

Many ships of the Mediterranean Fleet were in harbour during the visit of His Royal Highness. They included the aircraft-carriers "Theseus" (Captain C. N. Lentaingne, D.S.O., R.N.) and "Ocean" (Captain G. L. G. Evans, D.S.O., D.S.C., R.N.), recently returned from Korea; the four cruisers "Glasgow" (Captain J. Holmes, R.N.), flagship of Admiral the Earl Mountbatten of Burma, K.G., etc., Commander-in-Chief, Mediterranean, "Kenya" (Captain D. P. Trentham, R.N.), "Cleopatra" (Captain J. Uggant, D.S.O., R.N.), and "Euryalus" (Captain G. H. Peters, R.N.); the fast minelayer "Manxman" (Captain J. T. Lean, D.S.O., R.N.), who brought much-needed supplies to the island during World War II; and several squadrons of destroyers, frigates, minesweepers, submarines and amphibious craft—an impressive force demonstrating the importance of the island 'Fortress' in British Mediterranean

and Commonwealth strategy.

The British Board of Admiralty was represented at the presentation of the Colours by the Fourth Sea Lord (Vice-Admiral S. M. Raw, C.B., C.B.E.) and the Permanent Secretary (Sir John Lang, K.C.B.). The Commandant-General, Royal Marines (Lieut.-General J. C. Westall, C.B., C.B.E.), was also present.

NEW AUSTRALIAN NAVAL ATTACHE APPOINTED TO WASHINGTON.

The Minister for the Navy (the Hon. William McMahon) announced on January 27th that Captain G. G. O. Gatacre, D.S.C. and Bar, R.A.N., at present Captain (D) of the 10th Destroyer Squadron and Commanding Officer of the Battle class destroyer "Anzac," now in Korean waters, had been appointed Australian Naval Representative and Naval Attache at the Australian Embassy in Washington. He would succeed Captain F. N. Cook,

D.S.C., R.A.N., whose appointment in Washington would expire in July.

Captain Gatacre, who is a graduate of the Royal Australian Naval College, was Deputy Chief of the Naval Staff at Navy Office, Melbourne, from June, 1948, until October, 1950.

At the outbreak of the Second World War he was serving with the Royal Navy and continued to serve with it until 1942. He was mentioned in despatches in June, 1941.

In October of that year he was awarded the D.S.C. for his good services in H.M.S. "Rodney" in the operations that led to the destruction of the German battleship "Bismarck."

After he had returned to Australia he served in H.M.A.S. "Australia" and H.M.A.S. "Shropshire." He was awarded the Bar to his D.S.C. in February, 1943, for skill, coolness and resolution in operations in the Solomon Islands.

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SEA-ODDITIES

It now seems that more results than those of atom-bomb tests came out of the British Admiralty's recent scientific expedition to the Monte Bellos, those now famous islands off the coast of Western Australia. The British Museum of Natural History on February 10 announced that about 2000 new species of life-forms—animals, reptiles, and insects—previously unknown to science were found on the islands during a search prior to the explosion of Britain's first atomic bomb. Among the new specimens were a tiny, limbless, burrowing lizard, a burrowing snake, seven spiders and one scorpion. Although the islands are situated in close proximity to the Australian mainland, scientists believe that this fact had not prevented the development of species unknown elsewhere. The search revealed, too, that only two of the native mammals observed in a survey made there in 1912 were now extinct.

In the columns devoted to this feature in the December, 1952, issue of "The Navy," we referred to various accounts of new volcanoes and islands which have in recent months risen out of the sea in the Pacific Ocean. A message from Vila, New Hebrides, on February 16 told of yet another of these occurrences—that of a new volcano which has erupted in the sea off Epi Island in that group. It appears that simultaneously with the eruption, which took place on February 10th, the sea 20 miles south of the volcano grew hot and bubbled. The eruption scattered ash over miles of water and showered dust four inches thick over the northern parts of Epi. This island, which has a native population of more than 3000, is a fertile, mountainous stretch of land 27 miles long and 11 miles wide. The Presbyterian Mission at Lamaru Island in the vicinity reports that the two miles of sea between it and Epi was soon cover-

ed with pumice a foot deep, with some larger masses occurring. Nothing could move in it, and thousands of dead fish and turtles were washed up on the beaches.

On February 15, off Shellharbour, south of Wollongong, N.S.W., a man was severely mauled in deep water by a six-foot Wobegong shark. The man was Constable Rex Benamia Gallagher, 24, of Dapto, in the Illawarra district. Gallagher and a friend, Kevin Jeffcott, of Wangawilli, were spearfishing in 30 feet of water about 20 yards off headlands at Shellharbour. They had been fishing for about 15 minutes when the shark attacked Gallagher. The shark ripped off part of his nose and badly gashed his throat and neck, tearing off his snorkel mask and dragging him under water. Gallagher swam unaided to the beach, where he collapsed. As Gallagher was fighting the shark off, Jeffcott tried to shoot it with his spear-gun. He missed, but then began to shout under the water. This apparently frightened the shark away. Gallagher was taken by ambulance to Wollongong Hospital, where specialists operated on him.

A message from Washington on February 28 reported that the National Geographic Society had announced that wine more than 2100 years old had been discovered aboard a Greco-Roman ship which sank off the southern coast of France in the third century B.C. The 600-ton vessel belonged to Marcus Sestius, a Roman merchant and "powerful politician," naturalised a Greek citizen. A National Geographic salvage expedition is raising the ship, the oldest known cargo craft in the world, and the Society says it hopes to complete the task this [European] spring. The ship and its cargo is assessed by scientists to be one of the rarest archaeological finds ever made. Divers have

already brought to the surface archaeological treasure in the shape of 1000 large amphorae. These are pottery vessels used to carry the liquid cargoes of the ancient Mediterranean people. Some of these vessels, still corked, contain the 2100-year-old wine.

Three Fijians on February 4 in Suva Harbour caught a 245lb, nine-foot-long swordfish by attacking it with a crowbar, roping it and towing it ashore. The fish surfaced in the harbour near the fish station. The three Fijians ran down to the water and set out in pursuit of it in a dinghy. They said afterwards that the big fish was slow in moving, probably because of an earlier fight with a shark. Most of central Suva stopped work to watch the tussle with the swordfish.

One of the most curious of the creatures belonging to that sea-living group known as the Molluscs is the sea-hare. The wise fish is ever-wary of a sea-hare, for it protects itself by spurring out a violet liquid which serves as a sort of smokescreen and which contains poisonous elements that partially paralyse the fish and may even cause its death. In fundamentals, there is really nothing new in sub-marine warfare! Though most of the molluscs are rigid vegetarians, others, notably the whelks, have cannibal tendencies. The whelks bore holes through the shells of their neighbours and relations by means of a tubular and very muscular organ with a strong flinty tip, and having bored the hole they calmly suck out the juices of the hapless inmate.

The story of a fisherman who was savagely attacked and bitten by a shark in comparatively shallow water comes from lonely Cape Douglas, in South Australia. John Holmes, 25, of Mt. Gambier, and William McIntyre, also of Mt.

Gambier, were with a party of fishermen setting nets in darkness about 30 yards offshore. Both men were working in waist-deep water. The first indication that a shark was among them was when Holmes screamed and threw his arms over his head; he had been bitten severely on the thigh. The shark then struck at the fishing net, took fright and swam back into deep water. McIntyre and the rest of the party carried Holmes ashore, whence he was taken, post haste, to hospital, 27 miles away, at Mt. Gambier. Holmes lost consciousness through loss of blood and shock before he reached hospital.

Have fishes a colour sense? Some kinds of fish strongly suggest that they see colours quite well, and use them as a means of concealment, since they adjust their own skin colours to conform with the colour of the background of their environment. The flat fish

are particularly interesting for their remarkable changes of colour and pattern. This, too, is true of shrimps and prawns. The chameleon prawn exactly resembles the colour of the seaweed to which it clings motionless during the daylight hours, whether it be green, red, or brown. In the deep rock pools prawns cling among the weeds, invisible unless disturbed, and in a sandy pool the shrimps, pressed flat against the bottom or buried up to their beady eyes, can only be detected by a skilled observer; or they may streak across the pool only to vanish again as they settle and lie still.

The sea-hare (the snail of the sea) also provides a remarkable story of colour changes and adaptation of pattern to environment. Often this creature will resemble an animated piece of seaweed rather than a highly-developed mollusc. It clings to the weed in seaweed-like attitudes for hours at a time, lost to the eye, so to speak,

in its surroundings. As for the squids, an optical effect produced by certain of these animals, most if not all of which are capable of rapid colour changes, is among the strangest of all forms of camouflage. Squids show dark and light horizontal stripes while swimming, which give an illusion of streaks of water, but when they come to rest these stripes vanish and are replaced by vertical bands suggesting seaweed with its undulating surface alternately in light and shade.

The recent fierce gales which caused flooding of Britain's east coast and the coastlands of Holland have driven fish from the North Sea, says the British newspaper "Yorkshire Post." Seine net fishermen now describe the North Sea as the "Black Sea," because inshore fishing grounds are inky black with mud churned off the seabed by the terrific seas.

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tion on their treatment and arrangement for their repatriation.

The Canadian Shipbuilding Association has roughed out the design for a 16-knot cargo ship for war service, to be completed when the Navy's requirements are ascertained.

The Joint Maritime Commission has suggested a conference to be held early in 1953 on the recruiting, engagement and welfare of Asiatic seamen.

Out of 1,573 "rat inspections" made by the Manchester Port Health Authority in 1951, 846 ships were found without their ratguards in position.

The British Sailors' Society reported a deficit of £104,000 on 1951 working: since the end of the war it has been forced to realise £272,000 of its capital assets.

The British Admiralty is reported to have refused responsi-

At the present rate of shipment, about 1,000,000 tons per annum, it is estimated that Nauru's phosphate deposits will last 70 years.

The New York authorities are now prosecuting the owners of ships making excessive smoke in the harbour.

The Elder Dempster Lines Holdings Ltd., which recently purchased the British and Burmese Company, are using some of the "K" tramp-type ships on the West African trade as had been anticipated.

Among the plans of the Royal National Life-Boat Institution (of Great Britain) are the substitution of diesel for petrol engines in all boats and the fitting of a new type of wireless specially adapted for their conditions.

The British Ministry of Transport has been offering vacancies for divisional sea transport officers on terms much more generous than those offered to nautical surveyors.

Chinese owners of ships under the Panamanian flag are selling the smaller ones as quickly as they can and giving easy terms.

Shipping companies which have lost heavily by pilferage are complaining that the penalties have become quite inadequate while the profits by successful stealing have increased rapidly.

The International Shipping Federation discussed the question of stowaways and the general feeling was that the best solution would be an international conven-

tion on their treatment and arrangement for their repatriation.

With the general slump, some of the Argentine Government steamers are being fixed at a very low rate, obviously not meeting their expenses which still further depresses the market.

An anonymous donor has given sufficient money to maintain the "Cutty Sark" for the next two or three years while permanent measures are being considered.

Bilge keels in the new Watts Watts tramp steamers of the "Windsor" class are of an entirely new design, divided into two and somewhat on the principles of a fish's fins.

Israeli interests are negotiating for the purchase of the Swedish-American liner "Stockholm," which has been proved quite satisfactory for her purpose, but no transfer will take place until the new "Drottningholm" is delivered.

Japanese salvage firms are taking legal action to decide whether they or the Americans have the right to salvage war wrecks in the South Pacific.

During the year 1951 the British Ministry of Transport conducted 6,254 examinations for engineer officers and issued 801 second-class, 562 first-class and 11 extra first-class certificates.

The Court liner "Mersington Court" has been salved at Narvik for further service and work is in progress on the German "Hein Hoyer" and the British "North Cornwall."

The South African Nautical College ("General Botha") intends to open an engineering side if the South African Air Force will surrender some disused workshops.

The Minister for Territories (the Hon. P. M. Hasluck) announced in the Australian Parliament recently that the Government had decided to commence construction of permanent harbour facilities at Darwin immediately.

Mr. Hasluck, who was replying to a question by Mr. F. J. Davis (Liberal Member for Deakin, Victoria), said that the works would be a modified form of the construction recommended by the Commonwealth Parliamentary Public Works Committee.

The construction of the harbour approaches, he said, would be undertaken first. The cost of this would be met by an adjustment in the existing programme of the Commonwealth Government and would not involve any additional allocation of finance.

While the construction of the harbour approaches was proceed-

ing, tenders would be called for the completion of the first stage of the permanent work, presumably the main or inner portion of the harbour.

The first stage was intended to give within 12 months a deep-water berth capable of taking the largest ships likely to visit Darwin and of handling the heaviest cargo likely to be landed there.


The United States on January 16 formerly notified the Japanese Government that it has ordered its forces to take all necessary steps to repel unauthorised flights of foreign aircraft over Japan. Japan requested such a move on January 13 because of, she said, the increasing number of Russian 'planes' over Hokkaido, Japan's northernmost island. The U.S. Commander in the Far East, General Mark Clark, immediately promised to give the necessary protection.



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REVIEWS

"300 Years of London River." By Aytoun Ellis. Published by Bodley Head (John Lane), London.

This book sets out primarily to be an attractively produced history of Hays Wharf. Incidentally, however, it achieves far more, in that it contains much of wider interest in the maritime field. Indeed, it can be read with considerable interest and profit by both seafarer and land-man.

"The Tea Clippers." By David R. MacGeorge. Published by Percival Marshall, London.

It is quite impossible for anyone with a love for British maritime history to remain uninterested by this book. It is a well-illustrated account of a fascinating and notable era in the age of the windjammer. A feature of the

book lies in the number of newly-drawn hull lines of some of the most famous clippers of the early-day wool and tea trades.

"1,700 Miles in Open Boats." By Cecil Foster. Published by Rupert Hart Davis, London.

Voyages in open boats are always an appealing subject to seafarers, and in this book, one of the latest titles in the most attractive Mariners' Library series, we are given a coverage of just such a voyage. Here, in short, Captain Cecil Foster's account of the famous voyage of the "Trevassa's" lifeboats, in 1926, is neatly reprinted. The story is told in a clear unvarnished style; while the compelling subject it embraces is of that high standard which needs no recommendation by anyone to emphasise its maritime and general appeal.

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FIRST LORD AT FERRY CREW RE-UNION DINNER.

The First Lord of the British Admiralty (The Rt. Hon. J. P. L. Thomas, M.P.) and the First Sea Lord (Admiral Sir Rhoderick McGrigor, G.C.B., D.S.O.) attended the annual reunion dinner at the Connaught House, Kingsway, London, of the Admiralty Ferry Crew Association whose members manned small craft taken over or built by the Admiralty during World War II for their delivery to the bases.

The Ferry Crew Service had a wartime strength of more than a thousand drawn from all walks of life, yachtsmen and engineers, who for various reasons could not be accepted for the armed forces, but volunteered to form the crews of vessels that might be required to be delivered from London to Londonderry or from the United States of America to Malta. In short, anywhere they were required.

The Service was formed in 1942 and it moved 1,020 boats. Some of the volunteers were over 70 years of age, and one engineer of 72 undertook more than 50 voyages.

The Admiralty Ferry Crew Association, established at the end of the war, is now recognised by the British Admiralty and encouraged to widen its scope so that in the event of another emergency it may present a classified list of skippers, mates, engineers and deck hands for service again.

ROYAL ROUND-THE- WORLD TRIP.

A Press cable from London on January 26 said that the Queen and the Duke of Edinburgh will make a round-the-world trip in the course of their visit to New Zealand and Australia in 1954. Originally, they planned to call at Ceylon on the outward trip, but Reuters News Agency understands that they are now likely to go by way of the Panama Canal and call at Ceylon on the homeward journey. Reuters says (though this may be).

SEA CADET CHRISTMAS CAMP

Forty Sea Cadets made up from members of Newcastle, Wollongong and Sydney Area Units encamped for the Xmas Holidays on board Schnapper Island, the Headquarters of the N.S.W. Division of the Australian Sea Cadet Corps. The Cadets reported on board at 2 p.m., Saturday, 29th December, and were in true ship style.

The daily routine of the "Ship" included physical training, boat sailing and seamanship instruction. Rigid discipline gave the Cadets an insight into the shipboard life of a man-of-war. Recreational training included training pictures shown on the Corps' own 16-m.m. machine.

The Officer-in-Charge of the Camp, Sea-Cadet Lieutenant Gordon Humphrey, supervised the activities of the Camp, which the Cadets rated as A1. Without exception the Cadets expressed a

wish that they could stay on for another week. The Camp terminated with a Church Parade at St. John's Church of England, Balmain, where an appropriate Service, especially prepared for the Sea Cadets, was conducted by the Rev. W. Chied, State Secretary of Missions, representing the Rector, the Rev. A. G. Rix. An impressive part of the Service was the Ceremony of the "Colours" being marched into the Church and received by the Padre.



Little appears to be known of the Sea Cadet Corps and its activities, which is a pity, as being a Sea Cadet affords a boy of 14 excellent training, not only in seaman-

ship, but in citizenship and the development of the boy. Uniforms are provided; boys take part in exercises and training on board warships and in Naval Establishments. A boy who has a liking for the sea will, although too young to join the fighting Navy or Merchant Navy, find his wish can come true by joining the Sea Cadet Corps.

If a boy wishes to join the Sea Cadet Corps, or desires information on the Corps and its activities, he can apply in writing to the Divisional Executive Officer, c/o 2 Neil Street, Merrylands; or to P.O. Box 7, Drummoyne. A boy is not committed to any of the Armed Forces and he is permitted to "try out" the Corps for six weeks before becoming a member.

Now is the time to join — the year's training programme commenced on 15th January. So hurry up and be in it.

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FEDERAL COUNCIL.

An illuminated Charter has been designed for the use of each one of the Sub-Sections of the Association and, later on, the Federal Executive will request the respective State Presidents to present these Certificates, on behalf of the Federal President, to the various Sub-Section Presidents for ultimate display in the Association's meeting rooms.

Preparations for the 1954 Federal Conference are already being made by the Hon. Federal Organising Secretary (Mr. Wm. J. Greenwood). The assembly of interstate Delegates will take place

at Melbourne on Monday, 18th January. It is anticipated that at this coming Conference all Federal Executive Officers may be elected from amongst members of the Victorian Sub-Sections. Various Officers from the State of New South Wales have, over the past 25 years, held positions on the Federal governing body of the Association. All States have agreed that the central control should now be passed over to the original Section's membership, which, by the way, is the largest of any Section in the Commonwealth.

Mr. Fred. Calvert, B.E.M. (N.S.W. State President), has been elected as a Federal Councillor in the stead of Mr. J. P. C. Watson, who was recently appointed by the Minister for Repatriation to the Chairmanship of one of the Appeals Tribunals.

Mr. Alec. C. Nichols, a former General President of the Association, has been elected as State President of the Queensland Section for the current term.

—G.W.S.

Aims and Objects of Association.

- To unite ex-Naval personnel for their mutual benefit.
- To provide entertainment for visiting Naval personnel.
- To encourage the social, intellectual and general advancement of members.
- To endeavour to assist members in distress and to aid them in obtaining employment.
- To purchase property and hold buildings for the bene-

fit of its members, and to provide club rooms, print, publish and circulate Books, Magazines and Papers for members' benefit.

Names and Addresses of Honorary State Secretaries.

Victoria: Mr. W. H. Sullivan, 383 Flinders Lane, Melbourne, Victoria. Phone: MU 4539.

N.S.W.: Mr. R. Humphry, 77 Pitt St., Sydney. Phone: BW 5036.

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

West Aust.: Mr. W. W. Wayman, 149 Petra St., East Fremantle.

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

Tasmania: Mr. G. R. Howe, 99 Collins St., Hobart.

A.C.T.: Mr. K. White, 4 Third St., Narrabundah, Canberra.

Papua-N.G.: Mr. F. C. Hill, c/o Dept. of Education, Port Moresby, T.N.G.

H.M.S. "BELFAST" RETURNS HOME FROM KOREA.

H.M.S. "Belfast," the British cruiser whose "fast firing" and "on the target gunnery" earned the congratulations of at least two American Admirals, has returned to the United Kingdom after a second tour of duty in the Korean war zone. She arrived at Sheerness in early November. During her Korean service "Belfast" steamed more than 80,000 miles, fired well over 8,000 six-inch shells at the enemy, and spent 404 days at sea.

WORLD VETERANS MAKE HISTORY IN LONDON

W.V.F. SPEAKS FOR 16 MILLION VETERANS IN 19 COUNTRIES.

London was, in December, the venue of the greatest gathering of war veterans ever held.

More than 100 veteran leaders from 30 countries, representing more than 20,000,000 veterans, attended the third General Assembly of the World Veterans' Federation in London from December 8th to 11th.

The Assembly was opened by Field-Marshal Lord Alexander, Britain's Minister of Defence. New Membership Ratified.

During the Assembly the membership was ratified of nine new organisations of veterans, three of them from countries not previously represented in the W.V.F., bringing the total membership of the W.V.F. to 103 associations, including 16,000,000 veterans in 19 countries which include Belgium, Brazil, Canada, Denmark, France, Gold Coast, Great Britain, Greece India, Israel, Italy, Luxembourg, Netherlands, Norway, Pakistan, Philippines, Turkey, United States, Yugoslavia. The International Confederation of Former Prisoners of War is also a member.

The Assembly was preceded on December 4 by a meeting of the Commission for the Defence of Peace, which defined its programme of work for the future.

This is to include the study and advancement of measures calculated to remedy economic and social unrest, objective analysis of provocative propaganda which undermines international goodwill, and factual on-the-spot examination of international incidents which could provoke war.

Messages Of Support.

Messages in support of the Federation were received from 22 Heads of States and Prime Ministers.

Among these were messages from Her Majesty, Queen Elizabeth II; Queen Juliana of the Netherlands, the Grand

Duchess of Luxembourg, the Governor-General of Pakistan, His Excellency Ghulam Mohammed, President Truman of the United States, President Quirino of the Philippines, President Vargas of Brazil, President Einaudi of Italy, Marshal Tito of Yugoslavia, and President Auriol of France.

Messages from Prime Ministers include Mr. St. Laurent of Canada; Mr. D. Senanayake of Ceylon; General Neguib of Egypt; Mr. Kwame Nkrumah of the Gold Coast; Mr. Erik Eriksen of Denmark; Field-Marshal Alexander Papagos of Greece; Mr. David Ben-Gurion of Israel; Mr. Pandit Nehru of India; Dr. Alcide De Gasperi of Italy; Mr. Pierre Dupong of Luxembourg; Dr. W. Drees of the Netherlands, and Mr. S. G. Holland of New Zealand.

A reception for the delegates was given by the Foreign Office at the residence of the Rt. Hon. Mr. Anthony Eden, M.P., and the Lord Mayor of London gave a reception at the Mansion House.

In addition, letters and telegrams of support and greeting were received from scores of prominent personalities and war veterans' associations not represented at the Assembly, and from many more who had sent observers.

In his opening address, Lord Alexander said: "The aims of your Federation are based on the principles of the United Nations Charter, and indeed they must be for it is only through supporting such principles that we can seek to establish real peace on earth and goodwill towards men. But your aims amount to something more than the mere re-statement of verbal principles. That is what is so encouraging about the steady growth of your Federation.

"In these difficult days when so much is unsettled and unstable, the ordinary man often feels himself

powerless to do anything effective to achieve the aims to which the United Nations are dedicated."

"You are in a happier position," Lord Alexander added, "by your participation at this conference, by your united work to solve the problems of the ex-servicemen, you can make a practical contribution to international understanding. Your conference has much to do and, what is more, it has a real opportunity of doing it."

A special message was delivered by Colonel Alfred Katzin, special envoy to the Assembly of Mr. Trygve Lie, United Nations Secretary-General, expressing the hope that the W.V.F. would continue "to lead public opinion, to stand as closely in support of the United Nations as it can at whatever sacrifice. This is the road to world peace."

M. Albert Morel, French President of the W.V.F. said that although the Federation was still young it had accomplished a great deal. Although it had received wide and enthusiastic co-operation there had been criticism also. This was not a danger; on the contrary, it was a stimulus.

Rehabilitation And Peace.

Mr. Elliott H. Newcomb, Secretary-General of the W.V.F., expressed a warning against veterans' groups formed for political motives and urged that "peace" should not be handed over to the enemies of peace.

"Although organisation of expansion would continue, much more of the Federation's time would, in future, be spent in programmes of action," he said.

The problem of rehabilitation alone was immense. "In four of our member nations there are 2,891,140 disabled veterans. According to experts 25% of the world's population is crippled through war or disease or accidents." Veterans obviously could not do the job alone. Govern-

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ments could and should do as much.

"We have made it clear repeatedly, unlike some other international groups which claim to work for peace, that we will not interfere with internal affairs of nations. We cannot, on the other hand, permit petty or false nationalism to block our efforts to establish an international rehabilitation programme or to detract from attempts to lessen tension among nations."

Decisions Taken.

Resolutions approved by the Assembly had been submitted by three main committees on policy, internal affairs, and rehabilitation.

Among those in the first of these groups were decisions defining the W.V.F. attitudes on enemy countries, Korea, ex-prisoners of war and under-developed territories.

Hope was expressed that contact would be established between the International Confederation of Ex-Prisoners of War (a member organisation of the W.V.F.) and representatives of Soviet and Polish former war prisoners. Another resolution affirmed W.V.F. support of the principle of universality of membership of the United Nations.

Decisions were taken to reaffirm the main task of the W.V.F. as being to represent the interests of veterans and their dependants, to point out the important role of Europe in safeguarding world peace and to urge acceptance of a Korean truce plan as contained in the resolution presented to U.N. by the Indian Government.

Resolutions implementing the W.V.F. Rehabilitation Programme were approved with a decision to expand this programme to the fullest measure "so as to make the maximum contribution possible to the welfare of the United Nations disabled veterans."

WVF And UN.

It was asserted that the Re-

habilitation programme in some of the countries which had sent men to fight for the United Nations in Korea were "regrettably inadequate."

The Assembly agreed to offer full use of its research information, experience and facilities to the United Nations, so that, as far as possible, all U.N. disabled should receive medical treatment and rehabilitation of the same quality.

It was agreed further that a draft of an International Statute for Veterans should be laid before the U.N. to define the right to reparation for U.N. veterans, their widows, parents or orphans. It was also decided to request representation at international meetings of organisations called to discuss the fate of war victims, recalling that the Geneva Conventions covering the status of war prisoners were drawn up and adopted in 1949 without consultation with either veterans or prisoners of war.

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